



**Final Program
Environmental Impact Report for the
Uptown Community Plan Update**

Project No. 380611
SCH No. 2016061023
September 2016



FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2013121076

SUBJECT: UPTOWN COMMUNITY PLAN UPDATE: CITY COUNCIL APPROVAL AND ADOPTION of an update to the Uptown Community Plan; Adoption of General Plan Amendments; Adoption of the Uptown Impact Fee Study; Amendments to the Land Development Code; Repealing the Mid-City Communities Planned District Ordinance (PDO); Repealing the West Lewis Street PDO; Rescinding the Interim Height Ordinance; and Rezoning of the Community Plan areas with Citywide zones.

FINAL DOCUMENT September 15, 2016:

In response to comments received during public review and City staff input subsequent to distribution of the Draft Program Environmental Impact Report (PEIR), minor revisions, clarifications and/or additions have been made to the document which do not change the conclusions of the Final PEIR regarding the project's potential environmental impacts and required mitigation. As defined in CEQA Section 15088.5, these revisions, clarifications or additions to the document – which are shown in strikeout/underline format, do not represent “significant new information” and therefore, recirculation of the Draft PEIR is not warranted. No new significant environmental impacts would occur from these modifications, and similarly, no substantial increase in the severity of environmental impacts would occur.

Additionally, in accordance with CEQA Section 15089, responses to comments received during the public review period of the Draft PEIR have been included in this final document and are located immediately after these Conclusions.

BACKGROUND:

The proposed Uptown Community Plan Update (proposed CPU) would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the Uptown community. The Uptown Community Plan was originally adopted in 1988 and last amended in 2008.

The Uptown Community Plan Update (CPU) can be found on the Planning Department's website at:

<https://www.sandiego.gov/planning/community/profiles/uptown>

The proposed Uptown CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private), the local street and transit network, the prioritization and provision of public facilities, community and site specific urban design guidelines, and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the CPU as a component of the General Plan Land Use Element, adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District

Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. A comprehensive update to the existing Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption resulting in a new IFS for the Uptown community.

Uptown Community Plan Update

The Uptown Community Plan area consists of approximately 2,700 acres and lies just north of Downtown San Diego. It is bounded on the north by Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and Interstate 5. The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West.

Applicant: City of San Diego Planning Department

ENVIRONMENTAL DETERMINATION:

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The analysis conducted identified that the project could result in significant impacts to the following issue area(s): **Transportation and Circulation, Noise (Ambient Noise and Construction), Historical Resources (Built Environment and Historic Districts), and Paleontological Resources (Ministerial Projects).**

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency. Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the offices of the Planning Department, or purchased for the cost of reproduction.

FEDERAL GOVERNMENT

U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife (23)
U.S. Army Corps of Engineers (26)

STATE OF CALIFORNIA

California Department of Transportation, District 11 (31)
California Department of Fish and Wildlife (32)
California Department of Toxic Substances Control (39)
California Regional Water Quality Control Board, Region 9 (44)
State Clearinghouse (46A)
California Coastal Commission (47)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51A)
California Department of Transportation (51B)
California Native American Heritage Commission (56)

COUNTY OF SAN DIEGO

Air Pollution Control District (65)
County of San Diego Department of Planning and Land Use (68)
County Water Authority (73)

CITY OF SAN DIEGO

Mayor's Office (91)
Council President Lightner, District 1
Councilmember Zapf, District 2
Councilmember Gloria, District 3
Councilmember Cole, District 4
Councilmember Kersey, District 5
Councilmember Cate, District 6
Councilmember Sherman, District 7
Councilmember Alvarez, District 8
Council President Pro Tem Emerald, District 9
Theresa Quiroz, Planning Commissioner

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M. Stephens

CITY OF SAN DIEGO - continued

Fire and Life Safety Services (79)
San Diego Fire – Rescue Department Logistics (80)
Library Department (81)
Central Library (81A)
North Park Branch Library (81T)
University Heights Branch Library (81JJJ)
Historical Resources Board (87)
Park & Recreation (89)
Wetlands Advisory Board (91A)

OTHER INTERESTED GROUPS, ORGANIZATIONS, AND INDIVIDUALS

San Diego Association of Governments (108)
San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
San Diego Unified School District (132)
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Wetland Advisory Board (171)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Citizens Coordinate for Century 3 (179)
Carmen Lucas (206)
South Coast Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown, Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego Archaeological Society Inc. (218)
Kuumeayaay Cultural Heritage Preservation (223)
Kuumeayaay Cultural Repatriation Committee (225)
Native American Distribution (225A-S)
Uptown Planners (498)
North Park Planning Committee (363)

Golden Hill Community Planning Committee (259)
Friends of Switzer Canyon (260)
North Park Community Association (366)
UCSD Physical & Community Planning (478)
Middletown Property Owner's Association (496)
Barry Hager, MISSION HILLS HERITAGE (497)
Hillside Protection Association (501)
Banker's Hill Canyon Association (502)
Climate Action Campaign
Allen Canyon Committee (504)
Greater Golden Hill Community Development Corporation
Walt Scott Chambers
David Swarens
Angela Landsberg
Vicki Granowitz
Robert Barry
Stuart White, Mission Hills Business Improvement District
Ann Wilson, Community Housing Works
Kim Adler
Ernestine Bonn
Roy Dahl
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Jim Frost
Ann Garwood
Dave Gatzke
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Robert Grinchuk
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Ken Tablang
Gerrie Trussell

Chris Ward
Tony Winney
Kristin Harms
Scott Kessler
Angela Landsberg
Susan Riggs-Tinsky
Gary Weber
David Swarens

RESULTS OF PUBLIC REVIEW:

- No comments were received during the public input period.
- Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.



Alyssa Muto, Deputy Director
Planning Department

June 10, 2016
Date of Draft Report

September 15, 2016
Date of Final Report

Analyst: Kurtis Steinert, AICP / Denise Russell

Uptown Community Plan Update PEIR Letters of Comment and Responses

Letters of comment to the Draft PEIR were received from the following agencies, organizations, and individuals. Several comment letters received during the Draft PEIR public review period contained accepted revisions that resulted in changes to the final PEIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. The letters of comment and responses follow.

A1	Caltrans District 11.....	RTC-7
A2	SANDAG.....	RTC-10
A3	San Diego Unified School District	RTC-15
A4	State Clearinghouse.....	RTC-16
B1	Building Industry Association	RTC-20
B2	Climate Action Campaign (Coast Law Group on behalf of).....	RTC-24
B3	Hillcrest History Guild.....	RTC-35
B4	Middletown Advisory Group.....	RTC-36
B5	Mission Hills Business Improvement District.....	RTC-40
B6	Mission Hills Heritage	RTC-44
B7	Mission Hills Heritage	RTC-46
B8	Mission Hills Town Council	RTC-74
B9	Rescue Hillcrest	RTC-76
B10	Rincon Band of Luiseno Indians.....	RTC-82
B11	San Diego Canyonlands	RTC-83
B12	San Diego County Archaeological Society.....	RTC-85
B13	San Diego County Board of Supervisors.....	RTC-86
B14	UCSD Physical & Community Planning	RTC-87
B15	Save Hillcrest.....	RTC-89
B16	Save Our Heritage Organisation	RTC-90
B17	Save Our Heritage Organisation (Brandt-Hawley Law Group on behalf of)	RTC-91
B18	Uptown Gateway Council (Allen Matkins on behalf of).....	RTC-98
B19	Uptown United	RTC-264
B20	Uptown Planners.....	RTC-284
B21	Uptown Planners.....	RTC-288
B22	Uptown Planners.....	RTC-289
C1	Allen, Jeff.....	RTC-293
C2	Ashley, John.....	RTC-294
C3	Becker, Betty.....	RTC-297
C4	Becker, Elizabeth	RTC-298
C5	Becker, Gary.....	RTC-299
C6	Belinsky, Tina	RTC-300
C7	Biggs, Shannon & Bryan Liang	RTC-301
C8	Bilic, Lydia.....	RTC-306

C9	Bonner, Gary.....	RTC-307
C10	Bonner, Gary.....	RTC-308
C11	Buby, Lee.....	RTC-309
C12	Buompensiero, Joe & Marcia.....	RTC-312
C13	Burnett, Addie & Donald Strock.....	RTC-314
C14	Chavez, Joel.....	RTC-316
C15	Davis, Steve.....	RTC-317
C16	Dulay, Catrina.....	RTC-318
C17	Ebner, Joe.....	RTC-319
C18	Eddings, Ryan.....	RTC-320
C19	Eldred, Cynthia.....	RTC-335
C20	Emerick, Carol.....	RTC-337
C21	Epley, Ian.....	RTC-348
C22	Epley, Ian.....	RTC-349
C23	Epley, Ian.....	RTC-351
C24	Evert, Matthew.....	RTC-353
C25	Fairbourn, Gary.....	RTC-354
C26	Gahagan, Tim.....	RTC-355
C27	Galetti, Jason.....	RTC-357
C28	Galetti, Tracee.....	RTC-358
C29	Gauld, Tom.....	RTC-359
C30	Gehl, Sharon.....	RTC-362
C31	Gorin, Richard.....	RTC-377
C32	Harms, Kristin.....	RTC-379
C33	Herbert, Vanessa.....	RTC-384
C34	Hilsen, Dene & Charles DeBarry.....	RTC-388
C35	Huntington, Karen.....	RTC-389
C36	Johnson, Roland.....	RTC-390
C37	Killian, Athena.....	RTC-391
C38	Laprath, Brian.....	RTC-393
C39	Le Tanter, Gaelle.....	RTC-394
C40	Lee, Deirdre.....	RTC-395
C41	Lee, Deirdre.....	RTC-396
C42	Lee, Deirdre.....	RTC-498
C43	Leicht, Mark & Katherine.....	RTC-401
C44	Lia, Marie Burke.....	RTC-402
C45	Lima, Paul.....	RTC-434
C46	MacMillian, Jill & Glen Feye.....	RTC-435
C47	Magnus, Pamela.....	RTC-436
C48	May, Gregory.....	RTC-437
C49	McComb, Roger.....	RTC-438
C50	Mercer, Patricia.....	RTC-439
C51	Mistry, Pretesh.....	RTC-440
C52	Moomjian, Scott.....	RTC-441
C53	Natale, Sandro.....	RTC-448
C54	Odom, Fred.....	RTC-449

C55 Packer, Laura & O'Connor, J Robert & (e mail from Packer).....RTC-450
C56 Rice, Speedy & Judy Clarke.....RTC-511
C57 Riddell, DanielRTC-514
C58 Robbie Robero.....RTC-515
C59 Rosas, Maya & Michael Brennan, Dana Hook, Soheil NkhahabRTC-516
C60 Scheerer, EmilyRTC-518
C61 Scott, DougRTC-519
C62 Seisun, VerenaRTC-520
C63 Shanske, DonnaRTC-522
C64 Smith Adair, ChristopherRTC-523
C65 Spooner, SarahRTC-525
C66 Peter StClairRTC-526
C67 Tagget-Burton, Dawn & Lorenzo BurtonRTC-536
C68 Tait, LaurieRTC-538
C69 VA sdsolutionsRTC-541
C70 Vardan, A.....RTC-542
C71 Webster, Becky.....RTC-543
C72 Wong, Stephen & Sandy.....RTC-544
C73 Wray, FrancisRTC-545

Master Response Regarding India Street Mitigation Measures

The following response is a master response addressing a number of comments that were received regarding India Street Improvements U17A and U17B identified in the Mobility Study (Appendix C of the PEIR) and corresponding mitigation measures TRANS 6.3-18 and TRANS 6.3-19 identified in Section 6.3 of the PEIR. It should be noted that the comments were primarily opposed to the implementation of the referenced mitigation measures, but did not raise a specific issue with regard to the adequacy of the PEIR.

Summary of Comments

There were a number of comment letters received for the Uptown CPU PEIR regarding both the Uptown CPU Mobility Study Improvements for India Street (U-17A and U-17B of the Mobility Study) and the related mitigation measures TRANS 6.3-18 and TRANS 6.3-19 in the Uptown CPU PEIR.

All of the comment letters expressed opposition to the implementation of the proposed Mobility Study Improvements and the associated mitigation measures presented in the Draft PEIR. In addition, many of the comments included opposition to the removal of the southbound lane of India Street between Sassafras Street and Redwood Street and stated that such a removal would negatively impact the local residents in accessing their homes. Many of comments went on to identify impacts to sidewalks, parking, and pedestrian safety that would result from road widening.

Several commenters requested the India Street improvements in the Mobility Study and the associated mitigation measures in the PEIR be deleted.

A number of comments addressed safety concerns for pedestrians, bicycles, and vehicles along the segment of India Street, particularly between Redwood Street and Vine Street.

Lastly, there were additional comments on the increase in the level of traffic using India Street as a result of the construction of the Rental Car Center for the San Diego International Airport and a request that traffic from the Rental Car Center be routed to Pacific Highway instead of India Street.

Response

Implementation of India Street Improvements (TRANS 6.3-18 and TRANS 6.3-19)

Improvements U17A and U17B in the Uptown Mobility Study correspond to mitigation measures TRANS 6.3-18 and TRANS 6.3-19 in the PEIR. As further detailed below, the proposed Candidate Findings ("Findings") included as an attachment to the Staff Report, provide a discussion of the infeasibility of these measures. As a result, these measures are not proposed for implementation. The following information is provided to further clarify the information included in the PEIR and Mobility Study (Appendix C of the PEIR) related to these mitigation measures.

India Street from Washington Street to Winder Street (Impact 6.3-18)

Implementation of mitigation measure TRANS 6.3-18 would reduce the significant impact along the segment of India Street from Washington Street to Winder Street (Impact 6.3-18) by restriping the roadway to as 2-lane collector with continuous left-turn lane.

A number of commenters objected to implementation of this measure as it would remove parking that supports adjacent businesses and would remove a buffer between the pedestrian walkway and the street, making the pedestrian environment less safe. The proposed Findings included as an attachment to the Staff Report shows that this improvement would conflict with the proposed CPU Mobility Element goals for “safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience.” Mobility Element Policy MO-4.9 also supports implementing road diets and traffic-calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown. Mobility Element Policy MO-7.13 supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Thus, this measure would be infeasible because it would conflict with proposed Uptown CPU Mobility Element goals and policies.

India Street from Glenwood Drive to Redwood Street (Impact 6.3-19)

Implementation of mitigation measure TRANS 6.3-19 would reduce the significant impact along the segment of India Street from Glenwood Drive to Sassafras Street and From Sassafras to Redwood Street. From Glenwood Drive to Sassafras Street the measure includes widening the roadway to a 4-lane one-way collector and from Sassafras Street to Redwood Street the measure would widen the road to a 3-lane one-way collector. Implementation of these measures would change the configuration of India Street from two northbound one-way lanes to four northbound one-way lanes from Glenwood Drive to Sassafras Street. From Sassafras Street to Redwood Street, the measure would include widening the northbound portion of India Street to three lanes.

As discussed in the proposed Findings included as an attachment to the Staff Report, widening these roadway segments would increase crossing distance for pedestrians, require the removal on-street parking spaces that support adjacent businesses, and would impact residential and commercial structures by removing usable frontage for road purposes and potentially impacting structures. The proposed Findings show that the improvements would conflict with proposed CPU Mobility Element goals and policies including policy MO-4.9 that supports implementing road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling. Additionally, the proposed Findings show that the improvements would conflict with Mobility Element Policy MO-7.13 that supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Therefore, under the proposed Findings, the mitigation measures would not be implemented and impacts related to traffic on India Street would remain significant and unavoidable.

It should also be noted that the existing southbound lane along the segment of India Street from Sassafras Street to Redwood Street would remain. Some commenters were under the impression that the mitigation measure would remove the southbound lane; however that was not part of any mitigation measure. Table 13 of the Mobility Study showed a change from two lane collector (one

way) to a three lane collector (one way) where the southbound lane exists. However, the photo overlays showing improvements in this location did not include removal of the south bound lane (Figures 63 and 64 of the Mobility Study). These photos do show that to implement the improvement would require the removal of sidewalks and would encroach on the adjacent properties/buildings.

Safety Concerns

Many comments raised both exiting safety concerns and potential hazardous conditions that would result if the aforementioned improvements were implemented. Since implementation of mitigation measures TRANS 6.3-18 and TRANS 6.3-19 would not be implemented due to conflicts with the proposed Uptown CPU Mobility Element, implementation of these measures would not create or exacerbate any existing safety concerns in the area. Additionally, the proposed Uptown CPU Mobility Element includes a policy framework that promotes pedestrian and bicycle improvements, including enhancing sidewalks and bicycle lanes and retaining on-street parking to support adjacent businesses.

Removal of Measures from the PEIR

The referenced mitigation measures for India Street will not be removed from the PEIR or the Uptown Mobility Study because this would conflict with Section 15126.4 of the CEQA Guidelines which requires that an EIR discuss and consider measures that would minimize significant effects. Although the improvements are not recommended and the proposed Candidate Findings (included as an attachment to the Staff Report) show mitigation measures TRANS 6.3-18 and TRANS 6.3-19 to be infeasible, the measures are retained in the PEIR since they could reduce the potential impacts along these segments.

Rental Car Center Traffic

Regarding the request to reroute traffic from the Rental Car Center, the Rental Car Center is outside of the Uptown CPU area. Additionally, the San Diego County Regional Airport Authority prepared an EIR for the Airport Master Plan (State Clearinghouse Number 2005091105) that evaluated impacts associated with implementation of the Airport Master Plan including a consolidated rental car center that is now operational. Imposition of new mitigation measures to address Rental Car Center traffic is outside of the scope of the PEIR for the proposed Uptown CPU and associated discretionary actions.

Letter A1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
 DISTRICT 11, DIVISION OF PLANNING
 4050 TAYLOR ST., M.S. 240
 SAN DIEGO, CA 92110
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 Help save water.*

August 8, 2016

11-SD-5, 8, 94, 163
 Draft Program Environmental Impact Report
 for the Uptown Community Plan Update
 Project No. 380611

Mr. Kurtis Steinert
 Senior Environmental Planner
 City of San Diego
 Planning Department
 1010 Second Avenue, MS 413
 San Diego, CA 92101

Dear Mr. Steinert:

A1-1 Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Diego's (City) Uptown Community Plan Update (Plan), area served by the Interstate 5 (I-5), Interstate 8 (I-8), State Route 94 (SR-94), and State Route 163 (SR-163). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

A1-1 Comment noted. The City appreciates the California Department of Transportation's (Caltrans') participation in the public review comment process and acknowledges Caltrans' stake in the transportation network serving the proposed CPUs.

A1-2 Caltrans has reviewed the Draft Program Environmental Impact Report (DPEIR) dated June 10, 2016 for the Plan, and has the following comments:

A1-2 Comment noted.

Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips. Caltrans strongly encourages local agencies to work towards a safe, functional, interconnected, multi-modal system.

A1-3 **DPEIR**
 The Plan's area consists of approximately 2,700 acres and lies just north of Downtown San Diego bordered by Mission Valley to the north, Park Boulevard on the east, and west and south by Old Town San Diego and I-5. The Plan's DPEIR presents an analysis of existing conditions and the build-out conditions for Year 2035 and their respective impacts associated by cumulative impacts of future planned projects. Impacts within the community planning area include impacts to

A1-3 Comment noted. This comment makes reference to information included in the draft PEIR and does not suggest an inadequacy or request a change.

Provide a safe, sustainable, integrated and efficient transportation system

Mr. Kurtis Steinert
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SR-163 and I-5, which include signalized intersections, in addition to other potentially significant impacts.

A1-4 Caltrans supports the mitigation measures identified in the Transportation and Circulation section found in Table S-1 Summary of Significant Environmental Impacts, which include proposed mitigations listed on TRANS 6.3-1 through TRANS 6.3-39. The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds or "fair share" become available to ensure that the capacity of on/off-ramps is adequate.

A1-5 Analysis of potential transit mitigation for development impacts is encouraged. Caltrans supports improved transit accommodation through the provision of park and ride facilities, bicycle and pedestrian access, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that can improve mobility and alleviate traffic impacts to State facilities:

- The I-8 Corridor Study that SANDAG recently completed in coordination with Caltrans offers examples of identified operational and multimodal improvements that can enhance the function of freeway corridors.
<http://www.sandag.org/index.asp?classid=13&subclassid=10&projectid=484&fuseaction=projecpr.detail>.
- SANDAG is currently working on the Uptown Bikeways Project, a multi-corridor bikeway project that will improve bicyclist mobility throughout the Uptown Community. Caltrans will work with the City and SANDAG to address potential improvements proposed within Caltrans Right of Way.
http://www.keepsandiegomoving.com/RegionalBikeProjects/uptown_intro.aspx

A1-6 **Parks and Recreation**
Uptown Mystic Park Concept: On March 7, 2013, Caltrans sent a comment letter to the City regarding a conceptual plan for the Uptown Park project located near SR-163. Please note that the park as proposed would impact the designated "Cabrillo Freeway Historic District"; Caltrans would not consider supporting any changes to the current Freeway Historic District.

- For any proposed parks/park equivalencies on State Right of Way, further coordination is needed between Caltrans and the City to determine if the Right of Way can be declared excess and sold to a third party, and if not, to pursue an airspace lease. Caltrans policy allows for transportation compatible uses within the airspace defined as "any property within Right of Way limits of an existing highway... that is capable of other development without undue interference with the operation and foreseeable future expansion of the transportation corridor" and includes "area in cut or fill slopes (Caltrans Right of Way Manual, Section 15.01.01.01). Furthermore, Marler-Johnson Park Agreements (Section 15.04.01.05) allows a local agency to request use of Caltrans airspace for park or recreational purposes; Marler-Johnson agreements may be offered for a period of ten years with five-year extensions.

"Provide safe, sustainable, integrated and efficient transportation systems to enhance California's economy and mobility."

A1-4 Comment noted. Section 15126.4 of the CEQA Guidelines states that mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments, or otherwise incorporated into the associated plan or policy. While the PEIR includes a number of mitigation measures addressing freeway segments and meters, impacts to Caltrans facilities are considered significant and unavoidable because the City does not have approval authority over freeways and there is uncertainty related to the timing of implementation of the improvements and whether they will occur prior to the occurrence of impacts. However, policy MO-4.7 of the proposed Uptown CPU supports continued coordination between the City and Caltrans and the Final PEIR has been revised to clarify that the City will continue to work with Caltrans to identify options for fair-share contributions toward impacted segments where feasible.

A1-5 Comment noted. This comment provides information provided regarding multi-modal and bikeway improvements and does not suggest an inadequacy or request a change in the PEIR.

A1-6 Comment noted. Any action related to the proposed Mystic Park Concept will be closely coordinated with Caltrans, as an agreement between Caltrans and the City would be required. The recommended park feasibility study for this proposed conceptual park would address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis.

LETTER

RESPONSE

A1-7

Mr. Kurtis Steinert
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Caltrans appreciates the continued coordination with City staff on this Plan. If you have any questions, please contact Vanessa De La Rosa, Transportation Planner, at (619) 688-2510 or e-mail vanessa.delarosa@dot.ca.gov.

Sincerely,



KIMBERLY D. DODSON, Associate Transportation Planner

For

JACOB ARMSTRONG, Branch Chief
Development Review Branch

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

A1-7

This is a closing comment. All comments will become part of the public record.

Letter A2



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

August 8, 2016

File Number 3300300

Mr. Kurtis Steinert
City of San Diego
Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Dear Mr. Steinert:

SUBJECT: Uptown Community Plan Update and Draft Program Environmental Impact Report (Project No. 380611)

Thank you for the opportunity to comment on the Uptown Community Plan Update and Draft Program Environmental Impact Report (PEIR). The San Diego Association of Governments (SANDAG) appreciates the City of San Diego's efforts to implement the policies included in San Diego Forward: The Regional Plan (Regional Plan) that emphasize the need for better land use and transportation coordination. These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are submitted from a regional perspective and focus on both the Draft PEIR and the Uptown Community Plan.

Future Roadway Classifications (Figure 3.6)

SANDAG suggests clarifying the following issues with the future roadway classifications presented in Figure 3-6 of the Draft PEIR:

- Figure 3-6 shows Robinson Avenue (between Herbert Street and Park Boulevard) as a two-lane collector with a continuous left turn lane. However, in Figure 6.3-5, this section is shown as having buffered bike lanes. The Uptown Bikeways Project proposes to add buffered bike lanes to this section of Robinson Avenue; in order to do so, the center turn lane must be removed. Please address the inconsistencies between these figures, as there is not enough right-of-way for the center turn lane as well as the buffered bike lanes.
- The comparable figure in the Draft Community Plan Update (CPU) (Figure 3-5, Planned Street Classifications) is not consistent with Figure 3-6 in the Draft PEIR. Figure 3-6 shows Normal Street as a four-lane major arterial, whereas Figure 3-5 in the Draft CPU shows Normal Street as a two-lane collector. Please address the inconsistencies between these two figures. As part of the Uptown Bikeways Project, Normal Street is proposed to transition to a two-lane collector as a result of the Cycle Track (called for in Figure 6.3-5 of the Draft PEIR).

A2-1

A2-2

A2-1 Comment noted. The City appreciates the San Diego Association of Governments' (SANDAG's) participation in the public review comment process.

A2-2 This comment makes reference to a recommended bicycle lane within Robinson Avenue, which would require the removal of a center turn lane. All bicycle facilities are subject to project-level analysis and review prior to implementation. Policy MO-2.9, which requires coordination with SANDAG on the planning and implementation of regional bicycle facilities, would ensure the appropriate review takes place prior to implementation of any recommended bicycle facility.

The inconsistencies between Figure 3-6 of the PEIR and Figure 6.3-5 of the proposed Uptown CPU, which both depict planned roadway classifications under the proposed Uptown CPU, have been corrected.

This comment also points out that there may not be room for the transit and bicycle facilities planned within Fourth Avenue, Fifth Avenue, and University Avenue. All planned facilities will require project-level review and coordination with SANDAG prior to implementation in order to ensure the appropriate conditions prior to project implementation of facilities. Accommodating bicycle facilities into existing streets will be evaluated and determined at the project level. Lastly, both Rapid and streetcar routes will be in mixed traffic; therefore, the depiction of 2 lanes on Fourth Avenue and Fifth Avenue is accurate. Streetcar, Rapid, and local bus service will also be in mixed traffic; therefore, the depiction of 4 lanes on University Avenue is accurate.

- The majority of Fourth and Fifth Avenues are proposed as three-lane collectors with one lane dedicated for multi-modal transit. Consistent with Figure 6.3-5, the Uptown Bikeways Project is building a cycle track along the left side of Fourth and Fifth Avenues, which will use one of the three travel lanes. However, Figure 6.3-3 shows a streetcar and *Rapid* route proposed for Fourth and Fifth Avenues. Are the streetcar and *Rapid* both intended to share the right-most vehicle travel lane? If not, the figures may be inconsistent, as it may not be feasible to maintain the two vehicle travel lanes proposed in Figure 3.6 while also implementing the transit projects proposed in Figure 6.3-3 and the bike project proposed in Figure 6.3-5.
- In Figure 3-6, University Avenue (from Fourth Avenue to Park Boulevard) is proposed to remain a four-lane collector or major arterial, and in Figure 6.3-5, University Avenue is proposed to have a cycle track. The Uptown Bikeways Project will build the cycle track component (between SR 163 and Herbert Street) while maintaining the four vehicle travel lanes. However, streetcar, *Rapid*, and local bus services are also proposed for this segment, as seen in Figure 6.3-3. Would these transit services share the right-most vehicle travel lane? If not, the figures may be inconsistent, as it may not be feasible to maintain the four vehicle travel lanes proposed in Figure 3-6 while also implementing the transit projects and bike projects proposed in Figures 6.3-3 and 6.3-5.

Regional Bike and Pedestrian Infrastructure

A2-3 Other minor inconsistencies with SANDAG’s Regional Bike Plan and the Uptown Bikeways Project exist within the Draft PEIR. SANDAG suggests clarifying these inconsistencies, described below.

The Uptown Bikeways Project incorporates pedestrian improvements (e.g., high visibility crosswalks, bulb-outs) to provide pedestrian access along the corridors identified in the Banker’s Hill “Walk the Walk” Plan. These improvements were prioritized after receiving feedback during community outreach meetings for the Uptown Bikeways Project. As such, the Project will include improvements to enhance east-west pedestrian connectivity across Fourth and Fifth Avenue along the following streets: Upas, Spruce, Quince, Nutmeg, Laurel, Juniper, Grape, and Elm. SANDAG suggests adding references to these corridors in both Section 6.3.1.6.c and Figure 16 in Appendix C.

A2-4 In Figure 6.3-5, Fourth Avenue (south of Laurel Street) is proposed as a cycle track. The Uptown Bikeways Project is building one-way cycle tracks, where feasible, along the majority of Fourth and Fifth Avenues. However, a cycle track on Fourth Avenue (south of Laurel Street) is not feasible due to the slope and resulting downhill bicycle speeds, in addition to considerations of sight lines and on-street parking. The Uptown Bikeways Project is planning to build a Class II buffered bike lane in this segment. SANDAG suggests updating the figure to reflect this information.

Smart Growth

A2-5 SANDAG appreciates that the City of San Diego has prioritized transit oriented development and land use changes in the project area that support both the goals of the Update as well as the Smart Growth Concept Map and Regional Plan. A key goal of the Regional Plan is to focus growth in smart growth opportunity areas. Five Smart Growth Opportunity Areas identified on the Smart Growth Concept Map are located in the planning area: two Existing/Planned Community

A2-3 Reference to the pedestrian improvements of the Uptown Bikeways Project have been added to Section 6.3.1.6c.

A2-4 Figure 6.3-5 of the PEIR and Figure 3-2 of the proposed Uptown CPU have been updated to show Class II bicycle facilities on Fourth Avenue south of Laurel Street. Additionally, Figure 7 of the Mobility Study (Page 15), and Table 2 of the Mobility Study (Page 16) have been updated.

A2-5 Comment noted.

A2-6

Centers (SD UP-2, SD UP-4), one Existing Planned Urban Center (SD UP-5), one Existing/Planned Mixed Use Transit Corridor (SD UP-1), and one Potential Mixed Use Transit Corridor (SD UP-3). The proposed project is currently well-served by a number of high-frequency local bus routes (Routes 1, 3, 7, 10, 11, and 120), as well as Trolley service (Green Line) and *Rapid* service (Route 215).

Other Considerations

A number of edits are proposed in the attachment to this letter to address minor errors found in the Draft PEIR. Furthermore, SANDAG has a number of resources that can be used as plans are updated. These can be found on our website at www.sandag.org/igr.

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101

We appreciate the opportunity to comment on the Uptown Community Plan Update Draft PEIR. If you have any questions, please contact me at (619) 699-1943 or via e-mail at susan.baldwin@sandag.org.

Sincerely,



SUSAN B. BALDWIN, AICP
Senior Regional Planner

SBA/KHE/ais

Attachment: 1. Minor Edits, Uptown Community Plan Update Draft PEIR

A2-6 Comment noted. Responses to the attachment are provided in the following response to comments.

<p style="text-align: center;">Attachment 1 Minor Edits, Uptown Community Plan Update Draft PEIR</p> <p>San Diego Forward: The Regional Plan</p> <p>A2-7 Throughout the document, please replace any reference to the 2050 Regional Transportation Plan (RTP) with "San Diego Forward: The Regional Plan," as this was the most recently adopted Regional Plan (October 9, 2015).</p> <p>On page 5-7, Section 5.1.5, please edit the section to read as follows:</p> <p style="padding-left: 40px;">"San Diego Forward: The Regional Plan (RP) combines two of the region's existing planning documents: the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.</p> <p style="padding-left: 40px;">On April 24, 2015, SANDAG released the draft RP for public comment, with a closing date of July 15, 2015. A final RP was adopted by the SANDAG Board of Directors on October 9, 2015."</p> <p>Rapid Transit</p> <p>A2-8 When discussing Bus Rapid Transit throughout the document, please replace the existing term with "Rapid". In the same vein, please remove any references to "Arterial Rapid Transit" and replace with "Rapid". On pages 2-13 and 2-14, SANDAG suggests combining sections a. and c. into one section (using the header "Rapid") with the following description:</p> <p style="padding-left: 40px;">"Rapid transit is corridor-level service providing fast and frequent transit services that are designed to take advantage of both freeway improvements, such as High Occupancy Vehicles and managed lanes, and arterial improvements in order to serve longer distance regional trips. The Rapid service on arterials will operate on arterial roadways and provide limited-stop, high-speed service along several key corridors throughout the region, supplementing existing local bus services."</p> <p>Freeway Segment Improvements</p> <p>A2-9 Please update pages 5-16, 5-17, 6.3-51, 6.3-52, and 11.6-7 to reflect improvements identified in the most recently adopted RP, as many of the freeway segment improvements listed are out of date. The changes include:</p> <ul style="list-style-type: none"> • TRANS 6.3-33 – This project is not in the RP. Please update this segment to include operational improvements on I-5 from I-15 to I-8 by 2050. • TRANS 6.3-34 – The RP shows operational improvements on I-8 from I-5 to east of SR 125 by 2050. 	<p>A2-7 References to San Diego Forward: The Regional Plan have been updated throughout the document and the requested language added to Section 5.1.5 of the Final PEIR.</p> <p>A2-8 The requested changes regarding Bus Rapid Transit were made to Section 2.3.3.2, Public Transportation.</p> <p>A2-9 The corrections to the referenced measures have been made in the Final PEIR.</p>

- TRANS 6.3-36 – The RP shows Managed Lane improvements on I-805 from SR 15 to SR 163 by 2050.
- TRANS 6.3-37 – The RP shows Managed Lane improvements on SR 94 from I-5 to I-805 by 2035. However, based on input from the community, Caltrans will evaluate additional alternatives as part of the environmental analysis for the SR 94 Express Lanes project.

Transportation Demand Management

A2-10

The SANDAG Transportation Demand Management (TDM) division supports the mobility and parking strategies included in the Uptown Community Plan, as well as the City's General Plan. SANDAG suggests referencing the TDM measures that exist within the City's Mobility Element to provide a better linkage between the two documents.

In order to further mitigate regional transportation impacts and increase mobility choices throughout the community, please consider integrating the following strategies:

- Promote the use of on-demand ridesharing (in addition to carshare and bikeshare) to reduce reliance on private automobiles and reduce the demand for parking. Allocation of designated curb space to facilitate convenient and seamless connections to shared mobility solutions may also be needed.
- Designate preferential and conveniently located parking spaces for carpools, vanpools, and other shared mobility options.
- Consider the feasibility of these additional parking management strategies: improved balance of on and off-street parking rates to assist with reducing cruising for parking; evaluation of extending priced parking periods (i.e., beyond 6 p.m.) as part of a dynamic or demand-based parking pricing implementation; and development of a comprehensive marketing and communication strategy to coincide with the development of an Uptown parking management plan.
- Encourage developers to incorporate TDM measures into developments through the entitlement process.
- Partner with the SANDAG TDM program, iCommute, to promote and incentivize regional services that encourage the use of transportation alternatives, such as the SANDAG Vanpool Program, online ridematching services, the Guaranteed Ride Home program, and bike encouragement programs (such as the GO by BIKE Mini-Grant program, free bike education courses, and the Walk, Ride, and Roll to School Mini-Grant and education program). Further, iCommute employer services can work with local businesses to offer commuter benefits programs that promote transportation alternatives to employees.

More information on the SANDAG TDM program can be accessed through www.iCommuteSD.com.

A2-10 The comment provides recommendations for adding additional Transportation Demand Management (TDM) strategies to further mitigate regional transportation impacts and increase mobility choices throughout both communities, including:

- Promoting the use of on-demand ride sharing;
- Designating preferential and conveniently located parking spaces for carpools, vanpools, and other shared mobility options;
- Consider additional parking management strategies;
- Encourage developers to incorporate TDM measures into development through entitlement; and
- Partner with the SANDAG TDM program, iCommute, to promote and incentivize regional services that promote alternative transportation.

The Mobility Element goals for both CPU's align with the recommendations provided by SANDAG. Specifically, one of the key Mobility Element goals in the Uptown CPU is for inter-agency coordination to implement comprehensive mobility strategies and project opportunities and identification of funding sources. The proposed CPU also incorporates specific policies consistent with SANDAG recommendations. For example, Policies MO-6.1 through MO-6.4 call for the City to encourage TDM strategies such as alternative work schedules and bicycle and ride sharing. Policies also support dedicated car-sharing parking spaces and providing electric vehicle charging stations. Thus, as discussed in Section 6.3.3 of the Draft PEIR under Issue 2, the proposed CPU and associated discretionary actions would be consistent with adopted policies, plans, or programs supporting TDM.

Additionally, language has been added to Section 6.3.5 of the Final PEIR to recognize that at the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of TDM measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies.

Letter A3

From: Hudson Sarah [mailto:shudson@sandi.net]
Sent: Tuesday, July 12, 2016 12:13 PM
To: Pangilinan, Marlon <MPangilinan@sandiego.gov>
Subject: Comments regarding Uptown Community Plan Update PEIR

Mr. Pangilinan,

A3-1 Please accept these comments and edits on behalf of San Diego Unified School District for the public review comment period ending August 8, 2016.

A3-2 1) Page 6.12-4, Section 6.12.1.5 Schools. Grant is a K-8 school, not an elementary school.

A3-3 2) Page 6.12-18, Table 6.12-5. The number of students shows for grades 6-8 in the middle column is incorrect. It shows 695; it should be 299. Please see attached letter which the correct information in Table 2. I believe someone accidentally used the North Park number instead of the Uptown number.

A3-4 3) Figure 6.12-1, Location of Public Services and Facilities – Uptown. Urban Discovery Charter school is on the map; however, it has moved to another location (840 14th Street, San Diego, CA 92101) outside of the Uptown area. It should be removed from the map.

A3-5 In the future, I would be happy to provide letters in Word format, instead of PDF, so you or your staff does not have to retype the tables.

Thank you.

Sarah Hudson
 Demographer, San Diego Unified School District
 Instructional Facilities Planning Department

4100 Normal Street, Annex 2, Room 101
 San Diego, CA 92103-2682
 Telephone (619) 725-7369
 Fax (619) 725-7382
shudson@sandi.net

A3-1 Comment noted. The City appreciates the San Diego Unified School District's participation in the public review comment process.

A3-2 The requested revision regarding Grant School has been made in the Final PEIR.

A3-3 The number of students for grades 6-8 has been updated in the Final PEIR.

A3-4 Urban Discovery Academy Charter has been removed from Figure 6.12-1.

A3-5 Comment noted.

LETTER

RESPONSE

Letter A4



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

August 9, 2016

Kurtis Steiner
City of San Diego
1010 Second Ave, MS 413
San Diego, CA 92101

Subject: Uptown Community Plan Update
SCH#: 2016061023

Dear Kurtis Steiner:

A4-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 8, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

A4-1

Comment noted.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

A4-2

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

A4-2

Comment noted. This is a closing comment acknowledging the City's compliance with the State Clearinghouse review requirements.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016061023
Project Title Uptown Community Plan Update
Lead Agency San Diego, City of

Type EIR Draft EIR
Description Note: Review Per Lead
 Note: Reference SCH #2013121076

The proposed update for the Uptown Community Plan would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long range, comprehensive policy framework for growth and development in the Uptown community. The Uptown Community Plan was originally adopted in 1988. Uptown was last amended in 2008.

Lead Agency Contact

Name Kurtis Steinhert
Agency City of San Diego
Phone 619-235-5206 **Fax**
email
Address 1010 Second Ave, MS 413
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City San Diego
Region
Lat / Long
Cross Streets

Parcel No.	Township	Range	Section	Base

Proximity to:

Highways 163, 94
Airports SD Intl
Railways BNSF, SDIVR, MTS
Waterways San Diego River, Pacific Ocean
Schools San Diego Unified
Land Use Various

Project Issues: Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies: Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Caltrans, District 6; Department of Housing and Community Development; Air Resources Board; Transportation Projects; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 06/10/2016 **Start of Review** 06/10/2016 **End of Review** 08/08/2016

Note: Blanks in data fields result from insufficient information provided by lead agency

LETTER

RESPONSE

201606/022

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

HOMERUD G. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING
4050 TAYLOR ST., M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-0960
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Government's Office of Planning & Research

August 8, 2016

AUG 08 2016

11-SD-5, 8, 94, 163

STATE CLEARINGHOUSE

Draft Program Environmental Impact Report
for the Uptown Community Plan Update
Project No. 380611

Mr. Kurtis Steinert
Senior Environmental Planner
City of San Diego
Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Dear Mr. Steinert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Diego's (City) Uptown Community Plan Update (Plan), area served by the Interstate 5 (I-5), Interstate 8 (I-8), State Route 94 (SR-94), and State Route 163 (SR-163). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans has reviewed the Draft Program Environmental Impact Report (DPEIR) dated June 10, 2016 for the Plan, and has the following comments:

Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips. Caltrans strongly encourages local agencies to work towards a safe, functional, interconnected, multi-modal system.

DPEIR

The Plan's area consists of approximately 2,700 acres and lies just north of Downtown San Diego bordered by Mission Valley to the north, Park Boulevard on the east, and west and south by Old Town San Diego and I-5. The Plan's DPEIR presents an analysis of existing conditions and the build-out conditions for Year 2035 and their respective impacts associated by cumulative impacts of future planned projects. Impacts within the community planning area include impacts to

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

LETTER

RESPONSE

Mr. Kurtis Steinert
August 8, 2016
Page 3

Caltrans appreciates the continued coordination with City staff on this Plan. If you have any questions, please contact Vanessa De La Rosa, Transportation Planner, at (619) 688-2510 or e-mail vanessa.delarosa@dot.ca.gov.

Sincerely,



KIMBERLY D. DODSON, Associate Transportation Planner

For

JACOB ARMSTRONG, Branch Chief
Development Review Branch

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Letter B1



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California Building
Industry Association

National Association
of Home Builders

August 8, 2016

Marlon Pangilinan
Senior Planner
City of San Diego Planning Department
1222 First Avenue MS-413
San Diego, CA 92101
mpangilinan@sandiego.gov

Re: Building Industry Association of San Diego Comments on the Draft Program Environmental Impact Report

Dear Mr. Pangilinan,

The Building Industry Association of San Diego County represents 700 member companies and is the voice of over 60,000 men and women in the construction industry. We have reviewed the Draft update Uptown Community Plan Program Environmental Impact Report and offer the following comments and recommendations.

San Diego, as elsewhere faces a severe housing crisis as inventory depletes and housing costs escalate to near historic highs. The San Diego Association of Governments concludes that the region must produce nearly 12,000 units annually to keep pace with population and employment demand. It has been a decade since the region experienced such production and while permits have improved, the region is currently off 8-percent compared to this time last year. This chronic shortage, coupled with expansive climate change regulations via AB 32 and SB 375 has brought renewed focus using the city's adopted Climate Action Plan to focus future growth to urban centers such as Uptown and its transit opportunities.

Areas of Concern

- Downzoning
- Potential Historic Districts
- Height Restrictions

Building Industry Association of San Diego County
9201 Spectrum Center Blvd., Suite 110, San Diego, CA 92123-1407
P 858-450-1221 F 858-552-1445 www.biasandiego.org

B1-1

B1-2

B1-3

B1-1 Comment noted. The City appreciates the Building Industry Association's (BIA's) participation in the public review comment process.

B1-2 Comment noted.


B1-3 Comment noted. This comment states that areas of concern are in downzoning, potential historic districts, and height restrictions, which are further detailed in the following comments.

<p>B1-4</p> <p>Downzoning</p> <p>The statement that <i>Uptown provides some of the highest densities in the region outside of downtown</i>, is misleading as the plan is in fact a substantial downzone of at least 2,000 units. The same can be said of the statement that the proposal provides the <i>opportunity for more than 9,500 additional housing units</i> over what is currently built when in actually there is a loss of total buildout units.</p> <p>This is counterintuitive to the goals of the City of Villages and the Climate Action Plan that boasts of the need to maximize densities along transportation corridors as an essential component to greenhouse gas reduction efforts. The overall downzone in Uptown is inconsistent with the city's General Plan Goals and Policies which is to <i>'focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system'</i>. A stated reduction of 2,000 units means Uptown (a designated Transit Priority Area) will accommodate approximately 6,000 <i>fewer</i> residents under the proposed plan when compared to the current plan. This will further complicate the city's efforts to achieve its Regional Housing Needs Assessment (RHNA) objectives that totals 88,000 additional units by 2020. Moreover, to push approximately 6,000 people further out from the urban /transit centers will result in an increase in Vehicle Miles Traveled (VMT) as residents face longer commutes to work or shop due to housing and transit constraints.</p> <p>B1-5</p> <p>Height Restrictions</p> <p>The BIA has serious concerns with the proposed CPIOZ height restrictions that cap ministerial approvals at 65 feet in CPIOZ-A and discretionary approvals at 150 feet in CPIOZ-B as noted in figures 3-7 and 3-8. Such restrictions are the residue of the 'interim' height ordinance that was first established in 2008. The effect will be to impede the ability to achieve allowable densities and result in a <i>reduction</i> in the number of buildable units as economic feasibility becomes a factor. An appropriate remedy would be for the city to eliminate the height restrictions that impedes unit production along important transit corridors. Otherwise it must acknowledge that the project description is flawed because the downzone will be significantly larger than the 2,000 units currently stated in the project description.</p> <p>B1-6</p> <p>FAR is also being reduced, which is the amount of buildable mass that a developer is able to build. Reducing FAR effectively limits the size of the units, limiting bedrooms, which limits the potential for family housing. As an example, the current code for CL-6 is being reduced from 2.0 FAR by more than half down to .75.</p>	<p>B1-4</p> <p>The City does not agree that the proposed Uptown CPU is inconsistent with the goals of the City of Villages strategy and the Climate Action Plan (CAP) because one of the main goals of the proposed Uptown CPU is to provide higher densities along transit corridors. The entire Uptown community is not a Transit Priority Area as this comment suggests; rather, portions of the Uptown community are designated as a Transit Priority Area. While the proposed Uptown CPU density distribution ultimately results in decreased residential densities in some areas, the highest densities are located where they will be best served by existing and planned transit, pedestrian, and bicycle facilities, balanced with commercial and mixed-use distributions that also support a multi-modal network. This land use pattern provided by the proposed CPU achieves the overall goals of the City of Villages and CAP. Refer to PEIR Section 6.1.3 for a discussion of project consistency with applicable plans including the City's General Plan and refer to Section 6.5.3 for a discussion of the proposed Uptown CPU's consistency with the CAP.</p> <p>While the expected build-out of the Uptown Community would involve approximately 2,000 less residential units than projected under the adopted Community Plan, the future population under build-out of the proposed CPU would be an estimated 55,700. This is not 6,000 fewer residents than the adopted Community Plan, as this comment suggests. Rather, build-out of the proposed Uptown CPU would result in approximately 3,000 less residents than the population estimate of 58,870 at build-out of the adopted Community Plan. It is important to note that though the proposed CPU would result in a lower population at build-out than the adopted Community Plan, it does not "push out" any existing residents and still allows for a population increase of almost 20,000 residents compared to the community's current population.</p>
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LETTER

RESPONSE

	<p>B1-5 Comment noted. The City does not agree that the project description is flawed and does not overstate the amount of units that could be constructed under the proposed Uptown CPU. The planning estimate for the amount of housing units that could occur in the future was based on assumptions regarding what could reasonably develop in the future based on community plan land use designations for both the adopted and proposed community plan land uses. Generally, the analysis assumed that vacant parcels, parcels developed below the maximum residential density, and parcels along commercial mixed-use corridors had the greater potential for future development and the analysis assumed the maximum number of residential dwelling units per acre to determine the potential dwelling units. Building height was not a factor in limiting the maximum number of dwelling units unless existing parcels were already developed as mid- to high-rise, residential-only or mixed-used buildings with Type-1 construction (concrete and steel frame). Additionally, based on the analysis that was conducted for the Interim Height Ordinance the maximum residential densities in the commercial-mixed use areas of the Uptown community could be achieved for development projects with building heights that were 50 feet or greater.</p> <p>B1-6 Comment noted. This comment does not relate to an inadequacy with the PEIR; thus, a detailed response is not provided.</p>
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<p>B1-7 Gateway Specific Plan and CC.3-10 Zone The BIA is supportive of the Uptown Gateway Council effort to create a Gateway District that would transform the commercial area into a true destination. Property owners within the 10 acres area in the heart of Hillcrest seek allowance for a Specific Plan and the establishment of CC.3-10 Zone unconstrained by height restrictions and supplemental residential regulations. It is critical to allow height in order to achieve attractive public realm, to provide density allowances that encourage smaller, more affordable housing units, and allow flexibility on parking standards that encourages the use of public transportation and compliance with the newly passed Climate Action Plan.</p> <p>B1-8 Potential Historic Districts The proposed potential historic district regulations are said to <i>"provide supplemental protections until a more detailed historic district survey can be completed."</i> This is viewed more as a means to impose still undefined historic designation regulations on private property by circumventing the traditional designation process. The result is that property owners would be <i>guilty until proven innocent</i> via a time consuming and undefined process to free themselves of unwarranted regulations.</p> <p>B1-9 A review of the 19 potential historic district boundaries as indicated on figure 6.7-4 appear to affect nearly 50% of the entire community and approximately 2,600 parcels. What efforts have been undertaken to notify the property owners within the potential district areas that their property will be subject to undefined 'interim protection,'? The resulting regulatory uncertainty could also negatively affect the total number of units that could be produced in Uptown further increasing the number of lost units.</p> <p>B1-10 The city should not impose 'interim regulations' on proprieties that may or may not meet historic standards.</p> <p>B1-11 The Building Industry Association of San Diego County appreciates the opportunity to comment on the PEIR. We consider the aforementioned modifications essential to comply with the goals and policies of the General Plan, City of Villages and especially the requirements of the Climate Action Plan.</p> <p>Your favorable consideration of our comments and recommendations is greatly appreciated.</p> <p>Sincerely,  Matthew J. Adams Vice President</p>	<p>B1-7 Comment noted.</p> <p>B1-8 The supplemental development regulations to the Historical Resource Regulations are intended to protect the potential historic districts identified in the Historical Resources Survey and/or by the community and would only apply to structures that have been identified as being a contributing resource to a potential historic district. The regulations are not arbitrarily applied, rather they are applied only to specific properties that contribute to the character of the Potential Historic District. The traditional designation process would still occur in order to designate an official Historic District; however, the supplemental development regulations would protect potential historic districts until such time the formal designation review occurs.</p> <p>B1-9 The potential historic districts were identified through the efforts of the Historical Resources Survey and community outreach. The proposed Uptown CPU and associated discretionary actions including the supplemental development regulations have been made available to the public and through an extensive public review process.</p> <p>B1-10 Comment noted. This comment is an opinion of the BIA and does not suggest an inadequacy in the PEIR. Therefore, a detailed response is not required.</p> <p>B1-11 Comment noted.</p>
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Letter B2



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July 8, 2016

Rebecca Malone
Associate Planner
City of San Diego Planning Department
1010 Second Avenue MS 413
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Via Email
RMalone@sandiego.gov
PlanningCEQA@sandiego.gov

Re: San Ysidro, North Park, Uptown, and Golden Hill Community Plan Updates
Climate Action Campaign CEQA Comments
Project Nos. 21002568, 380611, and 310690

Dear Ms. Malone:

Please accept the following comments on behalf of our client Climate Action Campaign regarding the Environmental Impact Reports (EIRs) for the San Ysidro, North Park and Golden Hill, and Uptown Community Plan Updates. Climate Action Campaign's mission is to stop climate change. To achieve this goal, Climate Action Campaign has been actively engaged in the development and passage of the City's Climate Action Plan. Now, Climate Action Campaign's focus is to ensure the Climate Action Plan is implemented, and its goals are achieved.

B2-1 The City has an opportunity to make great strides in implementing Climate Action Plan goals with the adopted of Community Plan Updates. As noted below, however, each of the Community Plan Update EIRs fails to comply with the California Environmental Quality Act (CEQA) with respect to greenhouse gas (GHG) emissions. Until and unless these deficiencies are addressed, the EIRs will not withstand judicial scrutiny.

B2-2 I. **The Climate Action Plan Is the City's Central Climate Plan**

The City's Climate Action Plan plays a pivotal and important role in not only reducing GHG emissions Citywide, but also mitigating the impacts of the City's General Plan. (CAP, p. 5). Eventually, this document will serve as a CEQA Qualified GHG Reduction Plan. In the interim, however, a project-level CAP consistency determination is an essential component of CEQA GHG impacts assessment. Inconsistency with a land use plan or policy intended to mitigate environmental impacts is likely to result in a finding of significant environmental impact. (See *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 934 ["Because the land use policies at issue were adopted at least in part to avoid or mitigate environmental effects, we consider their applicability under the fair argument test with no presumption in favor of the City."]).

B2-1 Please see responses to comments B2-2 through B2-9.

B2-2 The comment states that the Climate Action Plan (CAP) does not currently serve as a CEQA Qualified GHG Reduction Plan, and that a project-level consistency determination is an essential component of CEQA GHG impacts assessment. The comment also states that inconsistency with a land use plan or policy is likely to result in a finding of significant environmental impact. The comment states that land use plans are an important part of achieving the GHG reductions identified in the CAP, and that the Uptown CPU fails to "ensure CAP consistency in 2020 and beyond."

The CAP was originally adopted in December 2015, and while it was anticipated that it would serve as a qualified GHG reduction plan for purposes of tiering under CEQA pursuant to CEQA Guidelines section 15183.5, it provided that future implementing actions were necessary in order to serve as such a plan. However, on July 12, 2016, the City Council adopted an amendment to the CAP, which included a CAP Consistency Checklist, and other amendments to the text of the CAP, which resulted in the CAP serving as a qualified GHG reduction plan. At that same time, the City Council also adopted a GHG Significance Determination Threshold (GHG Threshold). Following signature by the Mayor on July 19, 2016, the checklist and thresholds are being implemented immediately. The Uptown Community Plan Update (CPU) EIR tiers off of the GHG analysis set forth in the CAP Final EIR, which was certified on December 15, 2015, with an addendum certified on July 12, 2016 that specifically addressed the adoption of the GHG Threshold.

As discussed in PEIR Section 6.5, the proposed Uptown CPU is consistent with the adopted CAP, and contains goals and objectives that implement all of the five primary CAP strategies. Please see PEIR pages 6.5-7 through 6.5-11 for a discussion of consistency with the CAP strategies. It is concluded that the Uptown CPU would be consistent with each of the CAP strategies by:

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	<p>B2-2 (cont.)</p> <ul style="list-style-type: none"> • Increasing the number of residential units and commercial development within the Transit Priority Areas (TPAs) within the community to support transit; • Implementing transit-oriented development, particularly within and around two Community Villages and three Neighborhood Villages; • Promoting pedestrian improvements in TPAs; • Promoting sustainable building techniques for construction and operation of buildings that could include solar energy installations, electric vehicle charging stations, and solar water heating; • Supporting waste reduction, recovery, and recycling; • Encouraging the planting of native and drought-tolerant landscaping; and • Increasing the tree canopy <p>Regarding the need to achieve overall compliance with the targets identified in the CAP, please also refer to CAP Chapter 3 which provides for annual monitoring and reporting to ensure CAP reduction targets are met. Please also see response to comment B2-3.</p>
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As the mechanism to achieve compliance with State reduction goals, the CAP requires vigilance and, in light of the looming 2020 reduction target, immediate implementation. Such implementation is especially important in the context of long-term land use plans such as Community Plan Updates (CPU). Unfortunately, the CPU EIRs fail to ensure the necessary CAP consistency in 2020 and beyond. As detailed below, the EIRs therefore reveal a significant environmental impact with respect to GHGs.

II. The EIRs Fail to Demonstrate Compliance with the Climate Action Plan

To determine whether impacts are significant under CEQA, all of the CPUs rely on a quantitative comparison of future buildout of current Community Plans with future buildout of the proposed CPUs. (See San Ysidro EIR, p. 5.4-16; North Park EIR, pp. 6.5-8-9; Golden Hill EIR, p. 7.5-8; Uptown EIR, pp. 6.5-7-8). Fundamentally, this analysis is improper.

First, the EIRs fail to address, much less analyze, environmental impacts pursuant to CEQA Guideline Section 15064.4(b). A lead agency should assess the significance of GHG emissions by considering the extent to which a project increases emissions compared to the *existing environmental setting*. (CEQA Guidelines §15064.4(b)(1)). All three Community Plan Update EIRs quantify existing emissions, as well as anticipated emissions for existing Community Plans at buildout, and emissions expected at buildout under the proposed CPUs.¹ (See Helix GHG Technical Report for San Ysidro CPU March 2016, pp. 15 and 27; RECON Supplemental Analysis to GHG Analysis for Uptown, North Park, and Golden Hill CPUs, May 16, 2016, pp. 6-8). Nonetheless, the EIRs fail to address the increase in emissions associated with the CPUs – especially in 2020 and 2035 when compared with the existing emissions – or explain why such increases are not significant.

Perhaps more importantly, the CPU EIRs and appendices do not put such increased emissions in context considering the Climate Action Plan reduction goals. The Climate Action Plan requires a **15 percent reduction from 2010 baseline emissions** by 2020, a **40 percent reduction** by 2030, and a **50 percent reduction** by 2035. (CAP, p. 21). Notwithstanding these ambitious CAP GHG reduction goals, and the CPUs' *quantitative* inconsistency with the CAP, the EIRs simply presume CAP consistency based on a *qualitative* analysis. The CPUs make this determination, in part, by claiming the CAP assumes growth based on the Community Plans in effect at the time the CAP was being developed. (See San Ysidro EIR, p. 5.4-8; Uptown EIR, p. 6.5-6; North Park EIR, p. 6.5-5; Golden Hill EIR, p. 7.5-5 [“The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, community plan updates that would result in a

¹ The Helix GHG Technical Report for the San Ysidro CPU does not indicate in which year buildout occurs. Because construction emissions are annualized for thirty years, presumably buildout occurs in the next 30 years. (See Helix GHG Technical Report for San Ysidro CPU March 2016, p. 24).



B2-3

B2-3 The commenter states that the Draft PEIR fails to assess the significance of GHG emissions by considering the extent to which a project increases emissions compared to the existing environmental setting. The existing GHG emissions are set forth on Draft PEIR pages 6.5-6 and 6.5-7, and specifically in Table 6.5-3. This information is also provided in Table 3 of the GHG Supplemental Report, which is included as Appendix E-2. To analyze the significance of GHG emissions, the Draft PEIR then estimates projected GHG emissions under the Uptown CPU as set forth in Draft PEIR Table 6.5-3 (this information is also provided in Table 7 of the GHG Supplemental Report, included as Appendix E-2). Table 6.5-3 of the Draft PEIR explicitly shows the increase from existing conditions and the proposed Uptown CPU (a total increase of 13,518 MT CO₂E increase over existing conditions).

A two-step process was then used to determine whether the increase of 13,518 MT CO₂E in GHG emissions over existing conditions is significant. Whether that increase is significant was determined by (1) whether the Uptown CPU emissions would exceed the emissions in the Adopted Community Plan, and if so, whether the increase in GHG emissions is a direct result of implementing CAP strategies and the General Plan's City of Villages Strategy, and (2) whether the Uptown CPU is consistent with applicable policies and plans, including the CAP. Please see DEIR pages 6.5-6 through 6.5-11 for additional discussion.

As shown in the Draft PEIR, GHG emissions would increase over existing levels with build-out under both the Adopted Community Plan and proposed Uptown CPU due to the increase in development that would take place under both plans, but that the increase resulting from proposed Uptown CPU would be less than under the Adopted Community Plan. Looking at the Adopted Community Plan – not as a future baseline – but rather as a measure for determining significance of increased GHG emissions over existing emissions is instructive because it ensures that the

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	<p>B2-3 (cont.)</p> <p>GHG emissions from the proposed Uptown CPU do not exceed the levels assumed in the CAP. Since implementation of the CAP is what ensures that the City meets Citywide GHG emissions reductions, it is important to look to whether any proposed changes to the assumptions in the CAP would affect the ability to achieve the CAP Citywide reductions. Because the proposed Uptown CPU would not increase emissions beyond what was assumed in the CAP – and in fact would reduce emissions – the proposed change in land uses would not significantly alter the assumptions in the CAP.</p> <p>Additionally, with respect to Step 2 of the analysis, the Draft PEIR looked to see whether the proposed Uptown CPU would be consistent with the CAP and its strategies. Please see Draft PEIR pages 6.5-6 through 6.5-11 for additional discussion. Consistent with CAP Strategy 3, the Uptown CPU proposes increased density within TPAs in order to plan for reduced GHG emissions citywide. This necessary increase results in an increase in GHG emission levels in area, energy, waste, water, and construction emission sources (due to the increased density and new development); however, it results in a <i>decrease</i> in mobile emission sources. This decrease in mobile emissions is due to the continuing increase in regulations that improve vehicle efficiency. Additional decreases in mobile GHG emissions that are not reflected in the emission calculations would occur because density would increase in the TPAs, and trips would decrease due to increased use of alternative transportation modes. The document prepared by the California Air Pollution Control Officers Association (CAPCOA) entitled <i>Quantifying Greenhouse Gas Mitigation Measures</i> demonstrates that, by increasing transit accessibility, a shift in travel mode is facilitated along with reduced vehicle miles traveled (VMT). The effectiveness of these land-use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT and are not additive. For example, where high-density mixed-use development is located within a 5- to 10-minute walk from a transit station with</p>
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	<p>B2-3 (cont.)</p> <p>high-frequency transit or bus service and is combined with walkable neighborhood design, a total VMT reduction up to 24 percent can be achieved. This is consistent with the CAP's GHG emissions reductions targets which are based on reductions in VMT from increasing the bicycling, walking, and transit mode shares within TPAs, and from decreasing commuter miles traveled, which results in a reduction in mobile emissions compared to the business as usual scenario. The Uptown CPU is consistent with the reductions estimates in the CAP because it promotes effective land use and implements the City of Villages strategy.</p> <p>It is important to note that when modeling GHG emissions, the default CalEEMod trip generation rates and trip lengths were modeled for the existing condition, buildout of the Adopted Community Plan, and buildout of the proposed CPU. Actual trip lengths in San Diego County are shorter than these model default trip lengths. Additionally, as discussed, the CPU would reduce VMT due to the increased density in TPAs. These reductions are not reflected in the emission calculations presented in the DEIR. Thus, the GHG emission calculations included in the DEIR are conservative.</p> <p>As shown in CAP Appendix A, the CAP VMT reductions in 2035 are Citywide reductions for labor force commuter trips. Some communities may have higher reductions, while some may have less due to a variety of factors, such as average commuter distance for a particular community. The CAP reductions are Citywide reductions, and due to the nature of community planning, are not always appropriate to be distributed equally amongst each community. For example, an increase in GHG emissions in one community may actually be necessary to alter the overall land use pattern in the City to achieve the reductions assumed for more effective land use Citywide.</p>
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	<p>B2-3 (cont.)</p> <p>From a GHG perspective, increased density in a TPA correlates with lower GHG emissions. For example, CAPCOA's <i>Quantifying Greenhouse Gas Mitigation Measures</i> demonstrates that transit ridership increases with density, which justifies enhanced transit service. Higher density also allows City residents to take advantage of non-auto modes of transportation as such facilities become available. Therefore, focusing development inside TPAs rather than outside TPAs is consistent with CAP Strategy 3. This can be found on page 6 of the City of San Diego Climate Action Plan Consistency Checklist Technical Support Documentation. On the other hand, focusing development outside of a TPA would tend to be inconsistent with the CAP even though GHG emissions may not increase (because no new development would occur). Therefore, while looking at the increases or decreases in GHG emissions on a particular community plan update is instructive, it is not determinative as to overall Citywide consistency with the CAP.</p> <p>In addition, the CAP recognizes that reductions can be achieved in multiple ways and that flexibility in implementation is necessary. As shown on pages 42 and 43 of the CAP, the annual monitoring and reporting would identify any potential deficiencies in reductions and the CAP could be amended to address those deficiencies. The annual monitoring and reporting program is the appropriate place to monitor Citywide GHG emissions reductions, not an individual community CPU EIR. Furthermore, new development within the Uptown CPU area that is subject to CEQA review would be required to complete the CAP Consistency Checklist to ensure project consistency with the CAP. As stated above, the City is implementing this requirement immediately for development projects.</p> <p>Therefore, implementation of the Uptown CPU, in combination with implementation of the CAP overall, along with the CAP's annual monitoring and reporting, ensures achievement of the CAP's overall</p>
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	<p>B2-3 (cont.)</p> <p><i>Citywide</i> emissions reductions, and nothing in the land uses proposed in the Uptown CPU would be inconsistent with the promotion of effective land use to reduce VMT, or the ability to achieve the alternative mode shares assumed in the CAP.</p> <p>Please also see response to comment B2-4 and B2-5.</p>
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reduction in GHG at build-out compared to GHG emissions at build-out under the adopted Community Plan would result in further GHG reductions.”). However, the phrase “2010 baseline emissions” cannot be read to mean a baseline defined by “emissions at buildout of Community Plans as they existed in 2010.” This approach falls under the CAP and under CEQA.

Though the CAP assumed population growth in calculating *business-as-usual* emissions, nothing in the CAP or CAP appendices indicates GHG reduction modelling relied on existing Community Plans ever actually achieving this buildout. As such, the CPUs’ reliance on full buildout at plan levels as a baseline is speculation and does not amount to substantial evidence. (Pub. Res. Code § 21082.2(c); CEQA Guidelines, § 15384(a) [“Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.”]).

B2-4 Rather, the CAP’s narrative goals and modelling appendices indicate the exact opposite is true: the CAP expects, and indeed relies on, Community Plan updates that will alter land-use patterns and shift density to Transit Priority Areas. The CAP includes goals to implement the City of Villages Strategy in Transit Priority Areas and promote effective land use to reduce vehicle miles traveled. (CAP, pp. 37-39). Specifically, a CAP supporting measure requires achievement of better walkability and transit-supportive densities “by locating a majority of all new residential development within Transit Priority Areas.” (CAP, p. 39).

B2-5 Parts of San Ysidro and the majority of Uptown, North Park, and Golden Hill are within Transit Priority Areas, but the EIRs and associated GHG analysis appendices fail to quantify: (i) how the CPUs implement the GHG emission reductions associated with CAP strategies, particularly increased density in TPAs; and, (ii) if such reductions meet the CAP 2020, 2030 and 2035 goals. Such quantitative consistency is particularly important here because to achieve the requisite reductions, the CAP relies heavily on Strategy 3, Bicycling, Walking, Transit and Land Use. Strategy 3 comprises one of the largest shares of local reduction actions. (CAP, p. 30). In the earlier years of the CAP, Strategy 3 is responsible for 36 percent of GHG emission reductions Citywide. Within Strategy 3, “Mass Transit” and “Promote Effective Land Use to Reduce Vehicle Miles Traveled” are two of the largest reduction sub-strategies. (*Id.*).

Such modeling is achievable. The CAP models VMT (and associated GHG) reductions associated with each CAP strategy. (See CAP Appendix A, pp. A-31-A-38). Further, VMT reduction modeling was conducted as part of the CPU EIRs. Nonetheless, the EIRs fail to quantitatively bridge the analytical gap between: (i) the CPU VMT and associated GHG



B2-4 The commenter states that the CAP relies on community plan updates to alter land use patterns and shift density to TPAs. The Uptown CPU is consistent with these CAP goals. Specifically, the commenter cites to CAP Strategy 3, which includes a supporting measure to locate a majority of all new residential development within TPAs. The Uptown CPU is consistent with this supporting measure in that it focuses new development and increased densities in two Community Villages (Hillcrest Core – West and Hillcrest Core – East) and three Neighborhood Villages (Mission Hills, Bankers Hill/Park West, and Middletown). These TPAs are served by several local and rapid bus routes, providing several options along Washington Street, University Avenue, Reynard Way, Fort Stockton Drive, First Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, and Park Boulevard, as well as connections to the adjacent communities. Planned transit routes within the Uptown CPU area include BRT, light rail transit (LRT), and streetcar improvements. Please also see response to comment B2-3.

B2-5 Please see responses to comments B2-3 and B2-4. Regarding modeling VMT reductions, please see DEIR Chapter 6.5 page 6.5-2 which discusses reductions in VMT. The Uptown CPU and associated discretionary actions propose an increase in multi-family residences. The VMT from residents of these new developments would be less due to the reduced trip lengths. Although this reduction was only counted for new development proposed under the proposed CPU and associated discretionary actions, this would reduce overall mobile emissions by 5.2 percent in the Uptown CPU area. This is supported by CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* measure LUT-4, Increase Destination Accessibility. Additionally, it is important to note that the GHG emission calculations did not take into account any reductions in vehicle miles traveled (VMT) that result from the transit-oriented land use pattern. For example, CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* identifies several features included in the

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	<p>B2-5 (cont.)</p> <p>proposed Uptown CPU that would reduce VMT. CAPCOA measure LUT-1, Increase Density, is identified as means to reduce VMT and the corresponding GHG emission by up to 30 percent. By including a wide variety of land uses in the Hillcrest Core – West and Hillcrest Core – East Community Villages and the Mission Hills, Bankers Hill/Park West, and Middletown Neighborhood Villages, the CPU would achieve CAPCOA measure LUT-3, Increase Diversity of Urban and Suburban Developments (Mixed-Use), which is considered capable of reducing VMT and the corresponding GHG emission between 9 to 30 percent because residents would be in the same area as retail and office buildings. The concentration of development around the TPAs that are served by alternative transportation facilities would achieve CAPCOA measure LUT-5, Increase Transit Accessibility, which may result in up to a 24.6 percent reduction in VMT and corresponding GHG emissions. If the VMT reductions resulting from the inclusion of these factors into the proposed Uptown CPU were taken into account in the impact analysis, the reduction in GHG emissions in comparison with the Adopted Community Plan would have been even greater.</p> <p>The commenter also notes that modeling for specific CAP goals is achievable. The City is continuing to explore a variety of ways to inform our data gathering and monitoring efforts for CAP implementation and GHG reductions.</p>
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B2-6

reductions; and, (ii) the correlating CAP GHG reductions. (See, for example, Uptown, North Park and Golden Hill CPU Appendix E.2. Attachment 1).²

This data is also a critical component of demonstrating CAP compliance. Without such data and analysis, numerous questions remain regarding CAP reduction measures. For example, if these four CPUs result in a net increase in emissions in both 2020 and 2035 compared to the 2010 baseline, and all other CPUs are similarly evaluated based only on an expected reduction in emissions compared to full buildout of adopted Community Plans – despite an increase from existing emissions – where will the reductions come from? If these four CPUs result in an increase in GHG emissions in 2020 and 2035, reductions from other future land use decisions will have to be even greater to make up for such increases, and it is unclear where such opportunities exist.

B2-7

As the California Supreme Court recently found in *Center for Biological Diversity v. Department of Fish & Wildlife* ("Newhall Ranch") (2015) 62 Cal.4th 204, the EIRs here fail to bridge the analytical gap between the increase in CPU emissions and consistency with the CAP:

The analytical gap left by the EIR's failure to establish, through substantial evidence and reasoned explanation, a quantitative equivalence between the Scoping Plan's statewide comparison and the EIR's own project-level comparison deprived the EIR of its "sufficiency as an informative document." (*Newhall Ranch, supra*, 62 Cal.4th at 227, citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392).

B2-8

As the planning mechanism to shape future development in these planning areas, the CPUs must result in CAP-mandated reductions now.³ Nevertheless, the EIRs contain no mention of the appropriate allocation of reduction measures attributable to CPU implementation. The CPUs' increase in GHG emissions is counterfactual to a CAP consistency determination. Because the EIRs fail to adequately address the "quantitative equivalence" between the City's CAP and the CPUs, the EIRs are insufficient and the CPUs will result in significant GHG impacts.

² See also, Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan, SCH #2014121002, April 26, 2016, p E-8,9 (reflecting achievement of active transportation mode share increases based on quantitative modeling).

³ The Supreme Court also posited that "a greater degree of reduction may be needed from new land use projects than from the economy as a whole" in light of the fact that new development is more easily designed to reduce GHG emissions. (*Newhall Ranch, supra*, 62 Cal.4th at 226).



B2-6

The commenter asks how a community plan that increases GHG emissions over existing conditions can result in GHG reductions. Please see response to comment B2-3. As discussed in response to comment B2-3, the reductions assumed from implementation of Strategy 3 come from a decrease in mobile source emissions tied directly to labor force commute trip length (see page A-31 through A-38 of Appendix A to the CAP). This increase in density in a community is anticipated to bring the labor force that is forecast to increase through 2035 to TPAs connected to employment centers in nearby communities. Implementation of the rest of the other CAP strategies would address the increase in other source emissions due to implementation of the CAP Strategy 3. In other words, any increases that result from the Uptown CPU also result in decreases in mobile source emissions. Therefore, even if a community plan increases overall GHG emissions within a particular community, if the community plan achieves mobile source reductions, that part of the assumed reductions in the CAP has been realized; implementation of the CAP overall is what would ensure that the City meets its targets identified in the CAP.

It is also important to note that in the GHG emissions modeling done for the Adopted Community Plan and the Uptown CPU, the CalEEMod assumptions utilized to forecast GHG emissions were conservative and reflected the default from CalEEMod Version 2013.2.2. This approach to modeling does not take into account the emissions reductions of the Citywide ordinances and programs in the CAP to be implemented by the City, and which are not specifically relevant to the proposed CPU (i.e., Citywide energy, water or waste policies). For example, the first Goal under Strategy 2 of the CAP is to achieve 100 percent renewable energy Citywide by 2035. The CalEEMod energy default values are based on studies from the California Energy Commission, and not on achieving 100 percent renewable energy. Likewise, the Citywide efforts in CAP

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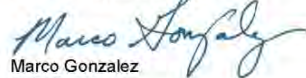
III. Conclusion

The current CPU EIRs fail to meet applicable CEQA mandates. The CPU EIRs must assess quantitative compliance with the Climate Action Plan, its reduction targets and goals. As drafted, the EIRs demonstrate a lack of compliance with Climate Action Plan goals because all four CPUs result in an increase in GHG emissions compared to baseline rather than a decrease of 15 percent by 2020, 40 percent by 2030, and 50 percent by 2035. Climate Action Campaign urges the City to conduct the requisite analysis and recirculate the EIRs for further public comment.

Thank you in advance for your consideration of our comments.

Sincerely,

COAST LAW GROUP, LLP



Marco Gonzalez
Livia Borak
Attorneys for Climate Action Campaign

cc: Client



B2-6 (cont.)

Strategy 1: Energy and Water Efficient Buildings would result in fewer emissions from sources associated with the provision of water, and CAP Strategy 4: Zero Waste would decrease the expected emissions from waste sources over what was accounted for in the CalEEMod modeling. In this manner, emissions projections for the Adopted Community Plan and for the Uptown CPU do not account for the GHG emissions reductions of the CAP. The emissions projections were produced to give a means of comparing the difference in land use emissions, i.e., the effect that changing the adopted land uses would have on the production of GHG emissions.

B2-7 Please see response to comment B2-3.

B2-8 Regarding the comment's footnote which suggests that greater GHG reductions may be needed for new development, please see the City's CAP Consistency Checklist, which is included as a CAP Appendix. The CAP Consistency Checklist provides for greater reductions from new development that is subject to CEQA. Regarding the Uptown CPU's overall consistency with the CAP, please see response to comment B2-3.

B2-9 Please see response to comments B2-1 through B2-8.

Letter B3

*Remembering the past...
as we link to the future.*



Marlon Pangilinan, Senior Planner
The City of San Diego
1010 Second Avenue, MS-413
San Diego, CA 92101

Re: Uptown Community Plan Update (Project No. 380611 / SCH No. Pending)
Comments on the Density Redistribution Alternative

Dear Marlon,

B3-1

This letter is to inform you that the Hillcrest History Guild supports the Density Redistribution Alternative (DRA) which will move the proposed density in the community plan update from the heart of Hillcrest to Park Boulevard since this is where SANDAG has made an investment in the Rapid Bus. The Hillcrest History Guild (HHG) has participated in every phase of the Uptown community plan update (CPU), including providing recommendations throughout the process.

Sincerely,
Ann Garwood
President, Hillcrest History Guild

www.HillcrestHistory.org

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(619) 260-1929

B3-1

Comment noted. This comment states the Hillcrest History Guild's (HHG's) support of the Density Redistribution Alternative. The comment does not suggest an inadequacy in the Draft PEIR. The City appreciates the HHG's participation in the public review comment process and will consider all comments during the decision-making process.

Letter B4

Middletown Advisory Group

Email: Middletown92103@gmail.com

EXECUTIVE COMMITTEE

- Vanessa Herbert
- Becky Webster
- Matt Ramon
- Walid Shirazi
- Speedy Rice

August 2, 2016

RE: PROJECT NAME: Uptown Community Plan Update

PROJECT No. 21002568 / SCH No. Pending

COMMUNITY AREA: Uptown, District 3

Please note that the Uptown Community Plan Update has on its cover PROJECT PLAN 380611, but the notice for public comments on the Uptown Community Plan Update states to refer to PROJECT NO 2100258. The comments below refer to any Uptown Community Plan Update and the PEIR.

Dear Mr. Steinert:

Draft Uptown Community Plan Update and PEIR

The Middletown Advisory Group became aware of the City's plan to update the Community Plan, which includes Middletown, in July 2016. To our knowledge, we are not aware that the residents of Middletown have been consulted in regards to their thoughts as to the needs of Middletown.

The Middletown Advisory Group hereby submits its formal **objection** to the proposed expansion of India Street from West Olive Street and Washington Street as depicted in the June 10, 2016 (Uptown) Uptown Community Plan Update / Project No. 380611/2100258 Draft PEIR, including all appendices.

India Street Traffic Concerns and Strong Opposition to Proposed Plan to Remove Parking and/or Sidewalks from India Street

For many years, the traffic has been too dense, travels too fast and is a safety concern for the residents of Middletown as they enter or exit off of India Street by car, walk across India Street to the Pedestrian bridge over I-5 or walk along the adjoining sidewalk on India Street. At various times different plans by the City of San Diego ("City") and other local agencies (e.g. San Diego Airport Authority and et al) show an elimination of parking along India Street and or a widening of India Street that would remove adjoining sidewalks and add an extra travel lane. Any adoptions of these plans will negatively impact the environment and quality of life for residents and businesses along India Street and Middletown. **The Middletown Advisory Group strongly oppose such plans.** Accordingly, we request the City of San Diego issue a written statement and incorporate it by reference into the draft Uptown Community Plan Project No. 380611/2100258 which states there are neither current nor will there be future plans for the removal of parking along India Street and/or sidewalks from India Street from West Palm Street to Washington Street.

B4-1

B4-2

B4-3

B4-1 The numbers referenced on the Uptown CPU and the Draft PEIR are different. The 380600 number is the project number, while the 2100258 number is reference to a billing number for City staff. The Final PEIR correctly refers to the project number.

B4-2 Comment noted. Please refer to the Staff Report for a discussion of the extensive public outreach that has been done regarding the proposed Uptown CPU. Also refer to Section 4.2, Community Outreach and Plan Development, of the PEIR. This comment also notes that the Middletown Advisory Group (MAG) objects to the proposed expansion of India Street from West Olive Street and Washington Street. Although widening of India Street is identified as a mitigation measure in the PEIR, this measure is not recommended for implementation since it would conflict with the goals of the proposed Uptown CPU. Please refer to the master response regarding India Street mitigation measures included in the introduction to these responses to comments.

B4-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Middletown Advisory Group

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The traffic on India Street between West Olive and Sassafras Streets as well as Sassafras Street between Pacific Highway and India Streets has increased significantly with the opening of the Rental Car Center (RCC). Since the RCC opened, traffic data indicates an increase of approximately 3,000 vehicles daily.

B4-4

Specific Notations and Comments regarding the Uptown Community Plan Update / Project No. 380611/2100258 / Draft PEIR, including all appendices related to India Street between West Redwood and Sassafras Streets that we object to and believe will be detrimental to the residents of Middletown

Table S-1 Summary of Significant Environmental Impacts notes: India Street: Sassafras Street to Redwood Street (Impact 6.3-10)

Mitigation: TRANS 6.3-19: India Street (Impact 6.3-19), b. Sassafras Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.

Middletown Comment: We strongly object to any widening of India Street and to the inference that the two-way collector status between Sassafras and Redwood will be eliminated. The two-way collector is essential to residents of Spruce (and Redwood). If eliminated, Spruce residents will be required to travel to Laurel on Kettner and return up India for access to their homes. This will unnecessarily increase traffic on Laurel and India Streets and add additional fuel use and emissions using the longer route.

B4-5

Table 6.3-7 Build-out Summary of Intersection Analysis – Uptown #20 & 21.

Middletown Comment: If this analysis was done before the San Diego International Airport Rental Car Center (SDIA- RCC) was opened and would be inaccurate. The SDIA RCC has added a substantial number of cars – daily- to the intersections of Sassafras Street at Kettner as well as onto India Street from the I-5 North exiting onto India and the SDIA RCC traffic exiting the SDIA- RCC using Sassafras to travel to the I-5 North on ramp. The current traffic pattern has caused a significant increase traffic delays and regularly blocked intersections.

The Middletown Advisory Group has recommended the SDIA-RCC traffic exiting the SDIA-RCC be directed to use the northbound Pacific Highway to Washington Street to access the I-5 north. Given the size and length of Pacific Highway to Washington Street, this would reduce congestion and traffic delays. Additionally, traffic exiting the SDIA-RCC headed south could either continue to be directed onto Sassafras to Kettner to access the I-5 south on-ramp or directed south on Pacific Highway to access the downtown area of San Diego.

No improvements were made to India, Sassafras or Kettner Streets when the SDIA-RCC was open and its traffic directed onto these streets. Pacific Highway (north and south bound) and Washington Streets are much better equipped to handle the additional traffic from the RCC as opposed to India Street.

B4-6

Table 6.3-8 Buildout Summary of Roadway Segment Analysis: Uptown - India Street:

Middletown Comment: Same as above (6.3-7) but the India Street Buildout CPU figures demonstrate that adding an additional traffic lane will not solve the LOS problem and only make life much worse for local residents. Rerouting traffic from the Airport and RCC to Pacific Highway and Washington Street to access the I-5 north is the only viable, effective, and inexpensive short term solution

B4-4 Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

B4-5 This comment makes reference to the recent opening of the San Diego International Airport Rental Car Center and that fact that the traffic counts conducted for the Traffic Impact Analysis would not have included the increased traffic from the Rental Car Center. Section 15125 of the CEQA Guidelines states that the baseline physical conditions by which a lead agency determines whether an impact is significant is normally established at the time the notice of preparation is prepared. The notice of preparation was issued on December 23, 2013, long before the 2016 opening of the Rental Car Center. Additional explanation regarding the baseline traffic counts is provided in Section 6.3.3, Impact Analysis, of the PEIR. Additionally, this comment requests that vehicles exiting the Rental Car Center be redirected to reduce traffic delays. However, this is outside of the boundaries of the Uptown community, and outside the scope of the Uptown CPU and PEIR.

B4-6 This comment makes reference to the significant impacts to traffic identified along India Street. The PEIR appropriately discloses the findings of significant and unavoidable impacts to intersections and roadway segments. In addition, rerouting traffic from the airport and Rental Car Center, as suggested by the MAG, is outside the scope of this PEIR and would not be an enforceable mitigation measure because it is not related to an impact resulting from the proposed Uptown CPU and associated discretionary actions.

Middletown Advisory Group

Email: Middletown92103@gmail.com

Impact 6.3-10, page 6.3-38: "The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of India Street from Glenwood Drive to Redwood Street."

Middletown Comment: We agree that the changes will have a traffic impact that is detrimental for the residents living off India from Glenwood Drive to Redwood Street and oppose any changes widening India Street. Rerouting traffic from the Airport and RCC to Pacific Highway to Washington is the only short term solution as noted above.

6.3.5.2 Segments and 13.2.1.2 Roadways Segments: While the following intersection mitigation measures would reduce potentially significant impacts, only TRANS 6.3-7d, TRANS 6.3-24a, and TRANS 6.3-27 are proposed as part of the proposed Uptown CPU and associated discretionary actions.

Middletown Comment: We support the exclusion of Trans/Impact 6.3-10 on page 6.3-50 and again at the Uptown Community Plan Update PEIR pages 11-3 / 4, with a request that this be clearly designated as not an option or proposal under consideration.

Appendix C – Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).

Table 13 Summary of Improvement Evaluation Uptown: This references India Street between Redwood and Sassafras Streets as "one way Collector" and removal of parking and buildings.

Middletown Comment: We strongly object to any widening of India Street especially with such extreme damage to the neighborhood businesses, and to the inference that the two-way collector status between Sassafras and Redwood Streets will be eliminated. The two-way collector is essential to residents of Spruce and Redwood Streets. If eliminated, Spruce residents will be required to travel to Laurel Street on south Kettner Street and return north up India Street for access to their homes. This will unnecessarily further increase traffic on India Street. We recognize that it says the Consultant does not recommend this change but that is not binding on the City and the road changes are of considerable concern. We want this removed from consideration.

Figure 6.4 of Appendix C: Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).

Middletown Comment: We strongly object to any widening of India Street. While recognizing that the Consultant says "These changes in Geometry are not recommended" and that recommendation is not binding on the City, the road changes are of considerable concern. We want our objection to this possible change clearly stated. We request the City to delete or issue a written statement, which will be incorporated by reference to the Uptown Plan stating that there are no current or future plans to remove parking and/or sidewalks from India Street from Palm Street to Washington Street.

Error Regarding Spruce Street, et al throughout Uptown Plan

The maps used throughout the Uptown Plan and appendices incorrectly depict Spruce Street at India Street and connecting streets off Spruce to show several alternative routes available to the 200+ residents living on Spruce and the adjoining streets (Ibis, Horton, Upas, Jackdaw) for ingress and egress. While it is unclear what effects on planning may have flowed from planners and consultants mistakenly believing that residents on Spruce et al. have alternative routes, it needs to correctly depict that these residents have no other ingress or egress but from India

B4-7

B4-8

B4-9

B4-10

B4-7 Additional clarification regarding the measures not carried forward as part of the proposed Uptown CPU has been added to the applicable locations in Section 6.3, Transportation and Circulation, of the PEIR.

B4-8 Comment noted. As noted in Table 13 of Appendix C, Mobility Study, the improvements listed for India Street are not recommended as part of the proposed Uptown CPU and are not proposed for implementation.

B4-9 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

B4-10 Comment noted. The proposed Uptown CPU maps appear to be correct. West Spruce Street does connect to India Street. Access to all the other streets mentioned in the comment letter is solely from West Spruce/India Street. Because of the map's scale, the gap between West Spruce Avenue and Horton Avenue is difficult to see, but there is a gap in the figure and it was considered in the traffic analysis. However, the map in the Mobility Study does incorrectly show that a connection between West Spruce Avenue and Horton Avenue that will be corrected. While there was an error in the Mobility Study map, the model used in preparation of the analysis of potential impacts of the proposed Uptown CPU for traffic circulation did not include any connections with West Spruce Avenue that would provide additional ingress/egress to West Spruce Avenue other than India Street. Furthermore, the referenced Mobility Study Improvements (U17A and U17B) would be inconsistent with the proposed Uptown CPU polices and thus, would not be implemented due to infeasibility.

LETTER

RESPONSE

Middletown Advisory Group

Email: Middletown92103@gmail.com

Street. Please correct this map error and do a proper re-analysis of the impact to the residents who rely solely on Spruce Street for access to their homes. The error and correction is attached to show the seriousness of the map error.

Respectfully,

Middletown Advisory Group

Letter B5



MISSION HILLS BUSINESS IMPROVEMENT DISTRICT

August 3, 2016

Mr. Kurtis Steinert
Senior Environmental Planner
City of San Diego Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Mr. Marlon I. Pangilinan,
Senior Planner
City of San Diego Planning Department
1222 First Avenue, Mail Station 413
San Diego, CA 92101

Dear Mr. Steinert and Mr. Pangilinan,

B5-1 The Mission Hills Business Improvement District (BID) was organized and established through the combined efforts of local business owners and the City of San Diego's Community and Economic Development Department. Its purpose is to improve the overall business climate of the commercial area through Promotions, Economic Development, Design, and Parking Advisory committees.

B5-2 The BID's Board of Directors (Board) is an elected body representing more than 500 business license holders, who employ more than 1470 people, within the geographic boundaries of West Lewis Street, Fort Stockton Drive and Goldfinch Street, the West Washington Street and University Avenue corridors from India Street to Front Street, Reynard Way and India Street's International Restaurant Row. The BID Board and an executive director provide a united voice for our members and give each business owner the ability to flourish. A long history of community oversight has resulted in good design, diverse commerce, historic preservation, and community enhancements and set the stage for this vibrant neighborhood of unique small business diversity.

B5-3 Following are carefully considered comments and recommendations on the June 2015 Proposed Uptown Community Plan Update which the BID Board believes will serve as a guideline for growth and development in the BID which maintains the heritage, unique character and village-like feeling while continuing to attract vigorous, lively and vital businesses, residents and visitors.

B5-4 Land Use: Within the BID boundaries, the BID Board is opposed to the proposed changes that have resulted in the recommended reduction in densities and changes in the development vision within our community. The proposed density reduction areas are primarily located within the BID boundaries and will negatively affect our BID members. Instead, we support businesses and mixed-use development that preserve and enhance the special character of this well-defined neighborhood while supporting small businesses.

B5-5 Mobility: The BID Board supports recommendations for the viability of commercial centers and districts including enhancing pedestrian activity during and after typical business hours. This will be achieved by mixed-use development that includes residential and commercial. The analysis of current traffic patterns illustrated in the traffic impact report reveals unacceptable levels of service (LOS) for multiple intersections within our district. The BID Board does not support the recommended mitigation for these which aim to eliminate existing on-street parking; instead, additional options should be considered. Additionally, the BID Board recommends that new mixed-use developments be required to provide public parking spaces in order to accommodate customer patronage.

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B5-1 Comment noted. The City appreciates the Mission Hills Business Improvement District's (MHBID's) participation in the public review comment process.

B5-2 Comment noted.

B5-3 Comment noted.

B5-4 Comment noted. This comment does not suggest an inadequacy in the PEIR. The proposed changes in densities are intended to meet the primary CPU objectives, which include developing a multi-modal transportation network, maintaining or increasing the housing supply, increasing economic diversification, and preserving neighborhood character, among other objectives. Higher densities have been proposed in areas along transit corridors to promote existing and planned transit investments.

B5-5 This comment makes reference to unacceptable levels of service at multiple intersections, as identified in the Traffic Impact Study (Appendix B-1a to the PEIR) and notes that the MHBID does not support recommended mitigation measures that aim to eliminate existing on-street parking. However, none of the recommended mitigation proposed as part of the Uptown CPU include the removal of parking. While multiple mitigation measures were identified to reduce potentially significant impacts, most are not proposed as part of the Uptown CPU due to inconsistency with the overall mobility vision and other proposed CPU policies. As discussed in Section 6.3.5, Mitigation Framework, only mitigation measures TRANS 6.3-5, TRANS 6.3-7d, TRANS 6.3-24a, TRANS 6.3-27, and TRANS 6.3-39 are proposed for implementation with the proposed Uptown CPU.

This comment also recommends that new mixed-use development be required to provide public parking spaces to accommodate customers of commercial uses. However, policies in the proposed Uptown CPU already promote parking availability within mixed-use

LETTER

RESPONSE

Page 2 of 2

B5-6 **Urban Design:** The BID Board supports an eclectic variety of buildings in its commercial and mixed-use areas, as set forth in the proposed community plan update. Further, it agrees as commercial corridors continue to redevelop and add residential densities; the provision of public (and private) open space becomes more important; these areas can provide needed open space. The BID Board opposes the proposed height limitations in our BID and, instead, supports the 150 feet maximum from the adopted Uptown Community Plan of 1988.

B5-7 **Economic Prosperity:** The BID Board supports full utilization of economic development tools and programs to attract and retain small businesses, through the maintenance and enhancement of commercial areas.

B5-8 **Recreation:** The BID Board supports the proposed park sites within the BID.

B5-9 **Conservation:** Many elements of conservation and sustainability have much broader geographic and political relationships and may be more suited to implement on a citywide or even regional basis.


B5-10 **Historic Preservation:** The BID Board agrees the heritage of the community must be preserved. Further, it believes the current historic districts in Mission Hills and the City's historic review process are on sound footing and will protect the heritage of the neighborhood. At this time, the BID Board sees no need to increase or expand historic preservation areas in Mission Hills.

B5-11 **Implementation:** The BID Board supports the proposed West Lewis Street Commercial Area implementation plan. The BID Board is opposed to any Community Plan Implementation Overlay Zone (CPIOZ) restriction limits where the City may require discretionary review. The BID Board recommends a height limit of 150 feet maximum for commercially-zoned and mixed-use zones, including in the Reynard Way Commercial Area Expansion.

B5-12 In conclusion, the BID Board reached its decision based on its purpose and mission to improve the overall business climate of the commercial area and its continuing belief in the many neighborhood organizations whose membership will scrutinize any development within the BID boundaries with the end goal of achieving the best outcome for Mission Hills.

Thank you for this opportunity for the Mission Hills BID to share its thoughts and concerns on the Proposed Uptown Community Plan Update.

Sincerely,



Troy Curnett, President
Mission Hills Business Improvement District

attachments (2 pages)

cc: City of San Diego Mayor Kevin Faulconer
City of San Diego Councilmember Todd Gloria
City of San Diego Planning Director Jeff Murphy
Mission Hills Heritage Chairperson Barry E. Hager
Mission Hills Town Council President Belinda Smith
Uptown Planners Chairperson Leo Wilson

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B5-5 (cont.)

development area. For example, Policy MO-7.1 calls for the City to implement creative parking programs with new development such as in-lieu programs managed by the community parking district that would contribute to the construction of new parking structures. Additionally, Policy MO-7.2 requires the City to consider public parking structures with shared parking arrangements to supplement parking needs and serve Uptown businesses. Policy MO-7.3 encourages implementation of below-ground parking structures for new development with inadequate surface parking space and Policy MO-7.13 calls for the provision on-street parking on all streets to support adjacent uses. These, along with multiple other policies aimed at providing adequate parking for residents, visitors, and customers of businesses provided in the CPU, would help to ensure adequate parking for all land uses within the community.

B5-6 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B5-7 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B5-8 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

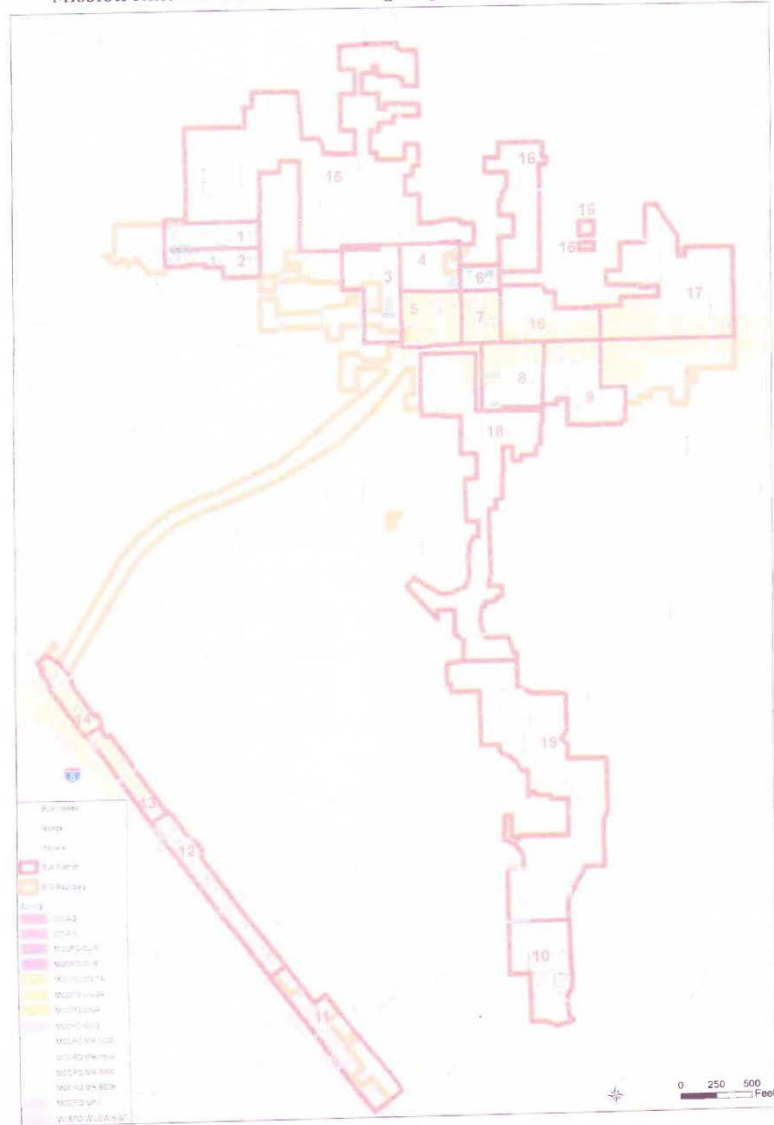
B5-9 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B5-10 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B5-11 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B5-12 Comment noted. All comments and responses will become part of the public record, and all comments will be considered during the decision-making process.

Mission Hills BID Business Walking Map: Sub Districts and Businesses



LETTER

RESPONSE

Now: 1Mission-View on Ft Stockton at Falcon



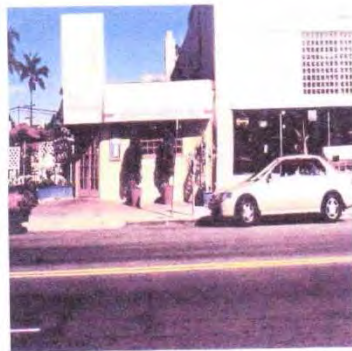
Now: 1Mission-View on Ft Stockton at Goldfinch



1999: Public Lot-On Goldfinch at Ft. Stockton facing East



1999: French Bakery is now 1Mission on Goldfinch



1Mission, the development occupying the block of Goldfinch, Falcon, Ft Stockton and West Washington, provides a broad spectrum of housing opportunities, promotes mixed-use occupancies along Mission Hills' transit corridors, and higher density residential development which activates our commercial center. 1Mission changed the community of Mission Hills for the better and would not be permitted under the proposed lower densities.

Letter B6



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 619-497-1193
 www.MissionHillsHeritage.org

--A community organization dedicated to preserving the character, charm and historical resources of the Mission Hills neighborhood.

July 25, 2016

Kurtis Steinert, Senior Environmental Planner
 Marlon Pangilinan, Senior Planner
 The City of San Diego
 1010 Second Avenue, MS-413
 San Diego, CA 92101

Re: **Draft Program Environmental Impact Report (PEIR)—Uptown Community Plan Update (Project No. 380611 / SCH No. Pending) Comments on the Density Redistribution Alternative**

Dear Mr. Steinert and Mr. Pangilinan:

B6-1 Mission Hills Heritage (MHH) is a non-profit organization representing the Uptown neighborhood of Mission Hills, with a mission to preserve and protect the charm, character and historic resources of Mission Hills. We have participated in every phase of the Uptown community plan update (CPU), including providing recommendations throughout the process.

B6-2 This letter is to inform you that MHH supports the Density Redistribution Alternative (DRA) as described in the PEIR.

B6-3 Our reasons for supporting the DRA include that this alternative more closely aligns with our previous recommendations that the maximum residential density along Reynard Way should be 29 du/ac, not the higher 44 du/ac set forth in the most recent draft of the Uptown CPU. The DRA also more closely aligns with input from residents of Hillcrest and other Uptown neighborhoods over the last several years. We agree that the DRA is the "environmentally superior alternative" as noted in the PEIR. We disagree, however, with the statement at page 10-26 of the PEIR that the DRA would reduce residential density along "transit commercial nodes" since this incorrectly assumes that Reynard Way is along a transit commercial node. While portions of Reynard Way are shown as a Transit Priority Area (TPA) in the TPA map dated May 31, 2016 included as Appendix B of the City's adopted Climate Action Plan, we believe these

B6-1 Comment noted. The City appreciates Mission Hills Heritage's (MHH's) participation in the CPU and public review comment process.

B6-2 Comment noted.

B6-3 This comment suggests that the analysis of the Density Redistribution Alternative inaccurately concluded that the alternative would reduce residential density along transit commercial nodes because Reynard Way is not a transit commercial node. However, as discussed in the Introduction and Economic Prosperity Element of the proposed Uptown CPU, neighborhood pedestrian commercial uses are located along Reynard Way. While the proposed Uptown CPU does not identify Reynard Way as a "Neighborhood Center/Node", it is identified as a "Connector Street" and is the main north-south residential collector in the southern portion of the community. In addition, as noted in this comment, the roadway is identified in Appendix B of the City's CAP as within a San Diego Association of Governments Transit Priority Area (TPA). As described in Section 6.4, Transportation and Circulation, Reynard Way is lined with sidewalks and curbs on both sides of the street, is identified by the City as a Class III (Bike Route) facility, and is served by local and rapid bus routes. Several transit stops are located along Reynard Way, and the Middletown Trolley Station is accessible from Reynard Way by way of Laurel Street and Kettner Boulevard. Because TPAs are areas identified for focused funding and other policy tools to further promote non-vehicular transportation, and the proposed Uptown CPU policies will continue to improve the existing alternative transportation infrastructure, Reynard Way's success as a transit commercial node will only increase. In addition, the Density Redistribution Alternative would not only result in lower densities along Reynard Way, but also along other transit commercial nodes, further inhibiting the ability of the Density Redistribution Alternative to meet the CPU objectives.

Kurtis Steinert, Senior Environmental Planner
Marion Pangilinan, Senior Planner
July 25, 2016
Page 2

areas are misclassified. The TPA Map shows that the northern portion of Reynard Way between Sutter Street and Curlew Way is within one-half mile of a Major Transit Stop located at Goldfinch Street and Washington Street. Relatively steep topography, however, makes it unlikely that residents within this area would actually walk to the transit stop. The TPA Map shows the southern portion of Reynard Way to be within one-half mile of a trolley stop to the west and transit stops along First Avenue to the east. However, there are no connecting streets or pedestrian ways between Reynard Way and the trolley stop or First Avenue.

B6-4

Additionally, Reynard Way is not listed as an Existing/Planned or Potential Metropolitan Center, Urban Center, Town Center, Community Center, Mixed Use Transit Corridor, Special Use Center, or Rural Village on SANDAG's Smart Growth Concept Map (Draft April 2016). Thus, to the extent that the DRA would shift density from Reynard Way to Park Boulevard, the DRA would shift density from area that is not a transit corridor, onto an actual transit corridor.

B6-4

See response to comment B6-3.

B6-5

Thank you for the opportunity to review and comment on the PEIR. We will provide comprehensive comments to the PEIR in a separate letter.

B6-5

Comment noted.

Sincerely,

Mission Hills Heritage


Jim Reily, President


Barry E. Hager, Board Chair

CC: Tait Galloway, Principal Planner, City of San Diego
Adriana Martinez, Representative, Council District 3
Leo Wilson, Chair, Uptown Planners
Belinda Smith, President, Mission Hills Town Council

Letter B7



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--A community organization dedicated to preserving the character, charm and historical resources of the Mission Hills neighborhood.

August 4, 2016

Kurtis Steinert
 Senior Environmental Planner
 City of San Diego Planning Department
 1010 Second Avenue, MS 413
 San Diego, California 92101

Subject: Comments on Draft Program Environmental Impact Report (PEIR) – Uptown Community Plan Update (Project No. 21002568 / SCH No. Pending)

Dear Mr. Steinert:

B7-1 Thank you for the opportunity to review and comment on the Draft PEIR for the Uptown Community Plan Update dated June 10, 2016.

The following comments are submitted on behalf of Mission Hills Heritage (MHH), a non-profit organization representing the Uptown neighborhood of Mission Hills. Our Mission is to preserve and protect the character, charm and historic resources of Mission Hills, assuring that development projects harmonize with the established community. MHH has been extensively involved in the community plan update since its initiation in 2009, working with the Planning Department and Uptown Planners, the Council-recognized community planning group.

Comments on Draft PEIR

B7-2 Pursuant to State CEQA Guidelines Section 15204, the following comments focus on the sufficiency of the Draft PEIR in identifying and analyzing the possible impacts on the environment and offering ways in which the significant effects of the project might be avoided or mitigated.

B7-1 Comment noted. The City appreciates Mission Hills Heritage's (MHH's) participation in the CPU and public review comment process.

B7-2 The City does not agree there is a deficiency in the mitigation measures in the PEIR. While the policies and design guidelines of the community plan would not apply in a ministerial review process, the policies alone do not reduce the significance of impacts. Application of applicable zoning and Land Development Code (LDC) regulations would apply to future development and reduce the significance of impacts. Thus, development allowed under a ministerial process is restricted by its zoning and development regulations of the Land Development Code which would ensure changes to community character would be less than significant. Development within areas subject to CPIOZ-Type A regulations that does not meet the criteria under CPIOZ Type A would be required to meet findings for a Site Development Permit related to a proposed project and would be reviewed against proposed CPU policies. Additional detail has been added to Section 6.2 of the Final PEIR, under Issue 2 to further clarify what the anticipated physical changes would be in relation to the height of future development relation to the existing condition. As shown, impacts associated with future ministerial development would be less than significant with application of applicable zoning and LDC regulations.

Kurtis Steinert, Senior Environmental Planner
 August 4, 2016
 Page 2

Overarching Deficiency of the PEIR

Throughout Chapter 6.0 Environmental Analysis – Uptown Community Plan Update, references are made to policies and/or design guidelines that supposedly ensure that impacts from development projects carried out in compliance with the Community Plan would be less than significant, and therefore no mitigation would be required. These policies and design guidelines are also cited in the Alternatives Section as arguments as to why the Proposed Project would have less impact than the other Alternatives.

Presumably the policies and design guidelines would be considered for any project that requires a discretionary Process 3 Site Development Permit in order to exceed the CPIOZ Type A Height Limits.

However, no implementing mechanism or enforcement measure is included in the Uptown Community Plan Update (CPU) or associated discretionary actions (the “project”) that would require the policies and/or design guidelines to be considered for the majority of development projects that would require only ministerial approval (e.g., building permit).

This deficiency can and should be remedied by incorporating the following feasible mitigation measure into the project:

All commercial and multi-family zoned areas shall be included in CPIOZ Type A pursuant to Municipal Code Chapter 13, Article 2, Division 14: Community Plan Implementation Overlay Zone. If the proposed development complies with the policies and design guidelines in the Uptown Community Plan, no discretionary permit would be required to address this issue (emphasis added). If the proposed development does not comply with the policies and design guidelines in the Uptown Community Plan, a Site Development Permit/Process Three shall be required in accordance with Municipal Code §131.1402.

The above language should also be included in the Uptown Community Plan Update.

Specific Comments

Following are our specific comments on the Draft PEIR for the Uptown Community Plan Update and associated discretionary actions.

B7-3 Excerpt #1 – TABLE OF CONTENTS, Effects Not Found to be Significant, page ii:

“Energy”

Comment #1

Should read “Population and Housing.”

B7-3 The Table of Contents of the PEIR has been updated in response to this comment.

<p>Kurtis Steinert, Senior Environmental Planner August 4, 2016 Page 3</p> <p>B7-4 <u>Excerpt #2</u> – Executive Summary, S.3 Areas of Controversy, page S-3: “Although there are no clear-cut areas of controversy . . .” <u>Comment #2</u> The above statement ignores (or perhaps pre-dates?) the release of the PEIR. A major controversy arose when the June 2016 Final Draft of the Uptown Community Plan was released concurrently with the Draft Program EIR (PEIR), thus precluding input on the CP Final Draft that was analyzed by the PEIR. After working with the council-recognized community planning group, Uptown Planners, and other community organizations for over 7 years, the Planning Department released the June 2016 Final Draft which differed substantially in several areas from previous drafts. At the June 27, 2016, meeting of the Uptown Planners, attended by numerous angry residents, the community planning group voted 8-1 (with two abstentions) to send the draft plan back to the City to have recommendations from a previous draft restored. The PEIR must recognize this controversy.</p> <p>B7-5 <u>Excerpt #3</u> – Executive Summary, S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact, Table S-1, Summary of Significant Environmental Impacts, <i>Visual Effects and Neighborhood Character</i>, Page S-9: “Environmental Issue Would the project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan? Results of Impact Analysis The <u>policies</u> (emphasis added) of the proposed Uptown CPU and associated discretionary actions would enhance public view corridors through use of setbacks and design improvements along major roadways within the CPU area. Therefore, public view impacts would be less than significant, and no mitigation would be required.” <u>Comment #3</u> No implementing mechanism is included in the project that would require the policies to be considered for any action, discretionary or ministerial (e.g., building permit). Therefore, it cannot be said that the policies would enhance public view corridors through use of setbacks and design improvements along major roadways within the CPU area. And, therefore, it cannot be said that public view impacts would be less than significant, and that no mitigation would be required. A project, particularly a ministerial action, undertaken in accordance with the land use recommendations could result in significant impacts by substantially obstructing a vista or scenic view from a viewing area as identified in the community plan.</p>	<p>B7-4 Section S.3, Areas of Controversy, of the PEIR has been updated to identify stakeholder concerns and comments regarding the distribution of densities as an area of controversy.</p> <p>B7-5 The use of proposed policies to reduce potential impacts is appropriate at this program-level review of the proposed CPU, which would guide all future development within the community. While the focus of the PEIR is on how the policies would minimize impacts, other existing regulations would also reduce potentially significant impacts such as the LDC that has requirements for setbacks and encroachments into environmentally sensitive lands which would apply to all development including ministerial projects. Though the PEIR analyzes the potential environmental effects associated with build-out of the proposed CPU and associated discretionary actions, it does not analyze or propose any one specific development project. Future development projects implemented in accordance with the proposed Uptown CPU would be subject to a separate project-level environmental review and would be required to be consistent with the proposed Uptown CPU land use plan, applicable policies, development regulations, and design guidelines. Therefore, projects implemented in accordance with the proposed Uptown CPU are not anticipated to result in significant impacts to visual effects and neighborhood character.</p>
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<p>Kurtis Steinert, Senior Environmental Planner August 4, 2016 Page 4</p> <p>The impact is significant and unmitigated. The measure presented in Comment #1 could mitigate the impact totally or partially depending upon the effectiveness of the policies employed.</p> <p><u>Excerpt #4</u> – Executive Summary, S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact, Table S-1, Summary of Significant Environmental Impacts, <i>Visual Effects and Neighborhood Character</i>, Page S-10:</p> <p>“Environmental Issue Would the project result in a substantial alteration (e.g. bulk, scale, materials or style) to the existing or planned (adopted) character of the area?”</p> <p>Results of Impact Analysis The proposed Uptown CPU includes <u>policies</u> (emphasis added) that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character and impacts would be less than significant. No mitigation would be required.”</p> <p><u>Comment #4</u></p> <p>No implementing mechanism is included in the project that would require the policies to be considered for any action, discretionary or ministerial (e.g., building permit). Therefore, it cannot be said that the policies would encourage residential and mixed-use development that would be consistent with the existing neighborhood character. And, therefore, it cannot be said that impacts to neighborhood character would be less than significant, and that no mitigation would be required.</p> <p>A project, particularly a ministerial action, undertaken in accordance with the land use and density recommendations could result in significant impacts by substantially altering the existing or planned character of the area.</p> <p>The impact is significant and unmitigated. The measure presented in Comment #1 could mitigate the impact totally or partially depending upon the effectiveness of the policies employed.</p> <p>See Excerpt #14 and Comment #14 for specific areas in Mission Hills that would be impacted the most.</p>	<p>B7-6 See response to comment B7-2 and B7-5. Additionally, it is not clear from the comment how one individual project could substantially alter the character of an area.</p>
<p>B7-7</p> <p><u>Excerpt #5</u> – Executive Summary, S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact, Table S-1, Summary of Significant Environmental Impacts, <i>Visual Effects and Neighborhood Character</i>, Page S-10:</p> <p>“Environmental Issue</p>	<p>B7-7 See response to comment B7-2 and B7-5.</p>

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Would the project result in a substantial change in the existing landform?

Results of Impact Analysis

The proposed Uptown CPU includes policies (emphasis added) that would protect and preserve existing landforms (i.e., canyons and open space areas).³³

Comment #5

No implementing mechanism is included in the project that would require the policies to be considered for any action, discretionary or ministerial (e.g., building permit). Therefore, it cannot be said that the policies protect and preserve existing landforms (i.e., canyons and open space areas). And, therefore, it cannot be said that landform alteration would be less than significant, and that no mitigation would be required.

A project, particularly a ministerial action, undertaken in accordance with the land use recommendations could result in significant impacts by substantially altering the existing landform.

The impact is significant and unmitigated. The measure presented in Comment #1 could mitigate the impact totally or partially depending upon the effectiveness of the policies employed.

B7-8

Excerpt #6 - Executive Summary, S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact. Table S-1, Summary of Significant Environmental Impacts, *Historical Resources*, Page S-26:

“Environmental Issue

Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?

Results of Impact Analysis

Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site. This impact would be potentially significant.

Impact Level After Mitigation

Significant and Unavoidable”

Comment #6

Mission Hills Heritage concurs that the impact is significant, but we do not concur that the impact is unavoidable. We have serious concerns over the past actions of the City that have hindered mitigating this impact. Moreover, the impact can be mitigated by implementing the

B7-8 Feasible mitigation (mitigation measure HIST 6.7-1) was applied. However, as discussed in Section 6.7.7, Significance of Impacts after Mitigation, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Therefore, while the proposed mitigation is anticipated to reduce impacts at the project-level, it cannot be certain until each project is designed and brought forward for consideration.

<p>Kurtis Steinert, Senior Environmental Planner August 4, 2016 Page 6</p> <p>identified potential historic districts concurrent with adoption of the plan. Please see Excerpt #18 and Comment #18 for further discussion.</p> <p>B7-9 <u>Excerpts #7</u> – Executive Summary, S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact, Table S-1, Summary of Significant Environmental Impacts, Public Services and Facilities, Pages S-46 and S-47:</p> <p>Environmental Issue Would the project promote growth patterns resulting in the need for and/or provision of newer physically altered . . . parks or other recreational facilities, . . . the construction of which could cause significant environmental impacts in order to maintain service ratios . . . or other performance objectives? (page S-46)</p> <p>Results of Impact Analysis Regarding park and recreational facilities, there is an existing and projected deficit in population-based parks, which is an adverse impact, but not considered significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population based parks in the CPU area, but does not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required. (pages S-46 and S-47)</p> <p>Mitigation None Required (page S-46)</p> <p>Impact Level After Mitigation Less Than Significant” (page S-46)</p> <p><u>Comment #7</u> To say that the impact is “not considered significant at the program level” begs/ignores the question. Until adequate population based park sites have been identified, the impact relating to construction is potentially significant and unmitigated.</p> <p>B7-10 <u>Excerpt #8</u>– Chapter 1 Introduction, third paragraph, page 1-1:</p> <p>“The proposed Uptown CPL contains development <u>design guidelines</u> (emphasis added), as well as <u>policies</u> (emphasis added) related to a range of topics included in each section . . .”</p>	<p>B7-9 Impacts related to parks and recreation facilities from implementation of the Uptown CPU would be less than significant because implementation of the proposed CPU includes policy support for increasing the acreage of population based parks in the CPU area, which is further supported by the proposed Uptown IFS. See response to comment B7-5 regarding the program-level analysis. The proposed Uptown CPU is not proposing any specific development project; rather, it creates a policy framework to guide future development and encourage implementation of the project’s primary objectives within the Uptown community, which include increasing recreation opportunities and new public open spaces.</p> <p>B7-10 See response to comment B7-2 and B7-5.</p>
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Comment #8

No implementing mechanism is included in the project that would require the policies or design guidelines to be considered for any action, discretionary or ministerial (e.g., building permit). This is a fatal deficiency of the project.

B7-11 Reference #9 – Chapter 2 Environmental Setting, 2.3.1.2 Adopted Uptown Community Plan, page 2-9 briefly discusses the adopted 1988 Uptown Community Plan.

Comment #9

Please include the housing and population build-out projections as stated in the adopted 1988 Uptown Community Plan to serve as a comparison for the proposed CPU.

B7-12 Excerpt #10 – Chapter 3 Project Description, 3.4.2 Land Development Code Amendments, 3.4.2.2 Amendment to the Uptown Community Plan Implementation Overlay Zone Boundaries, Pages 3-18 and 3-19:

“The mapped boundaries of the existing CPIOZ would be amended within the Uptown community . . . to address ministerial review of building height limits within Hillcrest and Mission Hills (CPIOZ-Type A) . . . CPIOZ-Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West.”

Comment #10

The above statement implies that development within Mission Hills will not exceed 50 feet and that development within Hillcrest and Bankers Hill/Park West will not exceed 65 feet.

However, according to Municipal Code Article 2, Division 14, Table 132-14B (Community Plan Implementation Overlay Zone Applicability) it states in Column 1 (Type of Development Proposal):

“(3) Any development within the boundaries shown on a map identified in Section 132.1402, where the map shows “Type A” and the proposed development does not comply with the development standards or criteria in the applicable community plan.”

and states in Column 3 (Required Permit Type/Decision Process):

“Site Development Permit/Process Three.”

Thus, heights over 50 feet in Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West could be, and undoubtedly will be, permitted with a Site Development Permit under a Process

B7-11 The housing and population build-out projections of the adopted Uptown Community Plan have been added to Section 2.3.1.2 of the PEIR in response to this comment.

B7-12 While it is possible for heights over 50 feet in the Mission Hills neighborhood and 65 feet in Hillcrest and Bankers Hill/Park West neighborhoods may be permitted, the Site Development Permit review process would require a consistency review of the project with the adopted CPU; thus, consistency with the Urban Design element would ensure a significant impact to the existing scale of older neighborhoods would not result.

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Three. This increased height would result in a significant impact to the existing scale of these older neighborhoods.

The PEIR should acknowledge this possibility and consider it when analyzing Neighborhood Character.

B7-13 Excerpt #11 - Chapter 3 Project Description, 3.4.3 Zone Changes, 3.4.3.1 Citywide Rezoning, Page 3-19:

“The implementation program for the Community Plan would replace the Mid-City Communities PDO and West Lewis Street PDO with Citywide zones and development regulations.”

Comment #11

The development regulations of the citywide zones differ from those of the PDOs. In many cases these differences are substantial. For example the current CL Zone has a maximum height of 30 feet whereas its proposed replacement, CN-1-4, has a maximum height of 65 feet, thus more than doubling the allowed height. The current MR-800B Zone has a maximum Floor Area Ratio (FAR) of 1.25 whereas its proposed replacement, RM-3-9 Zone, has a maximum FAR of 2.25 thus almost doubling the allowed FAR. Therefore, the PEIR must include a matrix which compares the development regulations, including, but not limited to, maximum number of units, maximum density, maximum height, maximum FAR, maximum lot coverage, setbacks/yards, parking and architectural features for the Mid-City Communities PDO and West Lewis Street PDO with those of the Citywide zones.

The PEIR must acknowledge these differences and must consider them when analyzing Neighborhood Character and Traffic. The PEIR must also analyze the cumulative impacts that would result from the altered development regulations.

B7-14 Reference #12 - Chapter 3 Project Description, 3.6.1 Uptown Land Use Distribution at Plan Build-out, Table 3-8, page 3-30.

Comment #12

As is done on Tables 3-9 and 3-10 (page 3-31), please include existing land use (see Table 2-1 on page 2-6) to facilitate a better understanding of the land use changes that will occur.

B7-15 Reference #13 - Chapter 3 Project Description, 3.6.1 Uptown Land Use Distribution at Plan Build-out, Table 3-9 page 3-31:

According to Table 3-9 there will be a loss of 2,020 single-family units between the Existing Development and the Proposed Plan Build-out.

B7-13 Table 3-3, Conversion to Citywide Zoning, lists the Mid-City Communities Planned District Ordinance (PDO), West Lewis Street PDO, and Residential Zones that would be replaced with citywide zoning. Section 3.4.3.2 Applicable Citywide Zones provides descriptions of the zones that would apply to the Uptown CPU area. These zones were primarily selected to be consistent with existing maximum allowed residential densities in similar PDO zones. To address differences in zoning development standards such as Floor Area Ratio (FAR), setbacks, lot coverage, etc., citywide zoning development standards were used since citywide zones represent the optimal correlation between residential density and development standards. Additionally, the Community Plan Implementation Overlay Zone (CPIOZ) is being used to implement building heights that were identified in the plan update process and to establish maximum building heights where none are provided under citywide zoning. As discussed in the PEIR, the proposed Uptown CPU and associated discretionary actions would result in higher densities in some areas and lower densities in others, and these resulting differences from existing conditions. Per Section 6.1.4, Significance of Impacts, the proposed change from the PDO to citywide zoning would not create any conflicts or inconsistencies with the adopted Land Development Code. See Section 6.2, Visual Effects and Neighborhood Character and Section 6.3, Transportation and Circulation, of the PEIR for a discussion of the potential impacts to neighborhood character and traffic, as well the cumulative effects related to those resources. The Final PEIR has also been revised to further expand on the anticipated land use changes in Section 6.2.3 under Issue 2.

B7-14 Table 2-1 provides acreages of existing land uses in the Uptown community.

B7-15 Figure 2-4, Land Uses under Adopted Community Plan - Uptown, depicts the current land uses, including Low Density Residential, under the adopted Community Plan. Figure 3-1, Proposed Land Use

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Comment #13

Please include a graphic showing the location of the 2,020 single-family units that would be removed. The loss of single-family units will displace many families and individuals and is a potentially significant impact.

B7-16

Excerpts #14 – Chapter 6 Environmental Analysis, 6.2 Visual Effects and Neighborhood Character, Issue 2 Neighborhood Character, Pages 6.2-4 and 6.2-5; and 6.2.4 Determination of Significance, 6.2.4.2 Neighborhood Character, page 6.2-8:

“Would the project result in a substantial alteration (e.g. bulk, scale, materials or style) to the existing or planned (adopted) character of the area?” (page 6.2-4)

“The proposed Urban Design Element of the proposed Uptown CPU would also provide policies (emphasis added) addressing commercial and mixed-use development, and residential in-fill development. Policies (emphasis added) are related to street wall articulation, ground-level uses, windows, building materials, lighting, signs, corners, architectural projections, rooftop and mechanical screening, public space, public art, street orientation and setbacks, sustainable building design, height and massing, development transitions, and canyons and open space. Implementation of these policies (emphasis added) would provide specific policy support to ensure that the bulk and scale of development is not out of character with the existing environment.” (page 6.2-4)

“Additionally, the proposed Uptown CPU Urban Design Element includes Design Guidelines (emphasis added) *by Building Type* that would address building height, further protecting public view corridors and regulating the bulk and scale of development.” (page 6.2-4)

“With the implementation of the proposed Urban Design Element policies (emphasis added), new development would be consistent with the existing neighborhood character. Thus, impacts related to substantial alterations to the existing or planned character of the area would be less than significant. No mitigation would be required.” (page 6.2-5)

“The proposed Uptown CPU includes policies (emphasis added) that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character, and impacts would be less than significant. No mitigation would be required.” (page 6.2-8)

Comment #14

No implementing mechanism is included in the project that would require the policies and design guidelines to be considered for any action, discretionary or ministerial (e.g., building permit). Therefore, it cannot be said that implementation of these policies would provide specific policy support to ensure that the development is not out of character with the existing environment.

B7-15 (cont.)

- Uptown, depicts the proposed land uses under the proposed Uptown CPU. A comparison of these two figures can provide an accurate depiction of the levels of densities and land use types of the adopted Community Plan and the proposed CPU; however, specific location of these land uses changes cannot be provided because intensification of land uses will occur over time by private property owners where the land use plan allows these changes. While the proposed CPU envisions a reduction in the number of single family units, an increase of multi-family units would more than accommodate residences by increasing the overall availability of housing in the Uptown CPU area. Thus, while redevelopment of existing residential land uses, by its nature, causes a temporary displacement of residents, redevelopment with higher density housing increases the housing stock available to residences and helps the City meet its housing goals. Additionally, no specific project-level development is proposed at this time; the proposed Uptown CPU merely provides a framework in which redevelopment may occur.

B7-16 See response to comments B7-2 and B7-5. Proposed Uptown CPU policies related to height and massing in residential neighborhoods emphasize conforming to the predominant scale of the neighborhood, the incorporation of development transition, and designing the massing of combined lots to respond to the rhythm of both adjacent development and the prevailing development on the block. Required consistency with these policies would be similar to the consistency review required for discretionary projects under the West Lewis Street PDO regulations. Development allowed under ministerial processes is restricted by zoning and regulations of the Land Development Code, which would ensure that changes to community character are less than significant. Guidance on the screening of on-site parking is provided in the Mobility Element of the proposed Uptown CPU.

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And, therefore, it cannot be said that impacts to neighborhood character would be less than significant, and that no mitigation would be required.

A project, particularly one involving only a ministerial action, undertaken in accordance with the land use and density recommendations could result in significant impacts by substantially altering the existing or planned character of the area. This is most evident for the West Lewis Street Area between Stephens Street and Lark Street and Reynard Way between Upas Street and Eagle Street.

West Lewis Street Area

Currently the West Lewis Street Area, which is a small, commercial area with mostly early Twentieth Century buildings completely surrounded by a residential neighborhood, is regulated by the West Lewis Street Planned District. The project proposes to repeal the planned district regulations and zone the area CN-1-1. Unfortunately, the CN-1-1 Zone, does not address the unique needs of the West Lewis Street Area by ensuring that new structures and modifications to existing structures within the West Lewis Street Area complement the surrounding, architecturally stable, single-family development.

This potentially significant impact can and should be mitigated by incorporating the following provision into the Urban Design Element in order to carry over the review process set forth in the current West Lewis Street PDO at Section 1520.0202:

The West Lewis Street Area located on the north and south sides of Lewis Street between Stephens Street and Lark Street shall be shown on a CIPDZ Map as Type B.

The purpose of the review under a Site Development Permit/Process Three is to maintain compatibility of the existing commercial strip with the surrounding single-family residential area while permitting flexible and feasible commercial development and redevelopment options.

It is intended that new structures and modifications to existing structures within the West Lewis Street Area complement the surrounding, architecturally stable, single-family development.

In addition to the Site Development Permit Findings, the Hearing Officer shall make the following design considerations:

- (a) New construction shall preserve and enhance the existing scale and character of the neighborhood. New construction shall be compatible with adjacent properties, scale and proportion, rhythm and spacing, materials and texture, architectural detailing and rooflines and materials.*

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(b) Rehabilitation of and/or additions to existing structures shall respect the original distinguishing qualities or character of the property.

(c) Parking shall be suitably screened and landscaped so as to mitigate any visual impacts.

Reference to West Lewis Street Area shall be added on page M-211 of the Implementation Element under Community Plan Implementation Overlay Zone (CPIOZ).

Reynard Way

The proposed zoning map designates the area between Upas Street and Eagle Street as CN-1-4. Unfortunately, the CN-1-4 Zone permits a height of 65 feet which would result in structures substantially out of scale with the adjacent single-family homes of 30 feet or less.

This potentially significant impact can and should be mitigated by rezoning the area to CN-1-3; the CN-1-3 Zone has a height limit of 30 feet that would result in structures in character with the adjacent single-family area.

As an alternative measure to mitigate potentially significant impacts, the area should be included on Figure 3-7 as a CPIOZ Type A with a Maximum Building Height of 30 Feet.

If the above mitigation measures related to Reynard Way and West Lewis Street are not incorporated into the project, the impacts on these areas are significant and unmitigated.

Furthermore, to determine if the project would result in a substantial alteration (e.g. bulk, scale, materials or style) to the planned (adopted) (emphasis added) character of the area, the PEIR must analyze the impacts or changes that would result from applying the development regulations of the Citywide zones compared to the PDO regulations, which currently apply in the area.

B7-17

Excerpt #15 – Chapter 6 Environmental Analysis, 6.2 Visual Effects and Neighborhood Character, 6.2.3 Impact Analysis, Issue 4 Landform Alteration, Page 6.2-5 and 6.2.6; and 6.2.4 Determination of Significance, 6.2.4.4 Landform Alteration, page 6.2-8:

“Would the project result in a substantial change to the existing landform?” (page 6.2-5)

“While the proposed Uptown CPU would intensify some uses, the proposed CPU contains policies (emphasis added) to ensure that redevelopment takes into account existing development as well as the landform. Of particular importance are the proposed Uptown CPU Conservation Element and Urban Design Element policies (emphasis added) that would support conservation of existing landforms, canyon lands, and open space and would support the design of buildings that respects existing landforms.” (pages 6.2-5 and 6.2-6)

B7-17 See response to comment B7-2 and B7-5.

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"Implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts related to landform alteration based on implementation of proposed Uptown CPU policies (emphasis added) that require building form to be sensitive to topography and slopes, and existing protections for steep slopes (Environmentally Sensitive Lands) and grading regulations within the LDC. Thus, impacts related to landform alteration would be less than significant, and no mitigation would be required." (page 6.2-8)

Comment #15

No implementing mechanism is included in the project that would require the policies to be considered for any action, discretionary or ministerial (e.g., building permit). Therefore, it cannot be said that the policies would support conservation of existing landforms, canyon lands, and open space and would support the design of buildings that respect existing landforms. And, therefore, it cannot be said that landform alteration would be less than significant, and that no mitigation would be required.

A project, particularly a ministerial action, undertaken in accordance with the land use recommendations could result in significant impacts by substantially altering the existing landform.

Excerpt #16 - Chapter 6 Environmental Analysis, 6.5 Greenhouse Gas Emissions, 6.5.3 Impact Analysis, Issue 1 Greenhouse Gas Emissions, Page 6.5-7:

"GHG emissions were calculated for the existing (on the ground) land uses, the land uses at build-out of the adopted Community Plan (in 2035), and the land uses at build-out of the proposed Uptown CPU and associated discretionary actions (in 2035). Table 6.5-3 summarizes the GHG emissions under each scenario."

See Table 6.5-3 on page 6.5-7 for details.

And Reference #16 - Letter Dated May 16, 2016 Supplemental Analysis to the Greenhouse Gas Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates, Project No. 30330/304032, SCH No. 2004651076 (RECON Number 6086.1), Page 6, Table 4.

Comment #16

Table 6.5-3 in the PEIR erroneously shows the year 2020 Uptown GHG Emissions (Table 4) and not the year 2035 Uptown GHG Emissions (Table 7). This error should be corrected here and elsewhere in the PEIR.

B7-18

B7-18 Table 6.5-3, GHG Emissions for the Uptown Community Plan Area, of the PEIR has been updated with the 2035 emissions reported in the Supplement Analysis to the Greenhouse Gas Analysis (Appendix E-2 of the PEIR).

<p>B7-19</p> <p>Kurtis Steinert, Senior Environmental Planner August 4, 2016 Page 13</p> <p><u>Excerpt #17</u> Chapter 6 Environmental Analysis, 6.7 Historical Resources, 6.7.4 Impact Analysis, Issue 1 Historic Structures, Objects, or Sites, d. Resources Identified through Public Outreach, page 6.7-15, second paragraph, last sentence.</p> <p>“In order to bring these four potential districts (Terrace, Avalon Heights, Hillcrest, and San Diego Normal School/San Diego City Schools Education Complex) forward for designation, additional, intensive-level research would be required to evaluate the district and define a precise boundary, period of significance, significance criteria, and contributing and non-contributing resources.”</p> <p><u>Comment #17</u></p> <p>Mission Hills Heritage remains concerned over the lack of responsiveness by the City in designating Historic Districts. See attached letter addressing the problems in seeking historic designation for the Mission Hills Historic District Annex. As noted, the complete report was submitted to Historic Resources Board staff in September 2011. It did not move forward through the process until sometime in 2014, with the final hearing on June 26, 2014, thus, resulting in a 30-month delay.</p> <p>Furthermore, despite requests from residents involved with the effort to nominate Inspiration Heights as a historic district, the City has refused to set up a meeting to proceed with the project for over 18 months.</p> <p>Nevertheless, proper mitigation of the significant impact on historical resources described in this chapter should include performing the research and analysis to bring these four potential districts and the other identified potential historic districts forward for designation. All development shall be suspended until the research and analysis has been completed and the potential historic districts implemented.</p> <p>B7-20 See Excerpt #18 and Comment #18 for further discussion.</p> <p><u>Excerpt #18</u> – Chapter 6 Environmental Analysis, 6.7 Historical Resources, 6.7.4 Impact Analysis, Issue 1 Historic Structures, Objects, or Sites, d. Resources Identified through Public Outreach, page 6.7-18:</p> <p>“While the Municipal Code does provide for the regulation and protection of designated and potential historic resources, and while supplemental development regulations would provide additional protection for potential historic districts, it is impossible to ensure the successful preservation of all historic built environmental resources within the plan area. Therefore, impacts to the Potential Historic Districts and individual historic resources would be considered significant and unavoidable.”</p>	<p>B7-19 This comment is noted. Suspension of development is not required to protect potential historic districts because the proposed amendments to the Historical Resources Regulations include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation. See Section 6.7.4, Issue 1 of the PEIR which explains that in response to the identified lack in protections for potential historic districts, amendments to the Historical Resources Regulations are proposed to provide supplemental development regulations to address how and where modifications can be made on residential properties identified as potentially contributing to specified potential historic districts. Development that does not comply with the regulations of the supplemental development regulations would be subject to a Neighborhood Development Permit with deviation findings and mitigation. The amendments to the Historical Resources Regulations are scheduled to be brought to City Council with the proposed North Park CPU, prior to the Uptown CPU. However, ultimately the PEIR concludes that impacts to Potential Historic Districts would be significant and unavoidable because at a program level of analysis, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at a program level of analysis and impacts to potential historic resources would be significant and unavoidable. In addition, Potential Historic Districts would not be fully protected until they are intensively surveys, verified, and designated. Therefore, this comment does not identify an impact not already analyzed in the PEIR.</p> <p>B7-20 See response to comment B7-19 regarding the mitigation framework and finding of significant and unavoidable impacts to potential historic districts. Additionally, potential historic districts must be evaluated against the City’s Historical Resources Board’s criteria for a historic district; have the required documentation</p>
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Comment #18

Mission Hills Heritage concurs with the comments and mitigation measures submitted by SOHO. In particular, the impact can be mitigated by implementing the identified potential historic districts (including the four community-identified potential historic districts) concurrently with adoption of the plan. On the other hand, the proposed supplemental development regulations are woefully inadequate and will not effectively mitigate the impact, for the following reasons: (i) the proposed regulations are not comprehensive, in that they exclude the community-identified potential historic districts, the Multiple Property Listings (MPLs) and the commercial properties located in the potential historic districts, (ii) the proposed regulations do not require projects involving potential contributors to follow the Secretary of Interior Standards of Treatment of Historic Properties (as are required for projects involving contributors to designated historic districts) and the regulations do not prohibit changes to windows and doors, all of which will lead to an erosion of historic fabric within potential historic districts, and (iii) unlike designated historic districts, the proposed regulations do not include any regulation of parcels deemed non-contributors, thereby allowing development that is incompatible with the potential district and negatively impacting the future implementation of the potential historic district. The proper and best mitigation strategy is to implement the identified potential historic districts and bring such forward for nomination concurrently with adoption of the plan.

B7-21

Excerpts #19 - Chapter 6.0 Environmental Analysis, 6.12 Public Services, 6.12.3 Impact Analysis, Issue 1 Public Facilities, b. Park and Recreation, page 6.12-16 and 6.12-17:

"Build-out of the proposed Uptown CPU would add additional population to the CPU area and the CPU area would continue to have a deficit of population-based parks at build-out, which would be an adverse impact (emphasis added). Similarly, until the identified recreational facilities such as the aquatic complex are constructed, the deficit and the associated adverse impact (emphasis added) would continue." (page 6.2-16)

"Thus, although the existing and projected deficit in population-based parks is adverse (emphasis added), impacts associated with the construction of park facilities would be less than significant (emphasis added) at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the CPU area, but does not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact (emphasis added) associated with the construction of new facilities in order to maintain performance objectives for parks." (pages 6.2-6 and 6.2-7)

Comment #19

To say that the impact is adverse but "not considered significant at the program level" begs the question. Until adequate population based park sites have been identified, the impact relating to construction is potentially significant and unmitigated.

B7-20 (cont.)

completed, including a Designation Request and Historical Report; and be discussed at two Historical Resources Board meetings. Additional noticing, site visits, and board hearing must also be completed prior to implementation of historical district boundaries. These requirements, while relatively extensive, are intended to ensure that historic districts are appropriately designated and do not impose unnecessary development restrictions while also ensuring the quality and significance of established historic districts within the City.

B7-21

Though there would be a deficiency in park and park equivalencies at build-out of the proposed Uptown CPU, the existing conditions include a deficit in parks and park equivalencies. In addition, through the proposed Uptown CPU effort, 37.40 acres of proposed new population-based park land and park equivalency sites have been identified. The policy framework provided by the proposed Uptown CPU also supports acquisition and development of new public parks and park equivalencies, and encourages new private development to include recreational facilities. The project does not include construction of new facilities, but provides policy support for new parkland. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact associated with the construction of new facilities in order to maintain performance objectives for parks.

<p>Kurtis Steinert, Senior Environmental Planner August 4, 2016 Page 15</p> <p>To mitigate the impact, the Uptown Community Plan Update should include a program that ensures that existing deficiencies based on current population are remedied and that adequate facilities commensurate with future population are provided in conjunction with development projects that create the additional need.</p> <p>B7-22 <u>Excerpt #20</u> – Chapter 7.0 Effects Found Not to be Significant, 7.3 Population and Housing, Page 7-3:</p> <p>“The proposed Uptown CPU and associated discretionary actions would not displace people or existing housing . . .”</p> <p><u>Comment #20</u></p> <p>Reference Table 3-9 on page 3-31. The table shows a loss of 2,020 single-family units. Therefore, the proposed Uptown CPU and associated discretionary actions will displace people and existing housing.</p> <p>This represents a 27% loss of existing single-family units and is potentially significant.</p> <p>B7-23 <u>Excerpt #21</u> – Chapter 10.0 Alternatives, 10.1 No Project (Adopted Community Plan Alternative), 10.1.1 Description, page 10-5, second paragraph:</p> <p>“ . . . the proposed Uptown CPU could have approximately 32,700 dwelling units at build-out, while the No Project Alternative could have approximately 34,600 dwelling units at build-out, or 1,900 more units compared to the proposed Uptown CPU.”</p> <p><u>Comment #21</u></p> <p>First, please verify that the build-out year for both plans is 2035.</p> <p>Second, what is the basis for saying that the No Project Alternative could have approximately 34,600 dwelling units at build-out?</p> <p>This statement appears to be contradicted by the Adopted 1988 Community Plan, which states on page 37:</p> <p>“The estimated build-out capacity for development is 25,410 dwelling units.”</p> <p>Please explain why there is a disparity of 9,190 units (34,600 – 25,410).</p> <p>Furthermore, please explain why 34,600 in light of SANDAG’s Series 13 growth forecast for Uptown of 29,223 in 2035.</p>	<p>B7-22 See response to comment B7-15 regarding displacement.</p> <p>B7-23 Build-out for both plans is 2035 (see Section 3.6, Plan Build-out, of the PEIR for explanation). The disparity of 9,190 dwelling units at build-out of the adopted Community Plan between what is stated in the PEIR and the adopted Community Plan is due to use of different development assumptions used at the time when the adopted Community Plan was approved. The dwelling unit capacity assumptions in Appendix J of the adopted Community Plan assumed that development would occur at the mid-range of the allowed residential density range in residential areas of the community. It also assumed that one half of the commercial areas would develop with residential units where ten percent of that area would be built at the maximum density permitted and that ninety percent of that area would be built at the lower “average” of the density range. The proposed Uptown CPU assumes that for areas likely to develop within residential and commercial areas, new projects would develop at the maximum of the density range, which more accurately reflects the development that has been occurring in the Uptown Community. This same assumption was used to calculate build-out estimates for the adopted Community Plan in order to appropriately compare it to the proposed Uptown CPU. Using the same assumptions and methodology, the proposed Uptown CPU would generate more housing units at build-out compared to the build-out assumed when the adopted community plan was approved.</p> <p>Additionally, the estimated build-out of the adopted Community Plan differs from SANDAG’s growth forecast because SANDAG uses actual population trajectory estimates, while the build-out of the Community Plan is simply based on complete build-out of all allowed land uses.</p>
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B7-24 Excerpt #22 – Chapter 10.0 Alternatives, 10.1 No Project (Adopted Community Plan Alternative), 10.1.2 Analysis of No Project Alternative, b. Visual Effects and Neighborhood Character, page 10-9:

“Potential visual effects and impacts to neighborhood character under the No Project Alternative would be similar to those anticipated under the proposed Uptown CPU except that the No Project Alternative would allow reduced building heights when compared to the proposed Uptown CPU and associated discretionary actions. Particularly in Mission Hills and Hillcrest, development under the No Project Alternative would be limited to building heights of 50 and 65 feet, respectively. The reduced building heights could reduce potential neighborhood character impacts; however, the No Project Alternative would also not benefit from the proposed Uptown CPU policies (emphasis added) that are intended to ensure compatible development and design that enhances and is sensitivity (sic) to neighborhood character.”

Comment #22

As previously stated there is no implementing mechanism included in the project that would require the policies to be considered for the majority of development projects that would only require ministerial approve (e.g., building permit). Unless an implementing mechanism is incorporated into the project, the No Project Alternative would have the same impact on neighborhood character as the proposed Uptown CPU.

B7-25 Excerpt #23.1 – Chapter 10.0 Alternatives, 10.1 No Project (Adopted Community Plan Alternative), 10.1.2 Analysis of No Project Alternative, e. Greenhouse Gas Emissions, page 10-10:

“The No Project Alternative would result in 535,684 metric tons of carbon dioxide equivalent (MT CO2E GHG) emissions, which would be slightly greater than the estimated 523,925 MT CO2E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan’s City of Villages Strategy. Since the No Project Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the No Project Alternative would be significant and unavoidable and greater than the proposed Uptown CPU (emphasis added).”

Excerpt #23.2 – Chapter 6 Environmental Analysis, 6.5 Greenhouse Gas Emissions, 6.5.3 Impact Analysis, Issue 1 Greenhouse Gas Emissions, page 6.5-7, last paragraph:

“For the purposes of determining significance, GHG emissions attributable to the proposed Uptown CPU and associated discretionary actions at full build-out were compared to the adopted Community Plan GHG emissions. The reason this comparison is

B7-24 See response to comment B7-5 regarding the program-level analysis.

B7-25 Chapter 10, Alternatives, of the final PEIR has been updated to reflect the correct 2035 build-out greenhouse gas emission estimates. This correction does not change the result of the analysis. On July 12, 2016, the City Council adopted an amendment to the CAP, which included a CAP Consistency Checklist, and other amendments to the text of the CAP, which resulted in the CAP serving as a qualified GHG reduction plan. At that same time, the City Council also adopted a GHG Significance Determination Threshold (GHG Threshold) that is being implemented as of July 19, 2016. The PEIR tiers off of the GHG analysis set forth in the CAP Final EIR, which was certified on December 15, 2015, with an addendum certified on July 12, 2016 that specifically addressed the adoption of the GHG Threshold. See Section 6.5.2, Significance Determination Thresholds, for an explanation, which discusses that the proposed CPU and associated discretionary actions would have less-than-significant impacts if emissions from build-out are less than those generated by build-out of the adopted Community Plan, or if the increase in GHG emissions is a direct result of implementing CAP strategies and the City of Villages Strategy. Because build-out of the No Project Alternative would generate higher GHG emissions than the proposed CPU and would not implement land use changes consistent with CAP strategies and the City of Villages Strategy, the No Project Alternative would result in significant and unavoidable impacts associated with GHG emissions. Therefore, the excerpt from Section 10.1.2 of the PEIR, as referenced in this comment, is correct and no change in the level of significance is required.

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appropriate is because the GHG emissions from the adopted Community Plan were used when developing the City's CAP GHG Inventory. Thus, if calculated future emissions of the proposed Uptown CPU would be consistent with, or less than, the emissions assumed in developing the CAP inventory, build-out of future land uses under the proposed Uptown CPU and associated discretionary actions would be consistent with the City's CAP emissions inventory and would not represent a significant impact related to GHG emissions."

Comment #23

First, as previously stated, the data presented is for 2020 and not for 2035.

Second, the impacts of the No Project Alternative would NOT be significant and unavoidable (as stated in Excerpt #23.1) simply because the calculated future emissions of the adopted Community Plan Alternative would be consistent with the emissions assumed in developing the CAP inventory (as stated in Excerpt #23.2).

Table 10-1 should be revised to indicate that the Greenhouse Gas Emissions for the No Project Alternative is Less than Significant but that the impact is greater than the Proposed Project.

B7-26

Excerpts #24 – Chapter 10.0 Alternatives, 10.2 Adopted Community Plan with Removal of the Interim Height Ordinance Alternative, 10.2.1 Description, page 10-15:

"(T)he adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. The increased building height allowance . . . would have the potential to increase the intensity of development (emphasis added) with taller buildings compared to the proposed Uptown CPU and associated discretionary actions."

"Specifically, as shown in Table 10-3, the proposed Uptown CPU would support 32,700 dwelling units at build-out, while the Adopted Community Plan would accommodate 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU."

Comment #24

The first excerpt clearly acknowledges that a greater build-out would occur with the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative because of the taller buildings that would be allowed. Yet, the second excerpt suggests that the build-out would be the same as the Adopted Community Plan. Please explain.

B7-27

Excerpt #25 - Chapter 10.0 Alternatives, 10.2 Adopted Community Plan With Removal of Interim Height Ordinance Alternative, 10.2.2 Analysis of Adopted Community Plan with

B7-26 The information in the referenced second excerpt has been removed from the PEIR.

B7-27 The data has been corrected in the final PEIR to reflect the 2035 estimates. See response to comment B7-26 regarding build-out of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative versus the No Project Alternative. See also response to comment B7-25 regarding inconsistency with the CAP and the associated significant and unavoidable impact.

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Removal of the Interim Height Ordinance Alternative, e. Greenhouse Gas Emissions, page 10-17:

"The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in 535,684 MT CO₂e GHG emissions which would be slightly greater than the estimated 523,925 MT CO₂e GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and greater than the proposed Uptown CPU."

Comment #25

First, as previously stated, the data presented is for 2020 and not for 2035.

Second, Excerpt #24 states that this alternative "would have the potential to increase the intensity of development (emphasis added) with taller buildings compared to the proposed Uptown CPU and associated discretionary actions." Presumably this would mean more development than the Adopted Community Plan. And yet it would generate the same level of emissions? Please explain.

Third, if the impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be the same as the Adopted Community Plan, then they would NOT be significant and unavoidable simply because the calculated future emissions of the adopted Community Plan Alternative would be consistent with the emissions assumed in developing the CAP inventory (as stated in Excerpt #23.2).

Excerpts #26 – Chapter 10.0 Alternatives, 10.4 Density Redistribution Alternative, 10.4.1 Description, page 10-26 and 10-28:

"Under this alternative, the density of future development would be lower along transit commercial nodes (emphasis added) . . . Under this alternative, the reduction in density would be redistributed resulting in the same overall development potential as the proposed Uptown CPU." (page 10-26)

"When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along . . . Reynard Way (emphasis added) . . . from 44 du/ac to 29 du/ac." (page 10-28)

B7-28

B7-28 See response to comment B6-3 regarding Reynard Way as a transit commercial node.

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Comment #26

The above incorrectly implies that Reynard Way is along a transit commercial node. The City's General Plan, SANDAG's Smart Growth Concept Map, and the City's Climate Action Plan do NOT support that implication as noted below.

A. The General Plan.

See Figure LU-1, the Village Propensity Map, on page 9 of the Land Use and Community Planning Element of the General Plan. According to that element, "This figure is based upon existing and community plan-designated land uses. By overlaying the facilities factors with the land uses, the Village Propensity Map illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas." (emphasis added) Reynard Way clearly falls within the Low Propensity range. A cropped version of Figure LU-1 is enclosed.

B. SANDAG's Smart Growth Concept Map.

Reference: http://www.sandag.org/uploads/projectid/projectid_296_14006.pdf for Quick Reference: Smart Growth Areas by Place Type, October, 2014. Reynard Way is not listed as an Existing/Planned or Potential Metropolitan Center, Urban Center, Town Center, Community Center, Mixed Use Transit Corridor, Special Use Center, or Rural Village. Nor is it shown on the Smart Growth Concept Map, Mid-City and East County Subregion, October 2014 or Draft April 2016. A cropped version of Smart Growth Concept Map, Draft April 2016 is enclosed.

C. Climate Action Plan Transit Priority Area Map

The Transit Priority Area (TPA) Map (dated 5/31/16), which is included as Appendix B of the Climate Action Plan, shows that the northern portion of Reynard Way between Sutter Street and Curlew Way is within one-half mile of a Major Transit Stop located at Goldfinch Street and Washington Street. Relatively steep topography, however, makes it unlikely that residents within this area would actually walk to the transit stop. The TPA Map shows the southern portion of Reynard Way to be within one-half mile of a trolley stop to the west and transit stops along First Avenue to the east. However, there are no connecting streets or pedestrian ways between Reynard Way and the trolley stop or First Avenue.

B7-29

Excerpt #27 – Chapter 10.0 Alternatives, 10.4 Density Redistribution Alternative, 10.4.2 Analysis of Density Redistribution Alternative, a. Land Use, page 10-28:

"The Density Redistribution Alternative would retain the proposed Uptown CPU land uses, but further lowers density throughout the community with the exception of the Park Boulevard transit corridor between Washington Street, University Avenue and Normal Street. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Density Redistribution Alternative would facilitate

B7-29 While the General Plan does not establish levels of density increases required to remain consistent with the City of Villages Strategy, the strategy aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure. Therefore, it is appropriate to assume that because the Density Redistribution Alternative would facilitate transit-oriented development and mixed-use development to a lesser degree than the proposed Uptown CPU, it would achieve consistency with the City of Villages Strategy to a lesser degree. As such, the City does not agree that the requested change should be made to the final PEIR.

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transit-oriented development and mixed use development but to a lesser degree than the proposed Uptown CPU due to reduced density near areas accessible to transit with the exception of the Park Boulevard transit corridor. Land use changes would be compatible with the implementation of the San Diego General Plan, but to a lesser degree. Like the proposed Uptown CPU, this alternative would not conflict with adopted land use plans, policies, or ordinances; however it would achieve consistency with the General Plan City of Villages strategy to a lesser extent (emphasis added). Thus, land use impacts of this alternative would be slightly greater (emphasis added) than the proposed Uptown CPU.”

Comment #27

The General Plan does not establish levels of density increase that are required in order to be consistent with the City of Villages strategy. Therefore, it is fallacious to state that the Density Redistribution Alternative “would achieve consistency with the General Plan City of Villages strategy to a lesser extent” (emphasis added). Nor can it be said “that land use impacts of this alternative would be slightly greater (emphasis added) than the proposed Uptown CPU.” These statements are certainly contrary to the findings that the air quality and traffic impacts of the Density Redistribution Alternative are less than the proposed Uptown CPU. Would a further doubling of density within these areas be considered to achieve consistency to a greater extent, particularly in light of the even greater air quality, traffic, and GHG emissions that would result?

The discussion of Land Use should be revised as follows:

“The Density Redistribution Alternative would retain the proposed Uptown CPU land uses, but further lowers density throughout the community with the exception of the Park Boulevard transit corridor between Washington Street, University Avenue and Normal Street. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Density Redistribution Alternative would facilitate transit-oriented development and mixed use development but to a lesser degree than the proposed Uptown CPU due to reduced density near areas accessible to transit with the exception of the Park Boulevard transit corridor. Land use changes would be compatible with the implementation of the San Diego General Plan. Like the proposed Uptown CPU, this alternative would not conflict with adopted land use plans, policies, or ordinances.”

On Table 10-1 (page 10-3) Land Use for the Density Redistribution Alternative should be shown as I.S (=) (less than significant and Impact the same/similar to the Proposed Project).

Excerpt #28 – Chapter 10.0 Alternatives, 10.4 Density Redistribution Alternative, 10.4.2 Analysis of Density Redistribution Alternative, c. Transportation, page 10-30, fourth paragraph:

“The Density Redistribution Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit (emphasis added).

B7-30

B7-30 The issue is not solely the provision of alternative transportation, it is the provision of alternative transportation that serves development. Therefore, reducing development along the alternative transportation network would not result in the same quality of a functioning multimodal network as would an alternative transportation network that serves higher densities. As such, the City does not agree that the requested change should be made to the final PEIR.

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While the impacts to individual intersections and roadway segments would be less than the proposed Uptown CPU, like the proposed Uptown CPU these impacts would remain significant and unmitigated."

Comment #28

The issue is the provision of alternative modes of transportation. Regardless of the reduction in development potential within areas accessible to transit, the Density Redistribution Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit.

On Table 10-1 (page 10-3) Alternative Transportation for the Density Redistribution Alternative should be shown as LS (=) (less than significant and impact the same/similar to the Proposed Project).

Excerpt #29 – Chapter 10.0 Alternatives, 10.4 Density Redistribution Alternative, 10.4.2 Analysis of Density Redistribution Alternative, c. Greenhouse Gas Emissions, page 10-31:

"The Density Redistribution Alternative would decrease development potential over the proposed Uptown CPU, which would reduce GHG emissions; however the GHG efficiencies of providing development in proximity to transit would be lost, with the exception of the density provided along Park Boulevard. The decrease in development potential would accommodate approximately 1585 fewer units within the Density Redistribution Alternative in areas where residents would have convenient access to transit and commercial services. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a Transit Priority Area (TPA) would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit. While speculative as to the availability and use of transit elsewhere, it is likely that the residents not within a transit priority area would make greater use of autos – either through not having transit available or longer commute distances – thereby increasing vehicle miles traveled as compared to the proposed Uptown CPU, and thus, GHG emission impacts associated with the Density Redistribution Alternative would be greater than the project."

Comment #29

The first statement should be revised to read:

"The Density Redistribution Alternative would decrease development potential over the proposed Uptown CPU, which would reduce GHG emissions."

B7-31

B7-31 The statement regarding the loss of GHG efficiencies of providing development in proximity to transit is not irrelevant; rather, it is necessary to appropriately portray the potential impacts associated with the Density Redistribution Alternative. See comment B7-25 regarding CAP consistency and subsequent CEQA GHG analyses.

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All other statements are irrelevant and/or speculative and should be deleted.

The methodology for analyzing Greenhouse Gas Emissions is found in Section 6.5.1.1 of this PEIR on page 6.5-1. This section states:

“Annual GHG emissions due to the operation of build-out of the Uptown Community Plan area under the adopted and proposed plans were calculated using California Emissions Estimator Model (CalEEMod; CAPCOA 2013). The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste sources. Where project-specific data were not available, model inputs were based on information provided in the CalEEMod User’s Guide (CAPCOA 2013).”

Thus, as noted, any discussion of consistency with or conflict with CAP, Transit Priority Area, and/or City of Villages are not factors in generating the GHG emissions.

Since the GHG Emissions would be less than the proposed Uptown CPU, they would also be less than the GHG Emissions for the Adopted Community Plan. Therefore, the impact would be less than significant.

On Table 10-1 the Greenhouse Gas Emissions for the Density Redistribution Alternative should be shown as LS (-) (less than significant and Impact less than the Proposed Project).

If any consideration is given to adopting this alternative as the Project, the City may want to consider doing a GHG Emissions analysis for the Density Redistribution Alternative.

B7-32

Excerpt #30 – Chapter 10.0 Alternatives, 10.6 Environmentally Superior Alternative, page 10-40:

“Based on a comparison of the alternatives’ overall environmental impacts and their compatibility with the CPUs’ goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU, it would reduce impacts related to traffic circulation and air quality. At the same time, the Density Redistribution Alternative would not support the full implementation of the General Plan’s City of Villages strategy of developing multi-modal centers that encourage walking, bicycling, and taking transit and contain a mixture of commercial and residential development because the density of future development under the Density Redistribution Alternative would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. The Density Redistribution Alternative could also conflict with the implementation of the City’s Climate Action Plan

B7-32 See response to comments B7-29 through B7-31. Based on the reasons provided in these responses, the City does not agree that the requested change should be made to the final PEIR.

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since the redistribution of density would result in a likely increase in greenhouse gas emission impacts and vehicle miles traveled.”

Comment #30

Based on Comments #27, #28, and #29 the Environmentally Superior Alternative should read as follows:

“Based on a comparison of the alternatives’ overall environmental impacts and their compatibility with the CPU’s’ goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU related to noise, historical resources, and paleontological resources, it would reduce the significant impact related to traffic circulation and less than significant impacts to air quality, and Greenhouse Gas Emissions. The Density Redistribution Alternative would result in less than significant impacts similar to the Proposed Project for land use, visual effects and neighborhood character, biological resources, geologic conditions, hydrology/water quality, public services, public utilities, health and safety.”

B7-33

Summary and Conclusion

As a summary statement, the Draft PEIR has serious deficiencies as cited above. Many of these deficiencies seem to rise out of an attempt to support the project while detracting from alternatives in direct violation of Municipal Code §128.0103 (b), which states:

“The Planning Director shall establish and maintain that degree of independence in the performance of these functions and duties as will assure the City Council, the City Manager, the Planning Commission, and the people of the City of San Diego that the review and analysis of the environmental consequences of projects, are in accordance with CEQA, are independent and wholly objective, and are not prepared for the purpose of either supporting or detracting from any project, plan, or position. (emphasis added) whether advanced by the City, any other governmental agency, or private interest.”

These deficiencies must be corrected prior to certifying the PEIR.

B7-34

Furthermore, if the project is not modified to incorporate the feasible mitigation measures presented in italics in **Overarching Deficiency of the PEIR**, Comment #14 related to West Lewis Street Area and Reynard Way, and Comment #18 related to Historic Resources, the PEIR must be recirculated prior to certification pursuant to State CEQA Guidelines §15088.5 (a) which states:

B7-33 This comment suggests that the PEIR is deficient, pointing to the reasons cited in this letter’s previous comments. The City does not agree that the PEIR is deficient for the responses provided in the previous responses to this comment letter.

B7-34 See response to comments B7-16 and B7-20 regarding the program-level analysis and appropriateness of the mitigation framework included in the PEIR.

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"15088.5. RECIRCULATION OF AN EIR PRIOR TO CERTIFICATION"

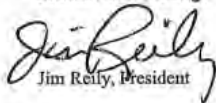
(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it. (emphasis added)
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded."

We look forward to reviewing your responses to our comments, the Final PEIR, as well as revisions/additions to the Community Plan Update and associated discretionary actions. Please contact us if you have any questions. Thank you.

Sincerely,

Mission Hills Heritage


 Jim Reilly, President


 Barry E. Hager, Board Chair

Enclosures: Letter to Interim Mayor Todd Gloria dated February 7, 2014
 General Plan Figure LU-1, Village Propensity
 SANDAG Smart Growth Opportunity Areas

CC: Tait Galloway, Principal Planner, Planning Department
 Marlon Pangilinan, Senior Planner, Planning Department
 Mike Hansen, Director of Land Use and Environmental Policy, Mayor's Office
 Adriana Martinez, Representative, Council District 3
 Leo Wilson, Chair, Uptown Planners
 Belinda Smith, President, Mission Hills Town Council

LETTER

RESPONSE

Mission Hills Historic District Extension

4251 Arguello St.
San Diego CA 92103
619-295-3773

To: Interim Mayor Todd Gloria
CC: Chief Operating Officer Scott Chadwick
CC: City Attorney Jan Goldsmith
CC: Assistant Deputy Planning Director Cathy Winterrowd

Re: Mission Hills Historic District Annex

February 7, 2014

Dear Mayor Gloria,

In September of 2011 we submitted all the required research to the Historic Resources Board (HRB) for the addition of 99 houses to be annexed to the existing Mission Hills Historic District. This completed submission reflected the culmination of five years of procedural work with the HRB. A dedicated group of volunteers from the community raised funds and did exhaustive research on the houses. We have had difficulty getting replies to communications with Kelley Stanco, the official contact in charge of overseeing the work for approval. We are requesting your assistance in bringing this effort to its conclusion, without further costs to us.

Our last contact with the HRB was a meeting with Kelley Stanco in July of 2013, just before she went on maternity leave. It was a procedural review with two members of the HRB. Our District Annex Proposal was discussed with explanations of how the Annex District will be incorporated into the existing District. We are proposing no changes or amendments to their original descriptions and procedural methods. It was revealed during this meeting that the HRB has completed a house-by-house street review of our proposed district with our paperwork package in hand. The board members present then voted to continue along the approval process, and the meeting was adjourned.

LETTER

RESPONSE

2

Ms. Stanco laid out the following path of events:

1. Homeowners will be contacted and a neighborhood workshop will be held to answer questions regarding becoming a Historic District.
2. A repeat polling will be done of all the neighbors affected, to ensure that there is community approval. This is apparently deemed necessary by the HRB because, through no fault of ours, it has taken the City and the HRB so long to complete the process, increasing costs to the city.
3. A date will be set for the first of usually two formal HRB hearings. The first hearing will be to reveal which houses are contested by the HRB for inclusion, and the second will be for presentation of our defense for houses upon which there is disagreement.
4. Neighborhood volunteers will then be required to research, update all information on 99 houses to reflect changes in ownership and possible alterations to individual homes that affect architectural integrity, again deemed necessary by the HRB because of the length of time our proposal has languished in their offices.

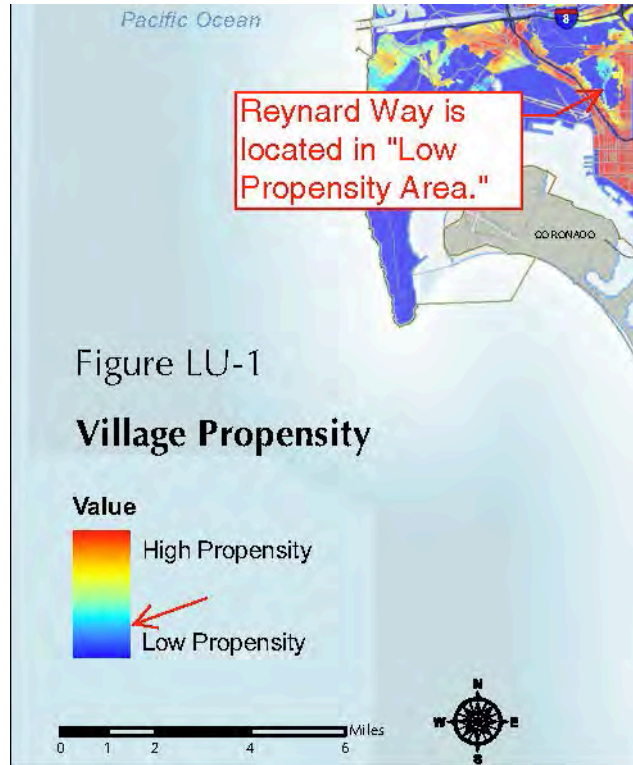
Needless to say, we would like to register our frustration and disappointment. Specifically, we object to the HRB doing a re-polling of the neighbors and requiring research to be repeated, at our expense, after so much time, money and effort has already been spent. The duplication of efforts, time and expense should be borne by the City, as all the delays and inattention rest at the City's doorstep. It is not the fault of the neighborhood that this has taken so long to process, and it is unfair to jeopardize our efforts after our work has been completed.

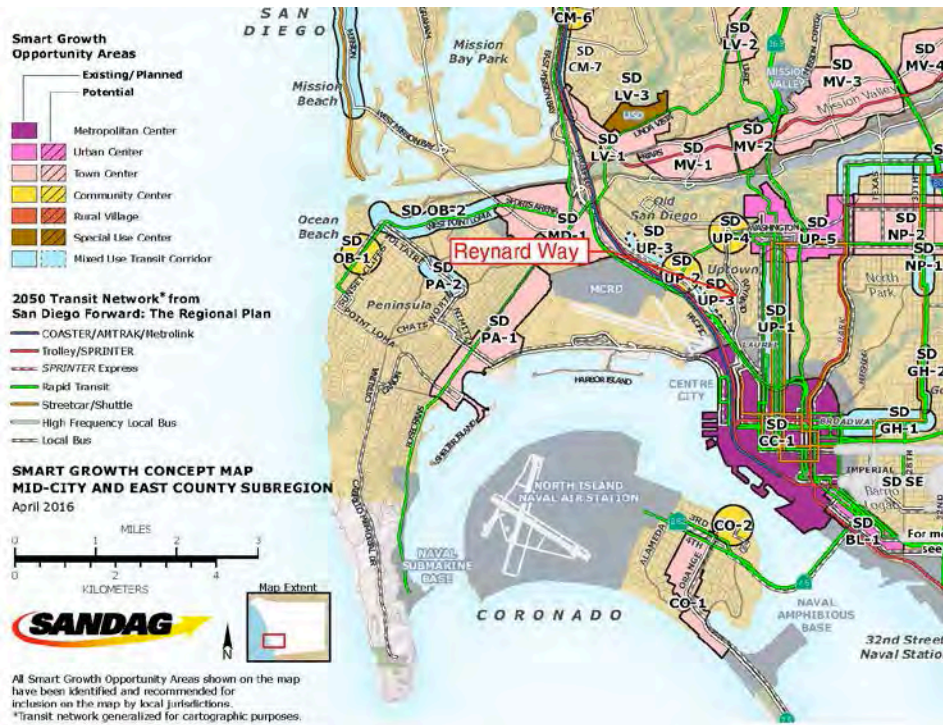
Again, we insist that if the HRB requires an update in the data, then HRB should be responsible for the incurred expenses and the completion of redoing the research since they are responsible for the delays.

Sincerely,

Deborah Quillin

Jill Limber





Letter B8



August 8th, 2016

Kurtis Steinert
 Senior Environmental Planner
 City of San Diego Planning Department
 1010 Second Avenue, MS 413
 San Diego, California 92101

Re: Comments on Draft Program Environmental Impact Report

Dear Mr. Steinert:

- B8-1 Mission Hills Town Council thanks you for the opportunity to comment on the Draft PEIR for the Uptown Community Plan Update dated June 10, 2016.
- B8-2 We have been involved with the plan update process since our inception in 2007, and appreciate the work accomplished by City staff thus far. We have also worked with various other community groups & stakeholders including Uptown Planners, Mission Hills Heritage, Mission Hills BID, the Mission Hills-Hillcrest Library, and Grant K-8. At various times during this process, we have also solicited formal input from the community, our members, and anecdotal input via conversations with residents, and leadership at the Council.
- B8-3 In summary, we agree with the analysis contained within the draft PEIR, and we support all that it includes in the Update. We also appreciate the broader improvements to open space, planting more trees, public art, improved parking, and multi-modal transportation, including pedestrian and bicycle safety and improvements.
- B8-4 In particular we would like to address the following:
 - **Recreational Element:**
 Thank you for hearing our comments on the need for more parks in Mission Hills, especially the open space for Mission Hills Trail. We appreciate the inclusion of a plan for a park on Reynard Way, and appreciate the opportunity to keep the building a working historic site if possible. Many of our residents have requested a dog park in the last 18 months, so perhaps space for a dog park element could be included in the Reynard Way Park design. Further, we appreciate the continued enhancement of West Lewis Street Pocket Park, and we are proceeding with Phase II by working with the City to identify funding. Lastly, we very much appreciate inclusion of the Grant K8 Joint Use Facility. This multi-year, large scope project will be a much-needed improvement to the community, especially if we can build the multi-use field, gymnasium, and an essential area for community meeting space.
 - **Planned Historic Districts (PHDs)**
 As we wrote in our letter to the City on 11/19/2015, we are open to examining the process for which PHDs are implemented. At this time however, there is no mechanism for communicating to the homeowners that their property zone is changing. We are concerned that over 50% of Mission Hills single family residences are slated to become PHDs without letting the owners vote on whether or
- B8-5

325 West Washington Street • Suite 2 #159 • San Diego, CA 92103

- B8-1 Comment noted. The City appreciates Mission Hills Town Council (Council's) participation in the CPU and public review comment process.
- B8-2 Comment noted.
- B8-3 Comment noted. The comment does not suggest an inadequacy in the PEIR.
- B8-4 Comment noted. The comment does not suggest an inadequacy in the PEIR.
- B8-5 Comment noted. This comment does not suggest an inadequacy in the PEIR. An extensive public outreach process has been in place throughout the Uptown CPU process, providing an opportunity for the public to provide input and public comment on the potential historic districts.



not they want these restrictions. We have asked the City for a community presentation directly, but have been told the City does not present on Draft PEIRs. We have also requested a notification letter be sent to all homeowners affected, and have been told there is no funding available. We are uncomfortable supporting this aspect of the Plan, without clear communication of PHD impacts to the residents of Mission Hills, and therefore cannot support it.

B8-6

- Transforming Reynard Way
To reiterate our letter of 3/28/13, many areas along Reynard Way are very dilapidated. Many buildings are deteriorating and open spaces appear abandoned. Without redevelopment, this area will continue to stagnate both from a residential and business standpoint. We support the the Plan recommendations for this area.

B8-7

In addition, as Reynard Way represents a major connector to Little Italy and Downtown, our Council reiterates its specific request that the area along Reynard Way be specifically evaluated in a traffic study to determine if the two-way left turn lane could be eliminated so that Reynard Way can become a true Complete Street with a Class 2 buffered bike lane & intermittent landscaped median which would not only beautify the area but help calm traffic flow.

B8-8

- Multimodal Transport:
We support the increased use of multimodal transport options including prioritizing pedestrian and cycling options in our community. Our community eagerly awaits the implementation of Washington Street as a Complete Street, with the addition of a bike lane and sidewalk.

B8-9

- India Street Improvements:
While India Street is not in Mission Hills, it is used by many Mission Hills residents. We support India Street improvements including traffic calming, and more pedestrian-oriented safety improvements from Palm Street to Washington Street. The Five Points business area is frequented by many of our residents, and making this area safer and therefore more utilized, is of utmost importance to us.

Sincerely,

Belinda Smith
President Mission Hills Town Council

CC:

Leo Wilson, Chair, Uptown Planners
Todd Gloria, Councilmember D3
Marlon Pangilinan, Senior Planner, Planning Department
Susan McNeil Schreyer, Executive Director, Mission Hills BID
Jim Reilly, President, Mission Hills Heritage
Vanessa Herbert, Middletown Advisory Group

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B8-6 Comment noted. The comment does not suggest an inadequacy in the PEIR.

B8-7 This comment requests that a traffic study be conducted for Reynard Way to determine if the two-way left-turn lane could be eliminated, supporting a Class II buffered bicycle lane and landscaped median. The comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required. Implementation of a Class II bicycle facility along Reynard Way would require project-level environmental review.

B8-8 Comment noted. The comment does not suggest an inadequacy in the PEIR.

B8-9 Comment noted. The comment does not suggest an inadequacy in the PEIR.

Letter B9



August 8, 2016

Senior Planner Marlon Pangilinan
 City of San Diego Planning Department
 202 C St
 San Diego, CA 92101

Dear Marlon,

B9-1 On behalf of myself and [Rescue Hillcrest](#), a group of residents, business owners, and stakeholders dedicated to protecting the quality of life in Hillcrest, I am writing to comment on the proposed Uptown Community Plan and its associated Preliminary Environmental Impact Report.

IN GENERAL:

B9-2 The proposed UCP in many ways fails to represent the considerable input from the community over the past seven years on density and heights, especially as expressed in recommendations made by the Uptown Planners:

B9-3 A.) Per [City Council Policy 600-24](#), the City Council recognizes one official planning group in each community, which in Uptown is the Uptown Planners (Article III, Section 2). Therefore, it is problematic if not fatal that there has been significant documentation that the proposed UCP countermands the input from Uptown Planners on the June 2015 and January 2016 drafts in deference to "other stakeholders," especially the private economic interests represented by The Atlantis Group.

B9-4 B.) It is damning that the city has not repudiated the documented efforts of the Hillcrest Business Improvement Association to suborn the Uptown CPU process. The HBIA is required to obey all laws as a condition of their contract to receive tax revenue. Yet they have boasted about actively undermining the legal authority of the recognized CPG, in violation of CP 600-24, and grossly overstepping the activities allowed under their enabling ordinance, [Council Resolution R-273937](#). And they have admitted to lobbying on behalf of themselves and other private economic interests without registering as a lobbyist, in violation of [SDMC S27.4007](#). An article that reports these admissions, "How Hillcrest sidestepped Uptown Planners," published in The San Diego Reader on July 20, 2016, can be found at the following hyperlink and is incorporated by reference with this email: <http://www.sandiegoreader.com/news/2016/jul/20/citylights-rules-are-bent-hillcrest/>.

B9-1 Comment noted. The City appreciates Rescue Hillcrest's participation in the Uptown CPU and public review comment process.

B9-2 Comment noted. The comment does not suggest an inadequacy in the PEIR. See Chapter 4.0, History of Project Changes Related to CEQA, of the PEIR for a description of the community outreach undertaken. Also see the Staff Report for a discussion of the stakeholder involvement and outreach efforts.

B9-3 Comment noted. This comment does not raise an inadequacy regarding the PEIR.

B9-4 Comment noted. This comment does not raise an inadequacy regarding the PEIR. This City has considered input from all Uptown stakeholders, including residents, business owners, community leaders, public officials, and other interested parties.



B9-5

C.) The proposed Uptown CPU is evidence of the adage, "garbage in, garbage out." The population growth-driven mandates in it are even more arbitrary and unfounded as those which were proposed, and unrealized, in the [1988 UCP](#). The 1988 UCP stated the population then as "approximately 36,500" (page 5), and projected a population of "approximately 38,700" in twenty years (page 147). The [proposed UCP](#) notes the current population is only 36,750, yet estimates "a future population of 55,700 people and 32,680 dwelling units" (page IN-11). Although in reality Uptown has experienced a net loss of 250 people in the past 28 years, the proposed UCP assumes an increase of the population of 18,950 or 52%, which would rival the growth prompted by WWII. Does anyone seriously believe this? Yet without justification, these figures drive the entire rationale of the proposed UCP.

B9-6

D.) But even if such growth occurs, instead of having thresholds that trigger density and height increases as population levels actually increase, elected officials and planning staff have proposed development guidelines that require the situation to become critical before anything is done. So there is no concomitant strategy for mobility, recreation, or public services to match the projected demand. This once again indicates that the proposed UCP is geared more toward serving private economic interests than the public good.

B9-7

E.) The city has repeatedly used the zoning allowances from the 1988 UCP instead of the existing conditions on the ground when making comparisons to the projections and allowances for the proposed UCP. Yet CEQA requires a "ground to plan" analysis. The continued justification for the proposed UCP by reference to 'what was allowed' under the 1988 UCP is not only facetious but illegal.

B9-8

F.) Despite the community's great effort in establishing the Interim Height Ordinance and its continued support for keeping 50' ministerial and 65' discretionary limits, the proposed UCP would arbitrarily implement heights of 100' and 120' by means of CPIOZ. Yet the city has failed to demonstrate that build-out within the IHO limits would not be able meet the goals of the Climate Action Plan.

B9-9

G.) Regarding CPIOZ, it is cause for concern that it is proposed to govern heights community-wide, which is an unprecedented expansion of its statutory purpose of "providing supplemental development guidelines that are tailored to specific sites within community plan areas" ([§132.1401](#)). But it is full-tilt alarming that the CPIOZ areas mapped in the proposed Uptown CPU do not match those shown in the existing municipal code for Uptown, which was last updated in 2000. (Reference [§132.1402](#), Diagram 132-14K, Uptown CPIOZ, reproduction of Map No. C-780.2. Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000; amended 6-19-2000 by O-18814 N.S.) And it is uncertain that this contradiction will be resolved before the approval of the final UCP.

B9-5

Comment noted. This comment does not raise an inadequacy regarding the PEIR. The future residential population was estimated based on the total number of dwelling units at full build-out of the proposed CPU land uses, and not necessarily on regional growth predictions alone. In other words, the estimated population at future build-out of the proposed CPU equals the total estimated capacity of the proposed CPU residential land uses. This comment states that under the adopted Community Plan, Uptown's population at 20 years following plan adoption in 1988 would be approximately 38,700. However, the adopted Community Plan at 20 years following adoption is not same as the adopted Community Plan at build-out, and should not be used to compare against the proposed CPU population at build-out. The build-out of the adopted Community Plan would support an estimated population of 58,870, which is greater than the estimated population at build-out of the proposed CPU (55,700).

B9-6

Comment noted. This comment does not raise an inadequacy regarding the PEIR. The Mobility Element, Public Facilities, Services and Safety Element and Recreation Element of the proposed Uptown CPU have identified capital improvement needs and include policies for the continued provision and enhancement of transportation infrastructure, recreation, and public services.

B9-7

The PEIR includes a plan-to-ground analysis identifying the anticipated impacts associated with implementation of the proposed Uptown CPU and associated discretionary actions compared to existing ground conditions. The proposed CPU is also compared with the adopted Community Plan to provide context and background for the analysis.

LETTER

RESPONSE

	<p>B9-8 The Community Plan Implementation Overlay Zone (CPIOZ) is intended to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites. It would not arbitrarily implement heights of 100 feet and 120 feet, as this comment suggests. Rather, the CPIOZ would require discretionary review in certain areas related to building height to ensure consistency with the proposed Uptown CPU design and development criteria. Under the high-rise building policies in the proposed Uptown CPU's Design Guidelines by Building Type, areas within the Uptown CPU area could be permitted to develop with buildings up to 100 feet in height. However, areas also covered by a CPIOZ Type A would be subject to ministerial review for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. CPIOZ Type B areas would be subject to a discretionary review process that would implement the proposed Uptown CPU policies and recommendations, particularly those related to building height consistent with the Urban Design Element. Ensuring consistency with the proposed Urban Design Element policies through this process is necessary to preserve the existing neighborhood character and avoid potential impacts.</p> <p>The PEIR is not required to demonstrate that the height allowed under the current Interim Height Ordinance (IHO) would be adequate to meet the goals of the Climate Action Plan (CAP). The proposed Uptown CPU was developed over a lengthy process of stakeholder input and evaluation of consistency with the City of Villages strategy and the City's CAP. Increasing density in the areas subject to the proposed CPIOZ areas would further implement the City of Villages strategy and the City's CAP by increasing density in areas with transit access.</p> <p>B9-9 Comment noted. This comment does not raise an inadequacy regarding the PEIR. See response to comment B9-8 regarding the use of the CPIOZ as a tool to ensure development consistency with the proposed Uptown CPU design and development criteria.</p>
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B9-10

Does the community need to be on guard against the use of CPIOZ as a back door into the final UCP to tinker with heights?

B9-10 This comment does not raise an inadequacy regarding the PEIR. See response to comment B9-8.

B9-11

H.) Without any community review, the same private economic interests represented by The Atlantis Group and the HBIA are pressuring the city to provide them an exclusive "Transit-Oriented Development Density Bonus" zone. This would allow 145 du/ac and heights of 200' and higher. The city is advised that allowing such a zone or PDO would invalidate the current PEIR and trigger another CEQA review for the Uptown CPU. It could also justify restarting the entire Uptown CPU process from the beginning.

B9-11 Comment noted. This comment does not raise an inadequacy regarding the PEIR. A Transit-Oriented Development Density Bonus zone is not included in the project description of the proposed Uptown CPU.

MORE SPECIFICALLY:

B9-12

1.) It is necessary to urge in the strongest terms possible that the city implement the Hillcrest historic district originally proposed in the 1988 UCP, including the LGBTQ context and boundaries of the June 2015 draft UCP, and to do so concurrently with the final UCP. Because the same private economic interests represented by The Atlantis Group and the HBIA have admitted to city staff and others their efforts to block this district from being implemented, this must be a priority. Otherwise, the proposed UCP without the protections of this historic district would allow the destruction of enough resources so that there would not be enough left to implement it at a later date.

B9-12 The PEIR discloses potentially significant and unavoidable impacts to potential historic districts in Section 6.7, Historical Resources, of the PEIR and provides a mitigation framework including supplemental development regulations that would protect potential historic districts in the interim until they can be formally designated. As noted in Section 6.7.4, Impact Analysis, while the Hillcrest Potential Historic District survey was not initially identified as a potential historic district by the 2004 and 2006 survey work, the area may be eligible under Historical Resources Board Criteria A and C. In order to bring the Hillcrest Potential Historic District forward for designation, additional, intensive-level research would be required to evaluate the district and define a precise boundary, period of significance, significance criteria, and contributing and non-contributing resources.

B9-13

In its favor, the proposed UCP mandates the implementation of this district (and the other proposed and potential districts) as follows:

- Implementing a Hillcrest historic district would demonstrate the city is serious to "Preserve Uptown's historic fabric by preserving important resources, adaptively reusing older buildings, and sensitively responding to the scale and character of historic buildings." (Page IN-13) It would also ensure that there are actual "Historic districts and sites that respect our heritage." (Page IN-14)
- A historic district would be the best way to preserve and encourage pedestrian-oriented development and activity in the core area of Hillcrest, in accordance with land use Policies LU-2.5, LU-3.2 and LU-3.3. (Pages LU-32 and 39)
- Not implementing the Hillcrest historic district would undermine Policy EP-1.7, as it is a precondition to "Promote the LGBTQ historic heart of Hillcrest's Entertainment District, which encourages heritage tourism." (Page 107)
- Preservation would emphasize adaptive reuse of existing buildings and reduce demolition waste for conservation under The San Diego General Plan. (Pages CE-143 & CE-144)

B9-13 This comment cites policies related to historic district protections included in the proposed Uptown CPU and requests the City prioritize implementation of a Hillcrest Potential Historic District. Refer to response to comment B9-12. The comment does not suggest an inadequacy in the PEIR.



- Cultural resources require immediate attention, as the 45-year review standard for architecture is inadequate for preserving buildings of significance in time. (Page HP-172)

So as a community stakeholder, I am exercising my right to request that the implementation of the proposed Hillcrest historic district should receive priority under historic preservation Policies HP-2.2 and HP-2.3. (Page HP-173)

B9-14 2.) Again, although I understand staff has already done so, I want to ensure that Policies EP-2.1, 2.2, and 2.3 as written in the proposed UCP are struck from the final UCP, and that the BIAs are not included in any policies, as it is inappropriate for the city to designate public-private partnerships of which it itself is a partner at the policy level. This is also relevant to removing the endorsement of the HBIA from EP-1.4. (Page 108)

B9-15 3.) Insist that the Normal Street Linear Park and other park areas be developed under city control, such as the Parks and Recreation Department, rather than relinquish control of public land and public right-of-ways to private groups. This is in accordance with Policies MO-4.12 and RE-1.6. (Pages MO-52 and RE-135)

THEREFORE:

B9-16 As I stated at the beginning, the proposed Uptown CPU in many ways fails to represent the considerable input from the community over the past seven years, especially as expressed in recommendations made by the Uptown Planners. However, if a choice must be made from among the proposed Uptown CPU and the PEIR alternatives, and given the circumstances described in this letter, then **the Density Redistribution Alternative represents the most fair and appropriate compromise among all concerned, has been determined the Environmentally Superior Alternative under CEQA, and therefore should be incorporated into the final UCP.** Under no circumstances is the proposed UCP as-is considered reasonable or acceptable.

B9-17 Finally, while I am on the board of the Uptown Planners and a member of the Hillcrest Business Improvement Association, these remarks are not made on their behalf. And these comments are not meant in any way to reflect negatively on you, Marlon, as I respect the professionalism with which you represent the city's positions (whether I agree with them or not), and believe you to fairly answer all questions asked.

Thank you for your consideration.

B9-14 Comment noted. This comment does not suggest an inadequacy in the PEIR and does not require a detailed response. Policies EP-2.1, EP-2.2, and EP-2.3 have been removed from the proposed Uptown CPU and replaced with policy EP-2.1 that calls for the support of programs and strategies for attracting, supporting, and retaining small businesses in Uptown.

B9-15 Comment noted. Parks and recreation facilities included in Table 7-1 of the proposed Uptown CPU that are within public lands and public right-of-ways would be under control of the City.

B9-16 Comment noted. This comment identifies the Density Redistribution Alternative, which is the environmentally superior alternative, as the Council's preferred alternative.

B9-17 Comment noted.

LETTER

RESPONSE



Respectfully yours,

Mat Wahlstrom
[Rescue Hillcrest](#)
3925 1/2 Centre St
San Diego, CA 92103

cc: [Mayor Kevin Faulconer](#)
[District 3 Councilmember Todd Gloria](#)
[Planning Director Jeff Murphy](#)

Letter B10

RINCON BAND OF LUISEÑO INDIANS
Environmental Department

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2330 Fax:(760) 297-2339



June 23, 2016

Kurtis Steinert
City of San Diego
Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Re: Uptown Community Plan Update Project No. 680611

Dear Mr. Steinert:

B10-1 This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Uptown Community Plan Update Project No. 680611. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

B10-2 The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

B10-3 If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple
Manager
Rincon Cultural Resources Department

Bo Mazzetti
Tribal Chairman

Stephanie Spencer
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member

B10-1 Comment noted. The City appreciates Rincon Band of Luiseño Indians' (Rincon Band's) participation in public review comment process.

B10-2 Comment noted. As detailed in Appendix G-1, Prehistoric Cultural Resources study, of the PEIR, a Sacred Lands File check with the Native American Heritage Commission (NAHC) was conducted, and a letter formally inviting the applicable tribal representatives to consult on the CPU process at a group meeting was sent in 2014. Follow-up emails or telephone calls were completed; however, no responses were received and no tribal representatives were present at the meeting. One request during a follow-up call was received from the Kwaaymii Laguna Band of Mission Indians, requesting that qualified archaeologists be retained by the City for survey and monitoring efforts.

The PEIR includes mitigation measures to require tribal involvement during future development to ensure inadvertent findings are handled according to the customs and traditions of the applicable tribe as requested by the commenter. Specifically, as detailed in mitigation measures HIST 6.7-2 within Section 6.7 of the PEIR, prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU that would directly affect an archaeological or tribal cultural resource, the City shall require an evaluation for the potential presence of archaeological or tribal cultural resources. The measure requires Native American participation for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. Thus, the PEIR includes adequate mitigation to ensure that the appropriate tribes would be consulted during implementation of the CPU.

Letter B11



San Diego Canyonlands

♦ 3552 Bancroft Street San Diego, CA 92104 ♦ 619-284-9399 ♦
♦www.sdcanyonlands.org♦

August 8, 2016

Marlon I. Pangilinan
Senior Planner
City of San Diego Planning Department
1222 First Avenue MS-413
San Diego, CA 92101
Email: mpangilinan@san-diego.gov
Email: PlanningCEQA@san-diego.gov

Re: Uptown Community Plan Update (June 2016), Focus on Maple Canyons

Dear Marlon,

B11-1 These comments, for the Uptown Community Plan Update (“Update”), specifically address Maple Canyon and request some degree of flexibility for potential trail or canyon enhancement needs that may not be currently addressed in the Update. San Diego Canyonlands (“SDCL”) is a non-profit organization that works to foster education and ongoing community involvement in stewardship and advocacy related to San Diego’s canyons in collaboration with other community-based organizations.

B11-2 **Maple Canyon in Bankers Hill**
The Recreation Element in the Update accurately describes the existing trail through the bottom of Maple Canyon from W. Maple Street cul-de-sac in the south to the trail that climbs the slope on the west side adjacent to the Quince Street footbridge, (Figure 7.1 RE-134). The trail through the bottom also serves as a utility access road for Maple Canyon. Proposed trail improvements mentioned in the Update include “Design and construct trail amenities, such as benches, overlooks, interpretive signs, protective fencing, native landscaping, trash and recycling containers... as determined and approved by City (RE-131).”

It will be important to address the impacts of watershed hydromodification, particularly the severe erosion in the main, ephemeral stream channel in the bottom of Maple Canyon, before any new trails are designed or amenities are installed.

B11-3 Consistent with the Conservation Element in the Update, goals and policies, specifically CE-2.21 “*Identify opportunities for additional hydromodification management measures to protect natural drainages from erosion and other problems...*”, SDCL and the Friends of Maple Canyon are working in coordination with the City of San Diego to design and implement solutions to stabilize ephemeral stream channels in Maple Canyon. SDCL has funding from the California Coastal Conservancy for the conceptual design phase. Since specific improvements to Maple Canyon that may be needed as part of a streambed rehabilitation project are not known at this time, trails and other potential amenities in the canyon bottom should occur subsequent to the streambed stabilization project.

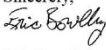
B11-4 Conservation Element (CE-2.7) states, “*Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.*”

B11-1 Comment noted. The City appreciates San Diego Canyonlands’ (Canyonlands’) participation in the public review comment process.

B11-2 Implementation of trails identified within the proposed Uptown CPU would be evaluated on a project level as each trail improvement is proposed. Erosion would be considered as part of this project level review. In general, addressing erosion issues would be an important factor for future trail implementation.

B11-3 See response to comment B11-2.

B11-4 Comment noted. This comment does not raise an issue with regard to the adequacy of the PEIR. The City will be coordinating planning activities within the canyons as requested by the commenter.

<p>SDCL and the Friends of Maple Canyon very much appreciate the content of this element and we have made identical comments to the City Transportation and Storm Water Department ("TSW") that is planning to repair or replace 14 storm drains leading into Maple Canyon in fall of 2017. City Planners and the Uptown Planners official community advisory group should follow up with TSW regarding this important element of the Update. While new trailhead locations might be identified prior to the installation of these 14 new storm drains, trail routes and trail designs should only occur subsequent to their installation.</p> <p>B11-5 Conservation Element Policy CE-2.6 states, "<i>Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.</i>"</p> <p><i>Directing access to designated trails</i> is an important solution toward reducing erosion of Maple Canyon's slopes caused by unapproved, unsustainable "social" trails. Currently there are no designated trails on the east side of Maple Canyon, and there is only one trailhead on the west side (at 3rd Ave. and Quince St.) that leads from the top of the slope to the bottom of Maple Canyon.</p> <p>B11-6 SDCL is in the middle of a Canyon Enhancement Planning stakeholder process for Maple Canyon in which community stakeholders are discussing a number of potential trailheads for access to Maple Canyon, none of which are decided at this point. We hope to make presentations to both the Bankers Hill Community Group and Uptown Planners in the coming months.</p> <p>B11-7 The Recreation Element does identify a proposed trailhead at the "West Maple Canyon Pocket Park" (RE-130) on the east side of the canyon. This is one, of many trailheads being considered by the Canyon Enhancement Planning stakeholders group for Maple Canyon, but again, nothing is decided at this point.</p> <p>B11-8 SDCL and the Friends of Maple Canyon respectfully request language and/or a defined process within the Update that will make allowances for additional or improved trails or other approved amenities, without requiring a Community Plan Amendment, under the following conditions:</p> <ol style="list-style-type: none"> 1. The enhancement plans do not conflict with other City-approved land use plans and policies, including the Update; 2. The Uptown Planners approves any proposed enhancements; 3. The enhancement plans will be considered under a separate CEQA review process (if CEQA review is required). <p>Subject to the foregoing three conditions, and if approved by the City, trails and amenities could be designed and installed where needed and appropriate for the trail type, <u>without requiring a Community Plan Amendment.</u></p> <p>B11-9 Going forward, SDCL will prioritize our Canyon Enhancement Planning process in other City canyons to complement all of the City's community plan updates. Considering the dozens of canyons SDCL serves throughout the City that are in need of enhancement, restoration, and improved access, requiring a Community Plan Amendment to approve every aspect of these specific kinds of enhancements would be unnecessarily cumbersome. We hope you agree.</p> <p>Thank you for your consideration of these comments.</p> <p>Sincerely,  Eric Bowlby, Executive Director San Diego Canyonlands</p> <p style="text-align: center;">Canyons - The Geographic DNA of San Diego</p> <p style="text-align: center;">2</p>	<p>B11-5 Comment noted. This comment does not raise an issue with regard to the adequacy of the PEIR.</p> <p>B11-6 Comment noted. The information provided about the SDCL's Canyon Enhancement Planning (CEP) stakeholder process is acknowledged.</p> <p>B11-7 Comment noted. The City acknowledges the efforts of the CEP stakeholders in siting a trailhead at the West Maple Canyon Pocket Park.</p> <p>B11-8 Figure 7-1 in the proposed Uptown CPU displays the approximate location of existing and proposed parks and recreation facilities, and open space including trails. Trail locations shown on the figure are approximate, and are provided to illustrate general trail alignments and connections to the community. Final alignments will be determined as specific trail improvement projects are implemented. The proposed Uptown CPU does not preclude additional trails from being proposed and developed in the future. Trails may be proposed and implemented without an amendment to the community plan. However, any new or improved trail facilities that are intended to meet the park equivalency requirement would require an amendment to the community plan to record the park equivalency credit and to be included in the Impact Fee Study.</p> <p>Trails and park amenities such as benches, interpretive signs, fencing, etc. may also be proposed and installed without a requirement for a community plan amendment. Within the proposed Uptown CPU, Table 7-1, Population-Based Parks and Recreation Facilities Inventory and Recommendations include flexibility for the trail improvements. As an example, the following language provides necessary flexibility: "Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City."</p> <p>B11-9 Comment noted. The City appreciates the efforts of the CEP group's efforts to compliment the City's CPUs. Refer to response B11-8.</p>
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LETTER

RESPONSE

Letter B12



San Diego County Archaeological Society, Inc.

Environmental Review Committee

30 July 2016

To: Mr. Kurtis Steinert
 Planning Department
 City of San Diego
 Suite 1200, East Tower, MS413
 1010 Second Avenue
 San Diego, California 92101

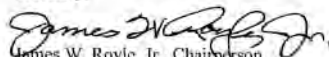
Subject: Draft Program Environmental Impact Report
 Uptown Community Plan Update
 Project No. 380611

Dear Mr. Steinert:

B12-1 I have reviewed the cultural resources aspects of the subject DPEIR on behalf of this committee of the San Diego County Archaeological Society.

B12-2 Based on the information contained in the DPEIR's Appendix G-1, we agree with the impact analysis and mitigation measures as presented in that appendix and the DPEIR. We will reserve comment on built environment impacts until such time as reports for individual resources are provided as part of future, project-specific impact analyses.

Thank you for including SDCAS in the public review of this and the future projects as mentioned above.

Sincerely,

 James W. Royle, Jr., Chairperson
 Environmental Review Committee

cc: AECOM
 SDCAS President
 File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

B12-1 Comment noted. The City appreciates San Diego County Archaeological Society, Inc.'s participation in the CPU and public review comment process.

B12-2 Comment noted.

LETTER

RESPONSE

Letter B13



RON ROBERTS
CHAIRMAN
SUPERVISOR, FOURTH DISTRICT
SAN DIEGO COUNTY BOARD OF SUPERVISORS

August 3, 2016

Kurtis Steinert
Senior Environmental Planner
City of San Diego Planning Department
1010 Second Ave, MS 413
San Diego, CA 92101

Subject: UPTOWN COMMUNITY PLAN UPDATE, PROJECT NO. 21002568

Dear Mr. Steinert:

B13-1 As Chairman of the San Diego County Board of Supervisors and a resident of the Uptown community, I would like to express my strong opposition to the India Street improvement options included in the Uptown Community Plan Update.

B13-2 Project U-17A proposes to convert India Street between Washington and Winder streets from a two-lane collector into a two-lane collector with a continuous left-turn lane. It further converts India Street between Glenwood Drive and Sassafrass Street from a one-way two-lane collector into a one-way four-lane collector. Project U-17B converts India Street between Sassafrass and Redwood Street from a one-way two-lane collector into a one-way three-lane collector. These modifications would result in a significant loss of on-street parking spaces and require additional right-of-way from the adjacent residences and businesses.

B13-3 Projects U-17A and U-17B appear as options in both the Uptown Community Plan Draft Environmental Impact Report (EIR) and the Mobility Study completed by Kimley Horn, Appendix C to the Draft EIR. The improvements are laid out in Figure 63 of the Mobility Study, which includes the notation: "These changes in geometry are not recommended." Table 13 of the Mobility Study, "Summary of Improvement Evaluation, Uptown," specifies 25 parking spaces, 11 businesses and five residences would be impacted, while also noting that these improvements are not recommended. Finally, the Draft EIR, in identifying which mitigation measures will be included in the community plan update and the Impact Feasibility Study, does not recommend these projects for inclusion.

B13-4 While it is encouraging these improvements are not included in the draft of the Uptown Community Plan Update, I want to go on record registering my opposition to these projects being added to the plan or considered in the future. Thank you for your efforts to develop long range plans to help our community grow in a sustainable way.

Sincerely,

RON ROBERTS
Chairman
San Diego County Board of Supervisors

County Administration Center • 1800 Pacific Highway, Room 335 • San Diego, California 92101-2470
(619) 531-5544 • Fax (619) 531-6262 • E-Mail: Ron.Roberts@sdcounty.ca.gov
www.ronroberts.com

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B13-1 Comment noted. Refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

B13-1 Comment noted. Refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

B13-1 Comment noted. Refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

B13-1 Comment noted. Refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter B14

UNIVERSITY OF CALIFORNIA, SAN DIEGO

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SANTA BARBARA • SANTA CRUZ

DIRECTOR
PHYSICAL AND COMMUNITY PLANNING

9500 GILMAN DRIVE
LA JOLLA, CALIFORNIA 92093-0074
TELEPHONE: (858) 534-4589

August 4, 2016

Via U.S. & Electronic (Mail PlanningCEQA@sandiego.gov)

Mr. Kurtis Steinert, Senior Environmental Planner
City of San Diego Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Re: Uptown Community Plan Update; Project No. 21002568 - Comments on DEIR

Dear Mr. Steinert:

- B14-1 I write with respect to providing comments to the draft Environmental Impact Report (EIR) for the proposed Uptown Community Plan Update.
- B14-2 As San Diego's only Academic Medical Center, UC San Diego Health is the region's premier destination for those requiring complex multidisciplinary care. UC San Diego Health Hillcrest (Hillcrest Medical Center) is home to the area's only Regional Burn Center, which covers San Diego, Imperial and Riverside Counties, and portions of Arizona, and is a designated Level I Trauma Center. Thus it provides an important function both within the region and as a critical public service facility for the Hillcrest community.
- B14-3 UC San Diego is in the initial stages of the process of preparing a new Long Range Development Plan (LRDP) which will serve as a guide for future development at the Hillcrest Medical Center until 2035. As part of the accompanying LRDP Environmental Impact Report (EIR), traffic and circulation associated with the Hillcrest Medical Center will be evaluated. This work will reference and take into account the findings of the "UCSD Hillcrest Medical Center Traffic Circulation Study" - January 2013 prepared by KOA Corporation Planning and Engineering.

- B14-1 Comment noted. The City appreciates University of California, San Diego's participation in the CPU and public review comment process.
- B14-2 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.
- B14-3 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

Ltr. to City of San Diego Planning Department
August 4 2016
Page 2

B14-4

The KOA study provides several options to create better ingress and egress for the Hillcrest Medical Center (study attached). Existing circulation routes to the Hillcrest Medical Center are circuitous and not direct; as a result the primary reason for improved circulation to the Medical Center is to improve access and address life safety concerns such as emergency transport delays, pedestrian safety, traffic circulation, visitor and patient way-finding/driver confusion, and public transit.

B14-5

UC San Diego has shared the KOA study with the City in 2013 and discussed the circulation concerns described above. The public review draft Uptown Community Plan Update EIR does not however reflect the plan and need for improved access in the area of the UC San Diego Medical Center. UC San Diego requests that the City discuss and include the KOA findings in the Uptown Community Plan Update and EIR. This would enable the future project to move forward in a way that would be consistent with the vision of the community plan.

Thank you for your consideration.

Sincerely,



Robert Clossin
Director
Physical and Community Planning

With electronic copies to:

- Jeff Murphy
- Marlon Pangilinan
- Samir Hajjiri
- Gary Pence

B14-4

Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

B14-5

Policies included in the proposed Uptown CPU support traffic operational improvements to facilitate ingress and egress to and from the UC San Diego Medical Center in Hillcrest. Any future project proposed by the UC San Diego Medical Center would require submittal of a transportation technical study to Development Services Department and Transportation and Storm Water Department for review and approval. Discussion of the referenced KOA report in the proposed Uptown CPU is not needed since there is an existing policy framework supportive of facilitating ingress and egress to and from the UC San Diego Medical Center.

Letter B15



Marlon Pangilinan, Senior Planner
The City of San Diego
1010 Second Avenue, MS-413
San Diego, CA 92101

Dear Marlon,

B15-1 This letter is to inform you that Save Hillcrest supports the Density Redistribution Alternative (DRA).

B15-2 In addition to our support of this alternative we request that historic districts be returned to the plan.

B15-3 Save Hillcrest maintains that community input was overlooked throughout the process and that the final draft is seriously flawed.

Sincerely,
Nancy Moore
Chair

501(c)3 26-3034556 425 Robinson Street, San Diego, CA 92103 (619) 379-3416

B15-1 Comment noted. The City appreciates Save Hillcrest's participation in the public review process.

B15-2 This comment requests that historic districts be returned to the plan. It is unclear what is meant by this comment; however, historic districts and associated policies are included in the Historic Preservation Element of the proposed Uptown CPU.

B15-3 The City conducted an extensive outreach program as detailed in Section 4.2, Community Outreach and Plan Development, of the PEIR and discussed in the Staff Report. While the City incorporated stakeholder input in the proposed Uptown CPU, it is impossible to meet all needs of every stakeholder involved. This comment also suggests that the PEIR is flawed; however, no specific examples or issues are provided that would allow the City to provide a detailed response.

Letter B16



Save Our Heritage Organisation
Saving San Diego's Past for the Future

Tuesday, July 26, 2016

City of San Diego Planning Department
c/o Kurtis Steinert, Senior Environmental Planner
1010 Second Avenue, MS 413
San Diego, California 92101

Re: Hillcrest Historic District Implementation

Mr. Steinert and the Planning Division,

B16-1 On June 27, Uptown Planners voted (8-1-2) to urge the City Staff to implement the Hillcrest potential historic district (which includes applying the LGBTQ context), as identified in the July 2015 draft of the Uptown update, and for this to be done concurrently with the Final Uptown Community Plan.

B16-2 SOHO supports this motion and strongly believes that implementation of all the potential historic districts, concurrent with the plan, is the only effective mitigation for historic resources.

Thank you for the opportunity to comment,

Bruce Coons
Executive Director
Save Our Heritage Organisation

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Bruce Coons, Executive Director

2476 San Diego Avenue • San Diego CA 92110 • www.sohosandiego.org • 619/297-9327 • 619/291-3576 fax

B16-1 Comment noted. The City appreciates the Save Our Heritage Organisation's participation in the public review process. The LGBTQ Historic Context Statement is a separate document on a different track than the Uptown CPU. Once completed, the LGBTQ Historic Context Statement will guide the identification, evaluation and preservation of LGBTQ resources Citywide, including the Uptown planning area, and will be used in conjunction with all other applicable contexts and surveys when evaluating resources in Uptown.

B16-2 Comment noted. As discussed in Section 6.7.4, Impact Analysis, while the Hillcrest Potential Historic District survey was not initially identified as a potential historic district by the 2004 and 2006 survey work, the area may be eligible under Historical Resources Board Criteria A and C. As discussed in the proposed Uptown CPU, in order to bring the Hillcrest Potential Historic District forward for designation, additional, intensive level research would be required to evaluate the district and define a precise boundary, period of significance, significance criteria, and contributing and noncontributing resources. The PEIR discloses potentially significant and unavoidable impacts to potential historic districts in Section 6.7, Historical Resources, of the PEIR and provides a mitigation framework including supplemental development regulations that would protect potential historic districts in the interim until they can be formally designated.

Letter B17

Brandt-Hawley Law Group

Chauvet House • PO Box 1659
 Glen Ellen, California 95442
 707.938.3900 • fax 707.938.3200
 preservationlawyers.com

July 28, 2016

Kurtis Steinert
 Senior Environmental Planner
 City of San Diego Planning Department
 Via email: PlanningCEQA@sandiego.gov

PROJECT NAME: North Park and Golden Hill Community Plan Updates
 PROJECT No. 380611

PROJECT NAME: Uptown Community Plan Update
 PROJECT No. 21002568

Dear Mr. Steinert:

B17-1 On behalf of Save Our Heritage Organisation (SOHO), these comments address the draft environmental impact reports (EIRs) for the pending updates to the community plans for Golden Hill, North Park, and Uptown. SOHO's overarching concern is that the updates neither identify nor adequately analyze enforceable mitigation for significant impacts to historic resources.

B17-2 Please respond to each of the following comments:

1. CEQA requires that EIRs for projects or plans with potentially significant direct or indirect environmental impacts, including impacts on historic resources, identify and analyze feasible mitigation measures and a range of reasonable alternatives. SOHO contends that to prevent impacts to historic resources that may occur with development that will occur following the community plan updates, identified potential historic districts should be concurrently implemented for all three planning areas. Please revise the EIRs to provide for this feasible mitigation for plan impacts to historic resources or explain why not.

B17-1 Comment noted. Specific concerns reference in this comment are responded to through the following response to comments. The City appreciates the Save Our Heritage Organisation's (SOHO's) participation in the public review process.

B17-2 Processing of a historic district requires an intensive-level survey that includes a context, statement of significance, period of significance, boundary justification, and survey of all properties within the district that documents all modifications over time, as well as public workshops and multiple hearings before the Historic Resources Board (HRB). Completion of this process for 22 identified potential historic districts, which include 59 potentially significant properties, within the Uptown planning area concurrent with the adoption of the CPU was not logistically feasible due to timing, cost, and the extensive effort that has to be undertaken. However, the PEIR incorporates all feasible mitigation measures available to reduce the significance of potential impacts to historical resources, and CEQA does not require an inclusion of fiscally infeasible mitigation. The proposed amendments to the Historical Resources Regulations include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation. Additionally, the proposed Historic Preservation Elements (HPE) of the CPU includes policies to intensively survey and prepare nominations for the potential historic districts (Policy HP-2.2). Nonetheless, the PEIR concludes that even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at a program level of analysis.

<p>EIR Comments July 28, 2016 Page 2</p> <p>B17-3 2. Please also revise the EIRs to identify and analyze the following mitigations to facilitate historic preservation and rehabilitation:</p> <p style="padding-left: 40px;">a. Exclude historic resources from calculations of floor area ratio, increasing density for projects that retain an historic resource;</p> <p style="padding-left: 40px;">b. Exclude historic resources from parking calculations, allowing reduced parking when a project retains an historic resource;</p> <p style="padding-left: 40px;">c. Include city-wide transferable development rights (TDRs), enabling property owners to buy and sell rights to encourage projects near transit and amenities.</p> <p>B17-4 3. The EIRs state that plan impacts to historic resources are "significant and unavoidable." Supplemental development regulations proposed to mitigate impacts to potential historic districts require additional implementation measures to be ineffective:</p> <p style="padding-left: 40px;">a. Will the EIRs be revised to impose timelines for implementation of the regulations, establishing priorities for potential historic districts? If not, why not?</p> <p>B17-5 style="padding-left: 40px;">b. Will the EIRs be revised to consider feasible funding for the regulations? If not, won't the mitigation be unenforceable?</p> <p>B17-6 style="padding-left: 40px;">c. Will the EIRs be revised to consider amendments to the supplemental development regulations so that they comprehensively apply to all resources within identified potential historic districts? If not, why not?</p> <p>B17-7 style="padding-left: 40px;">d. Will the EIRs be revised to apply regulatory protections to community-identified potential historic districts that the City agrees are eligible, the Multiple Property Listings (MPLs), and the commercial properties located within potential districts? If not, why not?</p>	<p>B17-3 Mitigation measures HIST 6.7-1 calls for avoidance, which is preferred, or site-specific mitigation of historic resources impacts for any development implemented in accordance with the proposed CPU. The proposed CPU provides adequate flexibility and incentive for preservation of historic resources. In addition, the Municipal Code currently provides incentive opportunities, including Conditional Use Permits to facilitate adaptive reuse and Planned Development Permits to allow for deviations from development standards to achieve a better project, such as one that preserves and incorporates a designated historic resource. Inclusion of the measures recommended in this comment is not needed to further reduce significant historical resources impacts. Even if those measures were added, the degree of future impacts and applicability, feasibility, and success of future mitigation measures would not be known for each specific future project at a program level of analysis and impacts would remain significant and unavoidable.</p> <p>B17-4 The proposed supplemental development regulations are not proposed as a mitigation measure; rather they are part of the project. Implementation of the supplemental development regulations would occur concurrent with approval of the proposed Uptown CPU. Thus, the protections for potential historic districts would be in place immediately with adoption of the proposed CPU and a timeline for implementation of the regulations is not needed. A draft work program for intensively surveying and processing the potential historic districts has been developed with input from the community, and will be further refined as it is implemented. Significant and unavoidable impacts are identified even after implementation of the mitigation framework because the degree of future impacts and applicability, feasibility, and success of future mitigation</p>
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LETTER

RESPONSE

	<p>B17-4 (cont.) measures cannot be adequately known for each specific future project at a program level of analysis. Mitigation measure HIST 6.7-1 and CPU policies protecting historic resources will be implemented to avoid or reduce impacts resulting from development to the greatest extent feasible. Policies included in the proposed CPU would be implemented at the time of CPU adoption.</p> <p>B17-5 As stated in response B17-4 above, the supplemental development regulations (amendments to the Historical Resources Regulations) are a project feature and will be implemented ahead of the adoption of the CPU as they are scheduled to go before the City Council prior to the proposed CPU. Thus, the supplemental regulations would be enforceable as it would become a part of the Historical Resources Regulation upon approval and would be implemented accordingly.</p> <p>B17-6 The Draft PEIR did consider the proposed supplemental development regulations in the analysis; therefore, the PEIR does not require revision. The amendments to the Historical Resources Regulations are identified as part of the project in Chapter 3. Refer to Table 3-1 which identifies adoption of zoning amendments to the Historical Resources Regulations and amendments to the Neighborhood Development Permit regulations to address Potential Historic Districts as project components.</p> <p>Applicability of the supplemental development regulations is detailed in the proposed code language (https://www.sandiego.gov/sites/default/files/draft_potential_historic_district_regulations_05312016.pdf) which specifies that the regulations would apply to single dwelling unit or multiple dwelling unit development on a premises within a potential</p>
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LETTER

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	<p>B17-6 (cont.) historical district as specified in a land use plan when the premises has been identified as a potential contributing resource to the potential historical district. The regulations do not apply to all buildings within a potential historic district unless they are specifically identified as a contributing resource. The regulations would not apply to structures that are not identified as contributing resources to the potential historic district because non-contributing resources do not add any value to the potential historic district and their alteration would not further detract from the Potential Historic District.</p> <p>B17-7 See response to comment B17-6 regarding applicability of the supplemental development regulations. The PEIR will not be revised. As proposed, the PEIR identifies the community identified potential historic districts in an effort to fully disclose the potential environmental impact. However, the supplemental development regulations will only apply to the potential historic districts identified during the reconnaissance survey efforts. The decision makers will ultimately decide what potential historic districts will be subject to the supplemental regulations. Multiple Property Listings (MPLs) are not potential historic districts and are protected through current regulations requiring evaluation of resources 45 years old or older.</p>
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<p>EIR Comments July 28, 2016 Page 2</p> <p>B17-8 e Will the EIRs be revised to consider alterations of the supplemental regulations to reasonably mitigate the loss of historic fabric for buildings that contribute to potential historic districts? Will the EIR consider mitigations that include training for the Historical Resources Board (HRB) and their staff for designation contributing buildings in their current conditions? If not, why not?</p> <p>B17-9 f Will the EIRs be revised to consider requiring homeowners of historic properties to obtain permits for changes to windows and doors? The HRB staff consistently determines that historic resources are not eligible for designation when original windows and doors have been replaced. However, since the supplemental regulations do not require permits for changes to windows and doors that maintain the same size and location (the issue being a change in material), the HRB staff does not have a way to oversee this type of detrimental change to historic fabric, the removal of fabric is not documented by the HRB staff, and this change is then used as leverage that the resource is not historic. Will the EIRs address this problem? If not, why not?</p> <p>B17-10 g Will the EIRs consider enforceable protections to facilitate historic property homeowners' compliance with the <i>Secretary of the Interior's Standards</i> and the retention of historic fabric? While we understand code compliance violations within potential historic districts are near the top of the priority list, the repercussions when compliance is not met are little more than a slap on the wrist. The regulations also need to be proactive toward developers that act first and seek forgiveness afterwards.</p> <p>B17-11 h Will the EIRs consider infill guidelines to effectively protect the potential districts from incompatible change, i.e. scale, bulk, rhythm, and materials, for parcels that do not include a historic resource, but are located within a potential district? Isn't it true that infill guidelines are necessary to ensure the potential historic district remains intact until such time when the district is brought forward?</p> <p>B17-12 i. Will the EIRs consider the following suggestions? If not, why not?: The regulations' use of the term "original footprint" is ambiguous and will lead to trivial interpretive disputes; this term should be eliminated or clearly defined in the policy document. The limitation to keep exterior</p>	<p>B17-8 The Draft PEIR already considered the proposed amendments to the Historical Resources Regulations and additional revisions are not required. See response to comment B17-4; potential historic districts will be immediately protected with the proposed amendments to the Historical Resources Regulations (https://www.sandiego.gov/sites/default/files/draft_potential_historic_district_regulations_05312016.pdf). These regulations provide immediate protections until a formal Historic Designation determination can be made in accordance with policies HP-2.1 and HP-2.2. Projects that do not comply with the requirements of the supplemental regulations will be required to process a discretionary Neighborhood Development Permit, at which time project-specific mitigation may be identified. The Historical Resources Board is an appointed body with authority over historical resources in the City and are well-practiced in designating individual historical sites, establishing historical districts, and reviewing development projects that may affect historical resources. At least 4 of the Board members meet the U.S. Secretary of the Interior's Professional Qualification Standards, and all Board members receive training on a yearly basis on the identification and preservation of historic resources. Historical Resources staff members also meet the U.S. Secretary of the Interior's Professional Qualification Standards, and attend professional seminars, trainings and conferences.</p> <p>B17-9 The PEIR will not be revised as requested in this comment. Window replacements within the original openings, which are the only window modifications exempt from a permit, do not in and of themselves preclude a building from contributing to a historic district. Thus, the proposed supplemental development regulations do not require revisions and PEIR revisions are not warranted. Additionally, the proposed CPU include policies to better inform and educate the public, including businesses, on the merits of historic preservation as well as to promote the maintenance and restoration of privately owned historical resources through incentive programs.</p>
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LETTER

RESPONSE

	<p>B17-10 This comment does not suggest an inadequacy in the analysis of the PEIR. The amended Land Development Code regulations would be enforceable through Neighborhood Code Compliance. A permit would not be issued without compliance and consistency with all applicable regulations.</p> <p>B17-11 The PEIR will not be revised as requested in this comment. Infill guidelines applicable to non-contributing resources would not be needed because existing zoning and land development code requirements would provide adequate regulations for bulk and scale appropriate to each specific Potential Historic District</p> <p>B17-12 This comment does not suggest an inadequacy in the analysis of the PEIR, rather it addresses the proposed amendments to the Historical Resources Regulations. This comment suggests that corner properties would not be appropriately protected. Since circulation of the draft PEIR for public review, the City has prepared revisions to the supplemental regulations for potential historic districts to specifically address corner lots, and to define the term "original primary façade." The City does not agree that alterations to the rear third of a building would facilitate inharmonious change and awkward projections, as this comment suggests as the entirety of the structure would still be subject to applicable zoning limitations and would generally not be visible from the street.</p>
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July 28, 2016
Page 2

visible alterations to the rear 1/3 of a building will facilitate inharmonious change and awkward projections, while simply requiring compliance with the *Secretary of the Interior's Standards* would allow property owners more flexibility and provide for a more harmonious project that is compatible with the surrounding neighborhood. Corner properties, having two full facades visible to public rights-of-way, are not appropriately protected under these supplemental regulations. Additional provisions need to ensure that these most visible properties are treated with extra sensitivity, as corner properties, have especially large visual impacts within historic districts.

Thank you for your attention to these comments.

Sincerely,



Susan Brandt-Hawley
Attorney for SOHO

LETTER

RESPONSE

Letter B18

Steinert, Kurtis

From: Lewis, Pamela <plewis@allenmatkins.com>
Sent: Monday, August 08, 2016 3:31 PM
To: Steinert, Kurtis
Cc: Chino, Jeffrey; Riley, Heather
Subject: Comments on the Uptown Community Plan Update Program EIR
Attachments: 201608081513.pdf

Please see attached correspondence and confirm receipt. The link to the attachment will be toward the bottom of this email.

Thank you.

Pamela T. Lewis

Legal Secretary to Joe M. Davidson; Michael J. Holmes; Heather S. Riley; Hina Gupta
Allen Matkins Leck Gamble Mallory & Natis LLP
501 West Broadway, 15th Floor, San Diego, CA 92101-3541
(619) 233-1155 (main)
(619) 233-1158 (fax)

Allen Matkins
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LETTER

RESPONSE

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Via Email/Hand Delivery

August 8, 2016

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1010 Second Avenue, MS 413
San Diego, California 92101

**Re: Comments on the Uptown Community Plan Update Program
Environmental Impact Report, Project No. 21002568**

Dear Mr. Steinert:

B18-1 Thank you for the opportunity to comment on the Uptown Community Plan Update ("CPU") Program Environmental Impact Report ("PEIR"). These comments are submitted on behalf of the Uptown Gateway Council, the Association of Commercial Property Owners in Hillcrest ("Council").

Introduction

B18-2 The goal of this letter is to assist the City of San Diego ("City") in its efforts to implement the General Plan and the Climate Action Plan ("CAP"). The Council wholeheartedly supports this endeavor as the 1988 Uptown Community Plan is severely outdated. At the outset, we wish to acknowledge the hard work of City staff and the challenges inherent in updating any community plan, particularly in a community such as Uptown with multiple stakeholders possessing disparate visions for their community.

B18-3 The Uptown Community Plan area presents a unique opportunity to further the laudable goals of the General Plan and the CAP. Regrettably, the proposed CPU fails to capitalize on that potential. Rather than reflect smart growth planning principles, the CPU would effectively "downzone" the Uptown Community Plan area. The CPU would displace people and eliminate homes from one of the most transit rich and development ready areas in the City. The CAP, with its recently enacted implementation measures, and the City of Villages strategy of the General Plan chart a bold but necessary course for future development within the City. Yet the forward-thinking vision contained in these planning documents will never be achieved if the City fails to implement these fundamental policies through the community plan update process.

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B18-1 Comment noted. The City appreciates the Uptown Gateway Council's (Council's) participation in the public review process.

B18-2 Comment noted.

B18-3 This comment expresses concerns with the proposed Uptown CPU's ability to meet the goals of the General Plan and the Climate Action Plan (CAP). It is important to note that implementation of the CAP is not based solely on an increase in residential densities; but focuses on providing residential density within transit priority areas. The proposed Uptown CPU expresses the goals of the CAP by providing high residential densities within transit priority areas compared to existing conditions. While densities are reduced compared to the existing plan in some areas, the proposed Uptown CPU maintains the transit-oriented development focus with the highest densities allowed within transit priority areas. The proposed Uptown CPU also expresses General Plan policies through site-specific recommendations to both implement citywide goals and policies and address community needs. Lower residential densities in some areas are required to ensure that the bulk and scale of development maintain the existing neighborhood character as well as public views of canyons and open space. The proposed land uses locate the highest intensity uses along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments in the community. Commercial uses are also used strategically by the proposed Uptown CPU to encourage commercial uses along transit corridors. This transit-oriented development pattern is necessary to meet the goals of the General Plan's City of Villages Strategy and the CAP. Therefore, placing lower-density, single-family residential uses outside near canyons and where transit

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	<p>B18-3 (cont.)</p> <p>and mixed uses are generally less common, and placing higher-density residential uses along main transit corridors and near mixed-use commercial and employment areas would further the goals of the City of Villages Strategy and the CAP. Additionally, while redevelopment, by its nature, causes temporary displacement, the proposed Uptown CPU would not result in the permanent displacement of residences. See also Section 6.1.3 and Section 6.5.3 for discussions on the proposed CPU's consistency with the General Plan and CAP.</p>
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B18-4 In this regard, the CPU as currently proposed is inconsistent with the General Plan and the CAP. The CPU abandons key City policies by reducing rather than increasing densities. As a result, the Council cannot support the proposed CPU. We urge the City to pause and reconsider its vision for Uptown in a manner that will accommodate population growth while reducing greenhouse gas ("GHG") emissions. To do so, the City will need to significantly revise the CPU to address the issues raised in this letter.

B18-5 For the same reasons, the PEIR in its current form fails to meet the minimum requirements of the California Environmental Quality Act ("CEQA"). The PEIR also must be revised to address the various deficiencies outlined below.

B18-6 Attached hereto are a number of exhibits prepared by the Council's experts. These reports from the Atlantis Group Land Use Consultants (**Exhibit A**), Safdie Rabines Architects (**Exhibit B**) and Scott Moonjian (**Exhibit C**) are hereby incorporated into this letter. This letter also incorporates by reference the following correspondence previously submitted to the City:

- Letter from Marcela Escobar-Eck to Marlon Pangilinan, dated December 1, 2015;
- Letter from the Council to Jeff Murphy, dated June 8, 2016.

For the City's convenience, these letters are attached hereto as **Exhibit D** and **Exhibit E**, respectively. We respectfully request City responses to the comments contained in all of the attachments.

CEQA

B18-7 The primary purpose of CEQA is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."¹ To ensure that public agencies consider the full environmental consequences of a project, the EIR is considered to be the "heart" of CEQA.² An EIR "serves not only to protect the environment but also to demonstrate to the public that the environment is being protected."³ In addition, an EIR "demonstrate[s] to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action."⁴

¹ 14 Cal. Code Regs. § 15002(a)(1).
² 14 Cal. Code Regs. § 15003(a).
³ 14 Cal. Code Regs. § 15003(b).
⁴ 14 Cal. Code Regs. § 15003(d).

B18-4 The proposed Uptown CPU would result in a net loss in total residential units compared to the adopted Community Plan and would reduce densities along some transit corridors where existing height limits would allow development that is out of character with the existing setting. However, the proposed Uptown CPU places the highest residential densities within close proximity of transit and commercial services and near job centers, which furthers the City of Villages Strategy and goals of the CAP. For more discussion on the proposed CPU's consistency with the General Plan and CAP, see Section 6.5.3, Impact Analysis.

B18-5 Comment noted. This comment introduces deficiencies identified in the PEIR, which are specified in later comments.

B18-6 Comment noted. Responses to comments included in the exhibits are provided beginning with B18A-1 and on.

B18-7 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

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- B18-8 Toward that end, the California Supreme Court has explained that:

 Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. The EIR process protects not only the environment but also informed self-government.⁵

- B18-9 The law is well-settled that an EIR "should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes into account [] environmental consequences."⁶ Although "CEQA does not require technical perfection in an EIR," the courts do look for "adequacy, completeness, and a good faith efforts at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document."⁷

- B18-10 An EIR "must contain facts and analysis, not just the bare conclusions of a public agency. An agency's opinion concerning matters within its expertise is of obvious value, but the public and decision-makers, for whom the EIR is prepared, should also have before them the basis for that opinion, so as to enable them to make an independent, reasoned judgment."⁸ Failure to comply "with the information disclosure provisions of [CEQA] which precludes relevant information from being presented to the public agency . . . may constitute a prejudicial abuse of discretion . . ."⁹

- Project Description**

- B18-11 "An accurate, stable and finite description of a project is basic to an informative and legally sufficient EIR. A curtailed or distorted description of the project may stultify the objectives of the reporting process."¹⁰ An inaccurate project description renders the resulting environmental analysis invalid.¹¹

- B18-12 The PEIR defines the CPU as "the comprehensive update to the Uptown Community Plan, which is intended to guide development through 2035 build-out of the Community Plan. . . . The

⁵ *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 390.
⁶ 14 Cal. Code Regs. § 15151.
⁷ 14 Cal. Code Regs. § 15003(i).
⁸ *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736.
⁹ Pub. Resources Code § 21005(a).
¹⁰ *Kings County Farm Bureau, supra*, 221 Cal.App.3d at p. 738.
¹¹ *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 80-89.

- B18-8 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

- B18-9 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

- B18-10 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

- B18-11 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

- B18-12 This comment restates information from Chapter 3, Project Description, of the PEIR and does not identify a deficiency in the PEIR; therefore, a detailed response is not required.

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proposed CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private); local street and transit network; prioritization and provision of public facilities, community, and site-specific urban design guidelines; and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community."¹² A specific project objective is to "[m]aintain or increase the housing supply through designation of higher residential densities along major transit corridors."¹³

B18-13 Towards that end, the PEIR states that residential density "would be increased from the adopted Community Plan in some areas and reduced in some areas to help achieve [project] objectives."¹⁴ The next sentence of the PEIR, however, reveals a basic flaw in the CPU, which seriously undermines the City's efforts to further the General Plan policies. The PEIR indicates that the "*CPU results in an overall communitywide reduction of future housing units at Community Plan build-out when compared to the adopted Community Plan.*"¹⁵ This information is buried in the Land use Element text of the Project Description chapter.

B18-14 The PEIR subsequently includes an analysis of Uptown Land Use Distribution at Plan Build-Out.¹⁶ Table 3-9 purports to "describe[] the existing and proposed residential development anticipated from application of land uses shown on the proposed Uptown Land Use Map on vacant and underutilized parcels, according to analysis undertaken for the CPU."¹⁷ Table 3-9 indicates that, contrary to the statement cited above with regard to the ultimate reduction in future housing units, vacant and underutilized parcels would see a *41% increase* in total housing units between Existing Development and Proposed Plan Build-out.¹⁸ There is no analysis demonstrating how the City arrived at that conclusion.

B18-15 If Table 3-9 is attempting to compare the number of residential units that exist today to the number of residential units that are anticipated at build-out of the CPU, such analysis is not helpful since it presents an apples to oranges comparison. If, instead, Table 3-9 is attempting to compare anticipated residential build-out of the existing Community Plan to anticipated residential build-out of the CPU, that analysis contradicts the statement cited above – that the "*CPU results in an overall communitywide reduction of future housing units at Community Plan build-out when compared to the adopted Community Plan.*"¹⁹ These apparently conflicting statements create confusion and

¹² PEIR, p. 3-3.

¹³ *Ibid.*

¹⁴ PEIR, p. 3-4.

¹⁵ *Ibid; emphasis added.*

¹⁶ PEIR, pp. 3-30 – 3-31.

¹⁷ PEIR, p. 3-30.

¹⁸ PEIR, p. 3-31.

¹⁹ PEIR, p. 3-4.

B18-13 See response to comment B18-4 regarding the reallocation of densities in support of a mixed-use, transit-oriented land use pattern.

B18-14 This comment suggests a discrepancy in the PEIR; however, the statements in question are not in error. The PEIR evaluates impacts of the project against existing conditions and provided information about build-out of the proposed Uptown CPU for context. Existing development is not the same as build-out of the adopted Community Plan. Existing development refers to the land uses as they exist today; build-out of the adopted Community Plan refers to the land uses at full implementation of the Community Plan. For purposes of the PEIR, build-out of the adopted Community Plan was assumed to be at year 2035. See Section 2.3.1.1, Existing Land Use, and Section 2.3.1.1 and 2.3.1.2 of the PEIR for a discussion on the existing land uses and adopted Community Plan. Table 2-2, Existing Land Use and Population versus Adopted Community Plan, was added to this section to provide details on these buildout numbers. As shown, the adopted community plan would result in an increase in total housing units compared to existing development in the community.

B18-15 Section 15125 of the CEQA Guidelines states that the environmental setting for which a lead agency determines whether an impact is significant is the physical environmental conditions as they exist at the time the notice of preparation is published. That said, the PEIR provides information on the existing conditions and build-out of the adopted CPU for comparison against the proposed Uptown CPU (Tables 2-2, 3-9 and 3-10). See response to comment B18-14 regarding the difference between the statements related to existing development and those related to build-out of the adopted Community Plan.

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highlight the basic problem of the CPU – it fails to provide density required to implement the General Plan and CAP.

B18-16 Further, Table 3-9 is directly contradicted by the GHG Emissions chapter of the PEIR. According to Table 6.5-2 of the PEIR, the CPU would result in 32,680 dwelling units (5,500 single-family units; 27,180 multi-family units).²⁰ In contrast, the current Community Plan would result in 34,600 dwelling units (5,540 single-family units; 29,060 multi-family units).²¹ Based on this table, CPU build-out would result in a total of 1,920 less units (40 less single-family; 1,880 less multi-family units) than build-out of the existing Community Plan.²²

B18-17 In addition, the CPU itself notes that when compared to the existing Community Plan, the project will result in "a reduction in residential densities."²³ In light of this acknowledgement, coupled with the information included in the GHG Emissions chapter, it appears that the single sentence buried in the text of the Project Description is accurate – the CPU would in fact reduce the number of dwelling units in Uptown.

B18-18 In summary, the PEIR's Project Description is flawed – either it is internally inconsistent or simply inaccurate. In any event, the Project Description fails to comply with the information disclosure requirements of CEQA as it does not provide a clear description of the proposed project, and it must be revised.

Land Use

B18-19 The law is well-settled that a project is consistent with an applicable land use plan if, "considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment."²⁴ CEQA requires that an EIR "shall discuss any inconsistencies between the proposed project and applicable general plans . . ." ²⁵ Despite that clear direction, the PEIR fails to address the project's inconsistencies with the General Plan. Rather, the PEIR takes the position that the CPU "would build upon the goals and strategies in the General Plan."²⁶

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the

²⁰ PEIR, p. 6-5-7; *see also*, PEIR Appendix E-1, p. 7 (Table 2); PEIR Appendix E-2, p. 2 (Table 2).
²¹ *Ibid.*
²² *Ibid.*
²³ CPU, p. LU-31.
²⁴ *Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.
²⁵ 14 Cal. Code Regs. § 15125(d).
²⁶ PEIR, p. 3-2.

B18-16 The statements identified in this comment are not PEIR inconsistencies, as the comment suggests. See response to comment B18-14 regarding the difference between the statements related to existing development and those related to build-out of the adopted Community Plan.

B18-17 Comment noted.

B18-18 Comment noted. See the previous response to comments in this letter for responses to the specific Project Description concerns. The project description is not internally flawed. The project does meet the objective of maintaining or increasing the housing supply through the designation of higher residential densities along major transit corridors compared to existing conditions, which is the baseline for the environmental review.

B18-19 The City does not agree that the PEIR does not address consistency with the General Plan. PEIR section 6.1.3 of the PEIR, Issue 1, provides an analysis of conflicts with applicable plans including the General Plan. The analysis concludes that the proposed Uptown CPU would be consistent with the General Plan.

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integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.²⁷

B18-20 Since the CPU would *reduce* residential development in Uptown, then the CPU is inconsistent with the General Plan's City of Villages strategy. Attached hereto as **Exhibit A** is an analysis prepared by the Atlantis Land Use Group that identifies the General Plan goals and policies that the CPU fails to implement. As can be seen, the CPU does *not* "place an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system."²⁸ Instead, the CPU's density reductions stand in the way of General Plan implementation. As a result, the proposed project is *not* consistent with the General Plan as stated in the PEIR.²⁹

B18-21 For the same reasons, the project is not consistent with the goals of the San Diego Association of Governments' *San Diego Forward: The Regional Plan*, which seeks to "develop compact, walkable communities close to transit connections and consistent with smart growth principles."³⁰ The reduced densities that will result with adoption of the CPU would *not* "establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and [the] use of alternative transportation" in Uptown.³¹

B18-22 Moreover, attached hereto as **Exhibit B** is an analysis prepared by Safdie Rabines Architects, which identifies the complications that will arise with implementation of the CPU. As explained therein, the development regulations proposed in Uptown would further inhibit development, pushing residential densities even lower than acknowledged in the PEIR.

B18-23 Ultimately, the PEIR does not satisfy the informational disclosure requirements of CEQA because it fails to recognize the land use impacts that will occur with implementation of the CPU. As a result, the PEIR must be revised.

²⁷ PEIR, p. 5-1.
²⁸ PEIR, p. 6.1-8.
²⁹ PEIR, pp. 6.1-2 – 6.1-11.
³⁰ PEIR, p. 6.1-13.
³¹ *Ibid.*

B18-20 See response to comment B18-3. Also see response to the referenced Exhibit A in responses B18A-1 through B18A-9.

B18-21 Project consistency with SANDAG's San Diego Forward: The Regional Plan is addressed in the PEIR section 6.1.3 of the PEIR, Issue 1. As discussed in that section, the CPU proposes to establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation. Policies contained within the proposed Uptown CPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of adopted plan, the proposed Uptown CPU would assign the most intensive land uses in areas proximate to transit, consistent with smart growth principles. See also response to comment B18-3.

B18-22 Comment noted. Responses to Exhibit B are provided beginning with response to comment B18A-1.

B18-23 Comment noted. Refer to responses B18-3 and B18-14 regarding land use analyses.

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Greenhouse Gas Emissions

B18-24 The PEIR's GHG emissions analysis is likewise flawed. The PEIR states:

If emissions from build-out of the proposed Uptown CPU and associated discretionary actions are less than those that would be generated by build-out of the adopted Community Plan, impacts related to GHG emissions would be less than significant provided the proposed Uptown CPU and associated discretionary actions implement the land use strategies identified in the [CAP]. If emissions are greater than those of the adopted Community Plan, impacts related to GHG emission could still be less than significant if the increase in GHG emissions is a direct result of implementing CAP strategies and the General Plan's City of Villages Strategy.³²

B18-25 Based on the reduced densities that will occur with implementation of the CPU, the project is not quantitatively or qualitatively consistent with the recently adopted CAP. Thus, the project's GHG impacts are potentially significant.

Despite the fact that the GHG analysis recognizes that the CPU would reduce residential densities in Uptown, the PEIR improperly determine that implementation of the CPU would result in a VMT reduction when compared to build-out of the existing Community Plan.³³ Therefore, the PEIR concludes that vehicle emissions would decrease from 380,530 metric tons of carbon dioxide equivalent ("MTCO₂E") to 372,922 MTCO₂E, a 7,608 MTCO₂E reduction. The PEIR does not explain how this alleged reduction would be achieved in the face of the CPU's density reduction.

B18-26 In fact, the CPU's density reductions will force development out of a recognized Transit Priority Area ("TPA") and into natural, undeveloped lands – in direct contrast to the goals of the CAP. Moving development away from existing public infrastructure and away from the employment opportunities available in Uptown and nearby Downtown would result in a VMT increase. Pushing residents out of Uptown threatens to take the City back to the days before the City of Villages strategy and CAP were adopted, when development boomed in the suburbs, far from transit and mixed-use development opportunities. The PEIR's conclusion that the CPU would decrease vehicle emissions is not adequately explained, and if emissions would increase under the CPU, then the proposed project would severely undermine the City's ability to meet the CAP's ambitious GHG emission reduction goals.³⁴ This concern must be thoroughly vetted so that the public and decisionmakers can fully understand the issue.

³² PEIR, p. 6.5-5.

³³ PEIR, Appendix E-1, p. 60; PEIR, Appendix E-2, p. 4.

³⁴ PEIR, p. 6.5-7.

B18-24 Comment noted. This comment is informational in nature and does not require a detailed response.

B18-25 See response to comment B2-3 and B18-3 for a detailed discussion of the methodology used to calculate emissions and for a discussion of project consistency with the CAP. Also refer to Appendix E-1 and E-2 of the PEIR for further detail about the methodology used to calculate emissions.

B18-26 The City does not agree with the statements made in this comment. The proposed CPU would not force development into natural, undeveloped lands nor will it push current residents out of the Uptown community. Rather, any new development or redevelopment consistent with the proposed Uptown CPU would occur on infill sites. As explained in Section 6.5.3, Impact Analysis, of the PEIR, vehicle miles traveled (VMT) can be reduced by decreasing the planned number of single-family and multi-family residences, as well as increasing residential density within proximity to transit and commercial services. The proposed Uptown CPU implements both of these strategies: decreases residential densities in some areas while increasing residential density in other areas, located near planned or exiting transit infrastructure and commercial uses combined with policies that promote a walkable and bicycle-friendly neighborhood design. See also response to comment B18-3 regarding proposed CPU consistency with the CAP.

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B18-27 Moreover, the CPU also would result in a qualitative inconsistency with the CAP. The CPU density reduction frustrates compliance with Action 3.1 of the CAP, as the project is *not* consistent with the General Plan.³⁵ Moreover, the project would *not* comply with Action 3.2 of the CAP as the CPU would reduce residential densities, which in turn would suppress pedestrian improvements in a TPA and decrease commuter walking opportunities.³⁶ And, contrary to Action 3.6, the CPU's residential reduction would *not* implement transit-oriented development in the Uptown Community area.³⁷

B18-28 The PEIR's failure to address these issues results in an inadequate GHG emissions analysis. The City must revise the PEIR to accurately reflect the impact caused by the CPU to ensure that the public and decisionmakers have access to all of the necessary information.

Historical Resources

B18-29 Next, the PEIR's historical resources analysis is flawed. It improperly assumes historicity for a significant portion of the Uptown Community Plan area, despite a lack of substantial evidence to support the assumption. As explained in detail in **Exhibit C**, there are numerous flaws in the Uptown Community Plan Area Draft Historic Resources Survey Report ("Survey Report") prepared for the PEIR.

B18-30 First, the overly inclusive nature of the Survey Report will in practical effect "actually increase[] the potential for the designation of properties which were formerly determined by the survey to be ineligible for determination."³⁸ Second, the potential historic district and Bungalow and Apartment Court Multiple Property Listing analyses are inadequate.³⁹ As a result, the PEIR cannot and should not rely on the Survey Report.⁴⁰ The Council urges the City to not adopt the Survey Report and reconsider the Historical Resources chapter of the PEIR.

Population and Housing

B18-31 Contrary to the statement made in the PEIR that "the proposed Uptown CPU and associated discretionary actions would not displace people or existing housing," that is what will happen with project implementation.⁴¹ The PEIR's unsupported conclusion that the CPU will not have any potential population and housing impact is erroneous.

³⁵ PEIR, p. 6.5-10.
³⁶ *Ibid.*
³⁷ *Ibid.*
³⁸ **Exhibit C**, pp. 2-3.
³⁹ *Id.* at pp. 3-7.
⁴⁰ PEIR, pp. 6.7-8 – 6.7-18.
⁴¹ PEIR, p. 7-3.

B18-27 Comment noted. See response to comment B18-26.

B18-28 The City does not agree that the GHG emissions analysis presented in the PEIR is inadequate. See response to comment See response to comment B2-3, B18-3, and B18-26 for a detailed discussion of the methodology used to calculate emissions and for a discussion of project consistency with the CAP. Also refer to Appendix E-1 and E-2 of the PEIR for further detail about the methodology used to calculate emissions.

B18-29 This comment makes reference to the historical resources analysis of the PEIR and states that assumed historic resources in the Uptown community lack evidence to support their historic value. The Uptown Community Plan Area Historic Resources Survey was prepared consistent with standard preservation practice, and included research and preparation of a Historic Context Statement; fieldwork to identify individual properties and historic districts which may be significant and eligible for designation; a preliminary inspection and assignment of a California Historical Resource Status Code; and documentation in a database. A full discussion of the survey methods and results is available in the Historic Resources Survey document. Refer to responses B18C-1 and on for responses regarding the stated "flaws" in the Historic Resources Survey Report.

B18-30 The Uptown Community Plan Area Historic Resources Survey was prepared consistent with standard preservation practice. All individual resources, potential historic districts and Multiple Property Listings (MPLs) were evaluated for potential significance against the City's designation criteria based upon the historic context statement and input from community cultural and historical interest groups. Reconnaissance surveys are intended to indicate where historic resources may be present, and are never intended to provide detailed evaluation

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	<p>B18-30 (cont.) or final resolution regarding the historic status of a property, as the comment suggests. They are an informational tool which serves as a base-line for future property-specific and sometimes intensive evaluation. In addition, the inclusive nature of the Historical Resources Survey Report supports policies of the General Plan and concerns of the community for historic preservation. Refer to response C52-7 for responses regarding the corrections to the Status Codes.</p> <p>B18-31 While redevelopment, by its nature, causes temporary displacement of housing, the proposed Uptown CPU would not result in the permanent displacement of residences.</p>
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B18-32 As shown herein, the density reduction that will occur in Uptown will force residents out of the urban core and into areas of the City lacking public transit and job centers. Therefore, the project may result in potential direct and indirect population and housing impacts and those impacts must be evaluated in the PEIR. By not providing this analysis, the PEIR prevents the public and decisionmakers from understanding the true impacts of the project.

Alternatives

B18-33 CEQA requires that an EIR describe a "range of reasonable alternatives to the project."⁴² "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation."⁴³ An alternative need not reduce every impact, it just has to substantially reduce *any* significant impact.⁴⁴ That is because "it is practically impossible to imagine an alternative that would provide substantial environmental advantages in all respects."⁴⁵ Further, an agency is not precluded from including an alternative that would substantially reduce some impacts, but increase others, so long as the alternative's significant impacts are also analyzed in the EIR.⁴⁶

B18-34 The PEIR's alternative analysis fails to comply with these principles as it does not include an increased density alternative.⁴⁷ Since the PEIR includes a flawed Project Description, the environmental analysis fails to adequately analyze the project's significant land use and GHG emissions impacts, among others. An increased density alternative, which would place more homes in Uptown and advance the far-reaching goals of the General Plan and the CAP, would alleviate the land use and GHG emissions impacts outlined in this letter. In addition, an increased density alternative – such as the one proposed in the Council's June 8, 2016 letter (**Exhibit E**) – would satisfy the project objective that seeks to maintain or increase the housing supply along transit corridors.⁴⁸

⁴² 14 Cal. Code Regs. § 15126.6(a).

⁴³ *Ibid.*

⁴⁴ 14 Cal. Code Regs. § 15126.6(c).

⁴⁵ *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 546.

⁴⁶ 14 Cal. Code Regs. § 15126.6(d).

⁴⁷ The Analysis of Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is *not* the same as an increased density alternative.

⁴⁸ PEIR, p. 3-3; 14 Cal. Code Regs. § 15126.6(a).

B18-32 See response to comment B18-3.

B18-33 Comment noted. This comment is informational in nature and does not suggest an inadequacy in the PEIR.

B18-34 As discussed in Chapter 6.0, the proposed Uptown CPU and associated discretionary actions would result in significant and/or cumulative environmental impacts related to transportation, noise, historical resources, and paleontological resources. The range of alternatives considered in Chapter 10.0, Alternatives, includes appropriate alternatives that would reduce these significant impacts, consistent with Section 15126.6 of the CEQA Guidelines. Two of the alternatives provide for increased density, including the Adopted Community Plan with Removal of the Height Ordinance Alternative and the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative. As discussed in previous response to comments in this letter, the proposed Uptown CPU is consistent with the General Plan and the CAP. See response to comment B18-3. Therefore, an alternative that would reduce significant impacts due to inconsistency with these planning documents is not required.

LETTER

RESPONSE

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Kurtis Steinert
August 8, 2016
Page 10

B18-35

Failure to include such an alternative, particularly in light of the Council's repeated requests for an increase in density in Uptown, results in an alternatives analysis that is "manifestly unreasonable."⁴⁹ The City's error is further compounded by the fact that the PEIR does not include a discussion of alternatives that were considered but excluded from the analysis.⁵⁰

B18-35 See response to comment B18-34.

Conclusion

B18-36

For the reasons outlined above, the Council does not support the proposed CPU. We encourage the City to produce a revised CPU, which implements the goals of the General Plan and the CAP.

B18-36 Comment noted.

We look forward to receiving written responses to the items raised in this letter and the exhibits. Please do not hesitate to contact me with any questions.

Very truly yours,


Jeffrey A. Chine

cc: Mayor Kevin Faulconer
Councilmember Todd Gloria
Jeff Murphy, Director, Planning Department
Tom Tomlinson, Assistant Director, Planning Department
Nancy Bragado, Deputy Director, Long Range Planning
Alyssa Muto, Deputy Director, Environment and Policy Analysis
Tait Galloway, Program Manager, Long Range Planning
Brian Schoenfisch, Program Manager, Long Range Planning
Marlon Pangilinan, Senior Planner
Bob Vacchi, Director, Development Services Department
Elyse Lowe, Deputy Director, Project Submittal and Management Division
Jerry Sanders, President and CEO, San Diego Regional Chamber of Commerce
Matt Adams, Vice-President, Building Industry Association of San Diego
Bennet Greenwald
Uptown Gateway Council

⁴⁹ *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 988.

⁵⁰ 14 Cal. Code Regs. § 15126.6(c).

LETTER

RESPONSE

EXHIBIT A

LETTER

RESPONSE



Atlantis Group
2488 Historic Decatur Road, Suite 220
San Diego, CA 92106
Phone: (619) 523-1930
www.AtlantisSD.com

August 8, 2016

Bennet Greenwald, The Greenwald Company

Subject: Land Use Analysis on the Uptown Community Plan Update Program Environmental Impact Report, Project No. 21002568

Dear Mr. Greenwald:

B18A-1

Attached is the land use analysis you requested for the draft Uptown Community Plan Update. Our analysis and supporting documents demonstrate that the proposed plan is inconsistent with the City of San Diego General Plan in various key policy objectives.

B18A-2

Our firm specializes in land use development and long range planning in San Diego. I am regularly designated as an expert on the city planning process, city regulatory review, city permit review, equivalency requirements, planning and engineering review, resolution of municipal code issues, and interpretation of policy documents.

Thank you,

Marcela Escobar-Eck
Principal
Atlantis Group Land Use Consultants

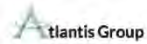
B18A-1

Comment noted. Responses to specific inconsistencies suggested by the commenter are provided in the subsequent responses to comments.

B18A-2

Comment noted.

B18A-3



MARCELA ESCOBAR-ECK, Principal
 2488 Historic Decatur Road Suite 220 • San Diego, CA 92106 • (619) 523-1930

SUMMARY

Marcela Escobar-Eck has almost 30 years of service with local government agencies – most recently as Director of Development Services for the City of San Diego – and currently has a thriving small business land use firm that she founded 3 years ago. During her tenure with the City of San Diego and in her role as Planning Director for the City of Carlsbad, she led several multi-year community engagement programs including the redevelopment of the Naval Training Center and several other complex policy initiatives. She also designed and implemented several unique dialogue workshops between the City and various interest groups, such as the development community, to build better relationships and resolve conflicts.

Marcela is certified by the National Charrette Institute as a Charrette Manager. She is also a trained mediator through the National Conflict Resolution Center where she also served on various committees and conducted training sessions for incoming mediators. She is a native Spanish speaker.

PRINCIPAL

Atlantis Group

10/2007 TO PRESENT

San Diego, CA

Atlantis Group is the premier land use and strategic planning consulting firm. We specialize in forming partnerships with our private and public agency clients ensuring their success. Our innovative and award winning work in land use planning, communications, strategic planning and government relations assists large and small for-profit and not-for-profit companies and public agencies coordinate with outside consultants and other agencies on projects and team development. We also provide effective marketing communications and community relations, to create partnerships with key audiences and the surrounding community, and analysis and expertise on zoning, permitting and land use matters, including interpretation of regulatory documents.

Atlantis Group serves both public and private clients with everything from advocating on behalf of a large corporation or small business, to analysis and expertise on zoning, permitting and land use matters, including interpretation of regulatory documents.

- Land Use Planning and Government Relations
- Permit Processing/Public Policy Assistance
- Due Diligence, Zoning, Permitting, Case History
- Expert Witness

DIRECTOR

City of San Diego Development Services Department

10/2006 TO 10/2007

San Diego, CA

- Management of 655 professional and administrative staff with a \$68.9 million dollar budget (FY 2007)
- Oversee the staff that review all development submissions for building code and life safety requirements; provide permit and development information in all fields including fire, engineering, and planning; review development plans for compliance with development regulations as well as redevelopment and coastal standards; conduct California Environmental Quality Act review; issue permits; conduct inspections and resolve code compliance issues.

PLANNING DIRECTOR

City of Carlsbad Planning Department

9/2005 TO 10/2006

Carlsbad, CA

- Manage the daily operations and the implementation of the General Plan, Growth Management Plan, Local Coastal Program, Habitat Management Plan and the California Environmental Quality Act.

CHIEF DEPUTY DIRECTOR, CUSTOMER SUPPORT AND INFORMATION DIVISION

City of San Diego Development Services Department

1/2005 TO 9/2005

San Diego, CA

- Management of 233 professional and administrative staff with a \$24.2 million dollar budget
- Manage daily operations of the division including evaluation of staff performance in the following areas: managing development permits, submittal, records and information systems, technology and geographic information systems, customer accounts and the overall department personnel and budget functions.

B18A-3

Comment noted.

LETTER

RESPONSE

DEPUTY DIRECTOR, PROJECT MANAGEMENT DIVISION
City of San Diego Development Services Department

3/2001 to 12/2004
San Diego, CA

- Management of 85 professional and administrative staff who are directly responsible for the management of all development permits within the City of San Diego
- Administer conflict resolution sessions with customers, staff and community groups
- Prepare and present written and oral reports to citizen groups, commissions, boards and City Council
- Management representative at all Planning Commission and City Council hearings relating to land use, development projects, redevelopment interface and planning policy issues
- City's lead negotiator on Development Agreements

NAVAL TRAINING CENTER (NTC), REDEVELOPMENT PROJECT DIRECTOR
City of San Diego Planning Department

10/1999 to 3/2001
San Diego, CA

- City's lead negotiator on the most complex Disposition and Development Agreement negotiated for the Redevelopment Agency. The development of the property resulted in a \$500 million redevelopment project which will provide housing, employment and educational centers as well as an Arts and Culture Center. Over \$200 million in Tax Increment will be generated to the Redevelopment Agency over the life of the project
- City's liaison with the Coastal Commission for the entitlement of the property, and with the U.S. Department of the Navy for the conveyance of NTC. Negotiations resulted in a no-cost conveyance of NTC to the City.

PROGRAM MANAGER, PROJECT MANAGEMENT DIVISION
City of San Diego Planning and Development Review Department

1/1999-10/1999
San Diego, CA

- Management of 35 professional and 25 administrative staff directly responsible for the management of development permits within the City of San Diego. Developed and monitored budget

PRIVATE DEVELOPMENT MANAGER/FISCAL PERSONNEL MANAGER
City of San Diego Community and Economic Development Department

11/1996-1/1999
San Diego, CA

- City's Project Manager for the 5,000-acre Black Mountain Ranch Master Planned Community. Processed and managed all aspects of the entitlement, engineering and construction document permits. City's lead negotiator on all aspects of the Development Agreement and subsequent amendments.
- Trained staff and community planning groups on land use and process related issues
- Managed and supervised staff related to all private and public development work. Directed complex activities in operations and finance
- Managed special projects/assignments for Department Director and City Manager's Office

COUNCIL LIAISON
City of San Diego Manager's Office

6/1994-3/1995
San Diego, CA

- Reviewed and approved all managerial items prior to requesting consideration on the Council docket
- Prepared and conducted briefings for Manager, and staff briefings for the Mayor and City Council
- Sat with the City Manager at Council hearings and responded to Council inquiries
- Responded to and coordinated appropriate responses to Council directives for the City Manager

SENIOR PLANNER/ASSOCIATE PLANNER/ASSISTANT PLANNER
City of San Diego Development Services/Planning Department

8/1987-11/1996
San Diego, CA

- Conducted community/business outreach training regarding City processing requirements
- Authored, co-authored and edited several elements of citywide legislation and guidelines
- Conducted conflict resolution forums on adopted legislation, section operations and work programs
- Technical advisor to city staff, citizens and developers on city requirements and codes

LETTER

RESPONSE

EDUCATION

BACHELOR OF SCIENCE IN LANDSCAPE ARCHITECTURE
WITH AN EMPHASIS IN URBAN AND REGIONAL PLANNING
University of California, Davis *June 1987*
Member Sigma Lambda Alpha (National Landscape Architecture Honor Society)

SPECIAL SKILLS -- MEMBERSHIPS

Language: Native speaker, English and Spanish

Certifications: NCI Complete Charrette Manager™

Mediation: Community Mediation Center of San Diego - Volunteer Mediator **1990-1992**

Memberships/Affiliations

- American Planning Association (APA)
- Building Industry Association (BIA)
- City of San Diego Code Monitoring Team: Small Business Member
- Lambda Alpha International (LAI) -- The Honorary Society for the Advancement of Land Economics
- San Diego Chamber of Commerce: Policy Committee – Member (formerly Co-Chair of Housing Committee)
- San Diego County Taxpayers Association (SDCTA): Public and Community Assets Committee Member
- South County Economic Development Council (representative to the Wildlife Advisory Group)
- Urban Land Institute (ULI)



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B18A-4 This exhibit includes a synthesis of City of San Diego General Plan Goals, Policies, and Discussions, which the Draft CPU fails to implement. A PowerPoint presentation presented by the City of San Diego Planning Department to Uptown Planners on February 2, 2016, the Adequate Sites Inventory Grid #66, which includes the Hillcrest Core, and the Adequate Housing Sites Inventory Summary by Community Plan Area 2010-2020 table from the Housing Element of the General Plan are also included.

B18A-4 Comment noted. This comment does not suggest a specific inadequacy of the PEIR; therefore, a detailed response is not required.

B18A-5 The Goals and Policies from the Housing and Land Use Elements of the General Plan on the following two pages repeatedly emphasize the importance of either maintaining or increasing density in infill, transit-oriented locations. However, the Draft CPU states that the update process has created "changes that have resulted in a reduction in residential densities to address preservation of neighborhood character within older, historic neighborhoods, a lack of public facilities, and changes in the development vision for certain neighborhoods within the community. During this process areas that could support increased residential density were also identified" (LU-31).

B18A-5 Comment noted. This comment does not suggest a specific inadequacy of the PEIR; therefore, a detailed response is not required.

B18A-6 Yet, the density reductions far outnumber any increases in density, as the Draft CPU overall reduces development capacity by 1,900 units across the Community Planning Area. This includes many areas in close proximity to transit, as is shown in slide 21 of the PowerPoint presentation. Meanwhile, parking requirements favor automobile ownership, even in Transit Areas. As demonstrated in Table 142-05C of the Land Development Code, one bedroom units require 1.25 spaces and two bedroom units require 1.75 spaces in Transit Areas, reducing the incentive to commute via transit or active transportation as is needed to fulfil the mode share targets of the CAP.

B18A-6 See response to comment B18-3 regarding the proposed Uptown CPU's reduction in density in some areas and increase in others. Regarding parking allowances for one- and two-bedroom units, it is true that reduced parking incentivizes transit and active transportation use over vehicular transit. Proposed Uptown CPU policies provide allow for shared parking agreements (MO-7.6) and parking in-lieu fees (MO-7.9) to allow for flexibility in terms of parking management. A reduction in parking requirements for development would require an amendment to the Land Development Code that is not proposed as part of the project.

B18A-7 In addition, the Adequate Sites Inventory map of Hillcrest demonstrates that nearly the entire Hillcrest Core is identified as Potential Future Infill sites in the Housing Element's identification of "housing potential on land suitable for residential development... adequate to accommodate the City's housing allocation of 88,096 total units" (HE-148), while the table reveals that 8,812 Potential Future Infill out of the City's identified 34,288 Potential Future Infill units are located in Uptown.

B18A-7 Comment noted. This does not suggest a specific inadequacy in the PEIR; therefore, a detailed response is not required.

LETTER

RESPONSE



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B18A-8

General Plan Element	Goal	Policies	Analysis
Housing	Goal 1 – Ensure the provision of sufficient housing for all income groups to accommodate San Diego’s anticipated share of regional growth over the next housing element cycle, 2013 – 2020, in a manner consistent with the development pattern of the Sustainable Communities Strategy (SCS), that will help meet regional GHG targets by improving transportation and land use coordination and jobs/housing balance, creating more transit-oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas.	<p>HE-A.2 Community Plans should be updated on a regular basis and provide for certainty in the development process. Through these updates the City shall continue to identify areas appropriate for increased infill residential and mixed-use development. Programmatic EIR’s should be adopted with Community Plan Updates to allow EIR tiering for individual projects consistent with the updated Plan.</p> <p>HE-A.3 Through the community plan update process, designate land for a variety of residential densities sufficient to meet its housing needs for a variety of household sizes, with higher densities being focused in the vicinity of major employment centers and transit service.</p> <p>HE-A.7 Work to develop a comprehensive strategy for addressing the critical need for more workforce housing, serving moderate to middle income workers in San Diego. In keeping with the goals of SB 375 and the Sustainable Communities Strategy, the City should strive to promote the location of workforce housing proximate to employment and/or multimodal transportation facilities.</p>	<p>In the Draft CPU, the Hillcrest Core, Mission Hills Community Village, and the Park Boulevard Mixed Use Corridor remain at the same development capacity or are downzoned, with height restrictions added through CPIOZ that did not exist within the current Community Plan, resulting in a net loss of 1,900 housing units. As a built out community, the vast majority of the units lost come from downzoning potential multi-family housing, which is the more affordable, workforce housing addressed in policy HE-A.7.</p> <p>The loss of development capacity in mixed use Transit Priority Areas is inconsistent with policies HE-A.2, HE-A.3, and HE-A.7, which specifically call for “increased infill,” “higher densities being focused in the vicinity of major employment and transit service,” and “workforce housing proximate to employment and/or multimodal transportation facilities.”</p> <p>For these reasons, the Draft CPU fails to apply the Housing Element Goals and Policies and is therefore inconsistent with the General Plan.</p>

B18A-8

This comment claims that the proposed Uptown CPU is inconsistent with Goal 1 and associated policies of the Housing Element in the City’s General Plan regarding provision of sufficient housing for all income groups. However, the proposed Uptown CPU includes Policy LU-1.1, which calls for the provision of land use types to accommodate both affordable and market rate housing and commercial opportunities, and Policy LU-2.3, which requires the development of adequate housing for those with special needs, including low-income residents. Though the proposed CPU would result in reductions in densities in some areas and a net reduction in total housing units compared to build-out of the adopted Community Plan, the reduction in density would not disproportionately affect affordable housing.

B18A-9



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General Plan Element	Goal	Policies	Analysis
Land Use	Mixed-use villages located throughout the City and connected by high-quality transit.	LU-A.7b Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-8.9). Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community.	The Hillcrest Core's proximity to Downtown San Diego, access to six bus lines and current and upcoming bicycle facilities on 4 th and 5 th Avenues make it a prime location for increased densities. Uptown is uniquely situated to maximize use of its transit and bicycle infrastructure, as well as achieve the Climate Action Plan's targets for transit and active transportation mode share.
	Community plans that maintain or increase planned density of residential land uses in appropriate locations.	LU-C.3. Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.	The Draft CPU does not "achieve transit-supportive density" because of its height limitations and lack of increased density within the Hillcrest Core, which is a Transit Priority Area. The stagnant or decreased densities and CPIOZ height limitations over Uptown's villages and transit corridors reduce the ability of Uptown to provide affordable homes. It does not "maintain or increase the City's supply of land designated for various residential densities," provide "varying levels of affordability in residential and village developments," or "offer opportunities for a diverse mix of uses," as policies LU-A.7b, LU-C.3, LU-H.3, and LU-H.7 require.
	Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.	LU-H.3 Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments. 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 (see also LU-A.7).	For these reasons, the Draft CPU fails to meet the Land Use Element Goals and Policies and is therefore inconsistent with the General Plan.

B18A-9

This comment claims that the proposed Uptown CPU is inconsistent with goals and associated policies of the Land Use Element in the City's General Plan regarding mixed-use villages, increased density, and diverse and balanced neighborhoods. See response to comment B18-3 regarding the reduction in densities in some areas and increase in others and proposed CPU policies that support development of affordable housing.

Regarding the Community Plan Implementation Overlay Zone (CPIOZ), the amendment is intended to regulate specific building heights primarily along the transit corridors to ensure development proposals are reviewed for consistency with the use and development criteria that have been adopted through community plan updates. Under the high-rise building policies, areas within the Uptown CPU area could be permitted to develop with buildings up to 100 feet in height. Areas also covered by a CPIOZ Type A would be subject to ministerial review for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. CPIOZ Type B areas would be subject to a discretionary review process that would implement the proposed Uptown CPU policies and recommendations, particularly those related to building height consistent with the Urban Design Element. Ensuring consistency with the proposed Urban Design Element policies through this process is necessary to preserve the existing neighborhood character and avoid potential impacts. Therefore, the CPIOZ would not inhibit the ability of the proposed Uptown CPU to increase densities along transit corridors or provide affordable housing.

LETTER

RESPONSE



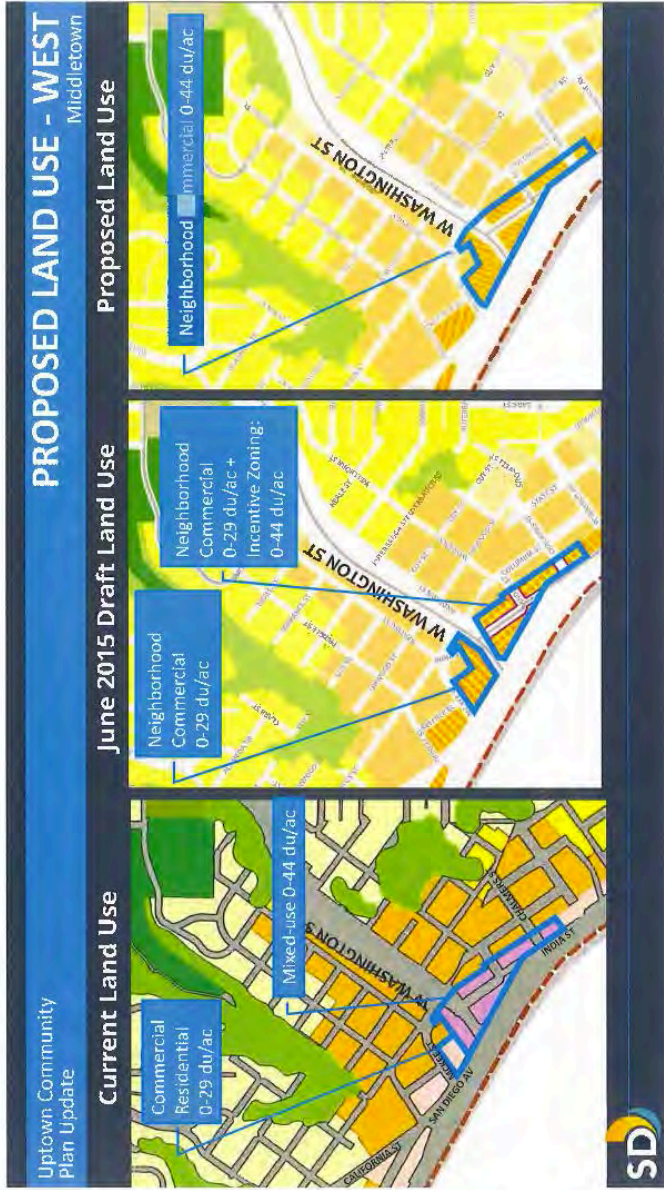
Uptown Community Plan Update

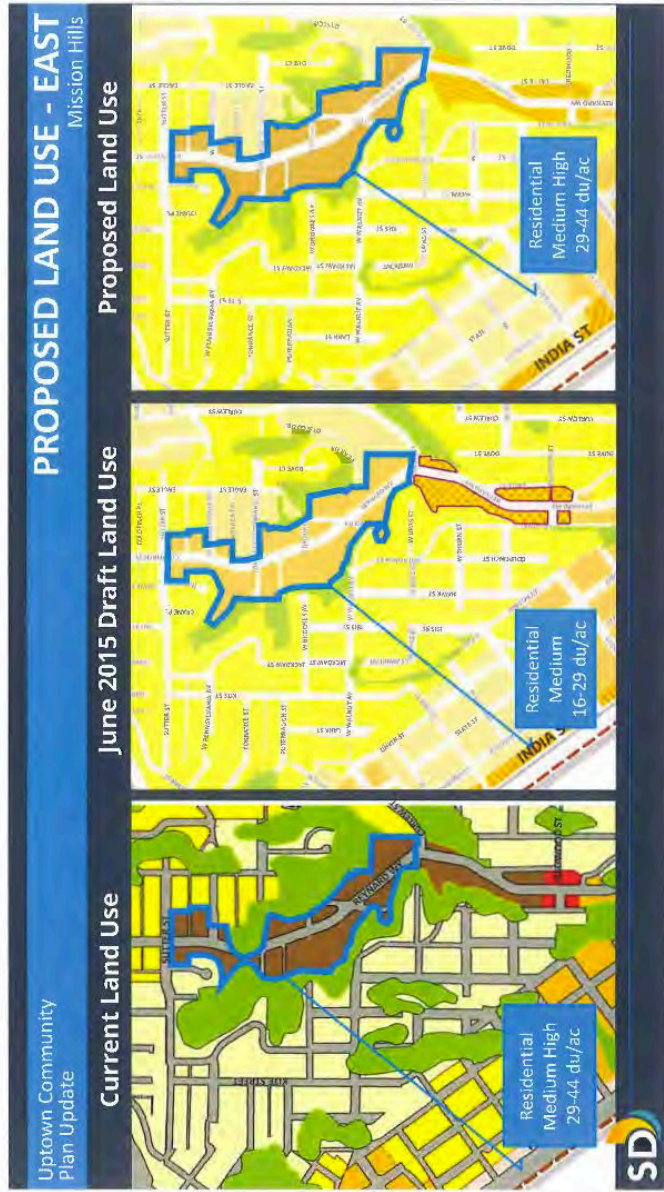
Uptown Planners Meeting February 2, 2016

Changes to the June 2015 Public Draft

- Land Use Element
 - Incentive zoning removed
 - Compliance with the Climate Action Plan
- Urban Design Element
 - Policies related to the streetscape design added back
 - Development transition concepts
- Overall edits to the plan based on public input and discussion

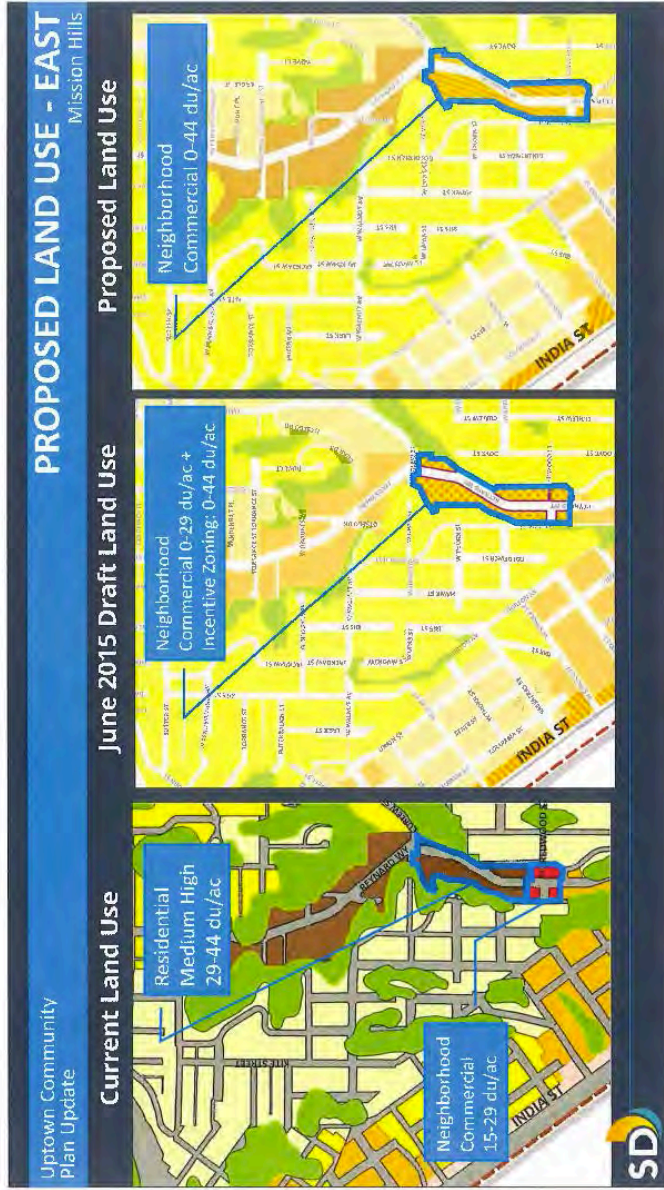


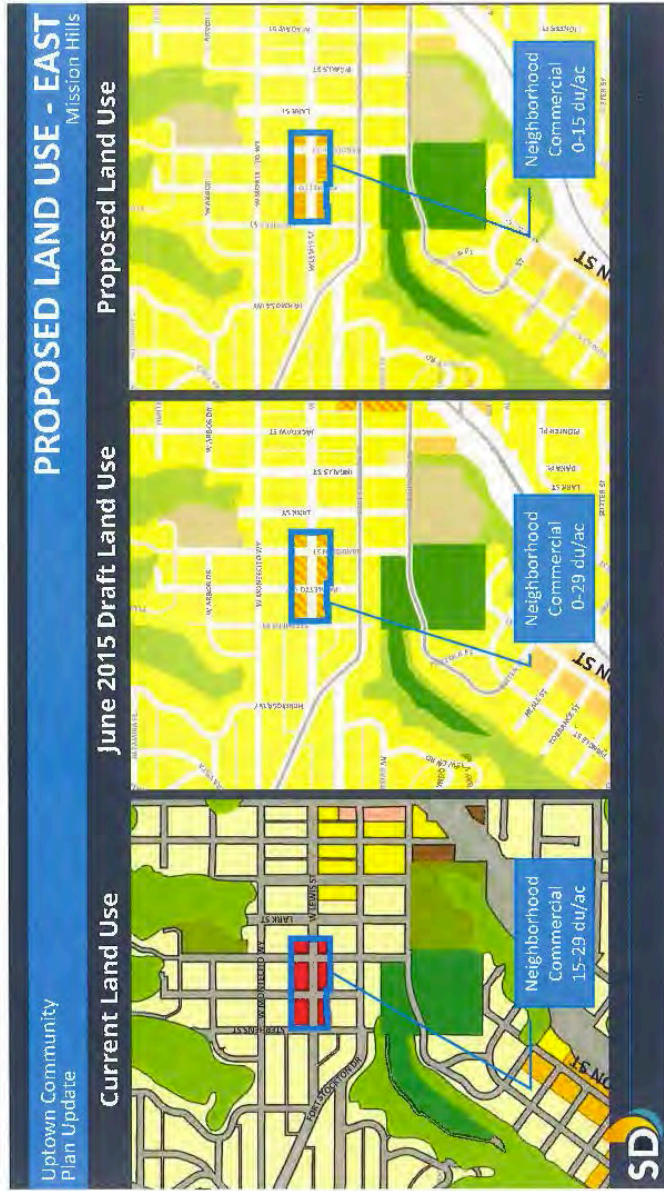


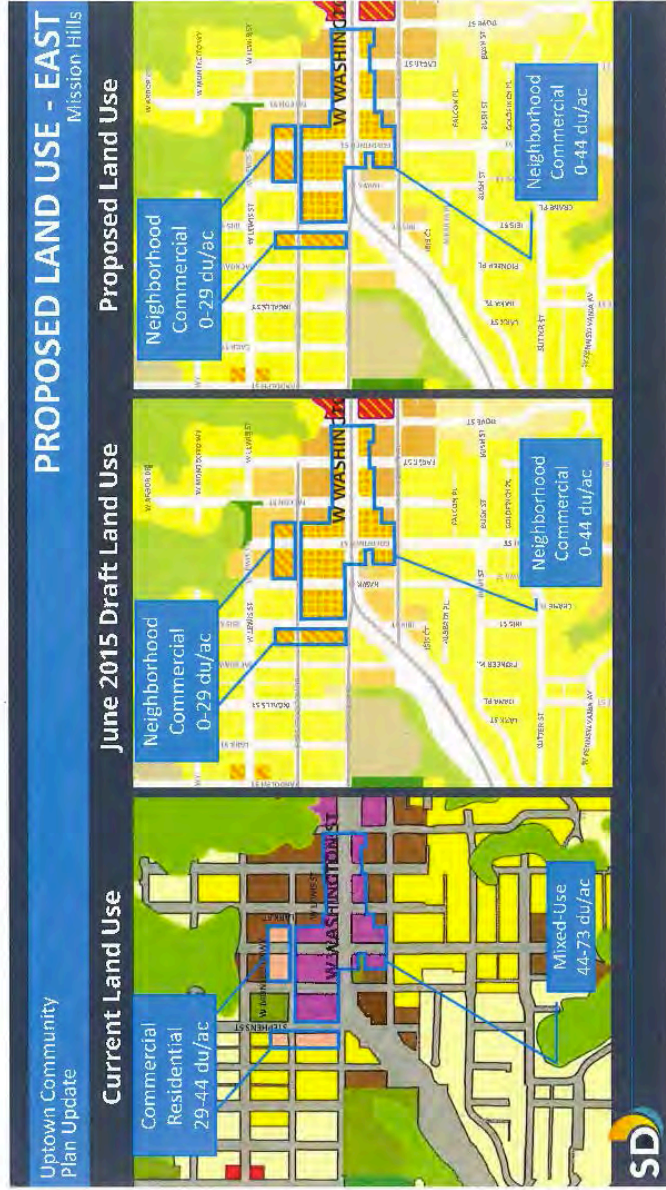


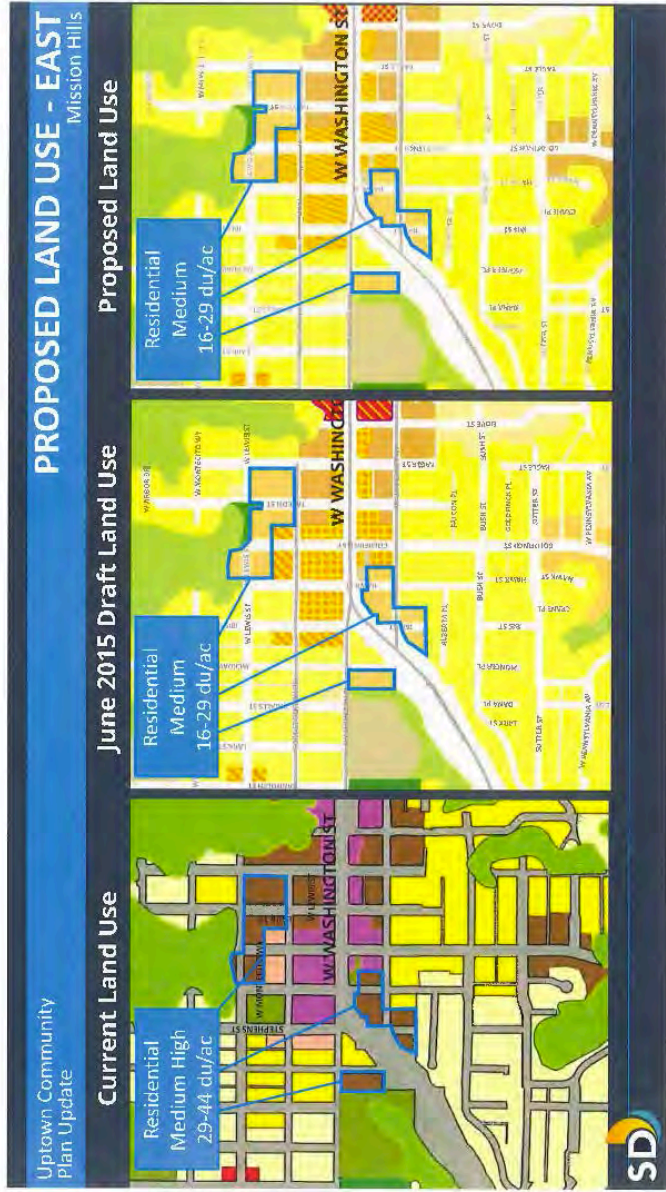
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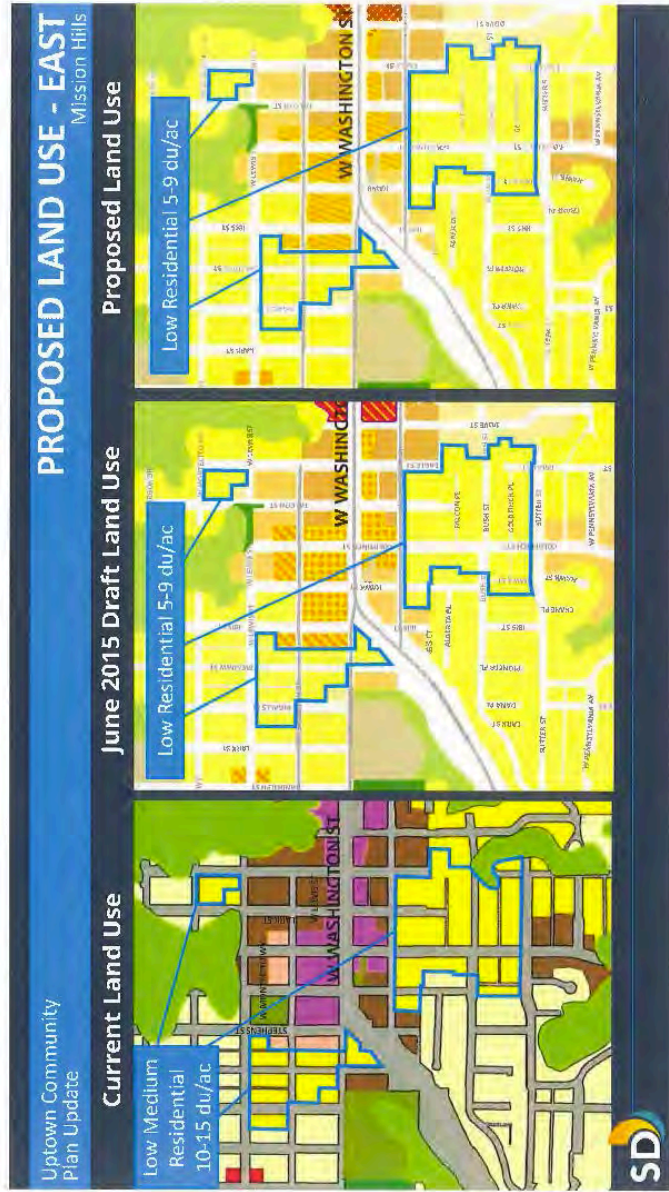
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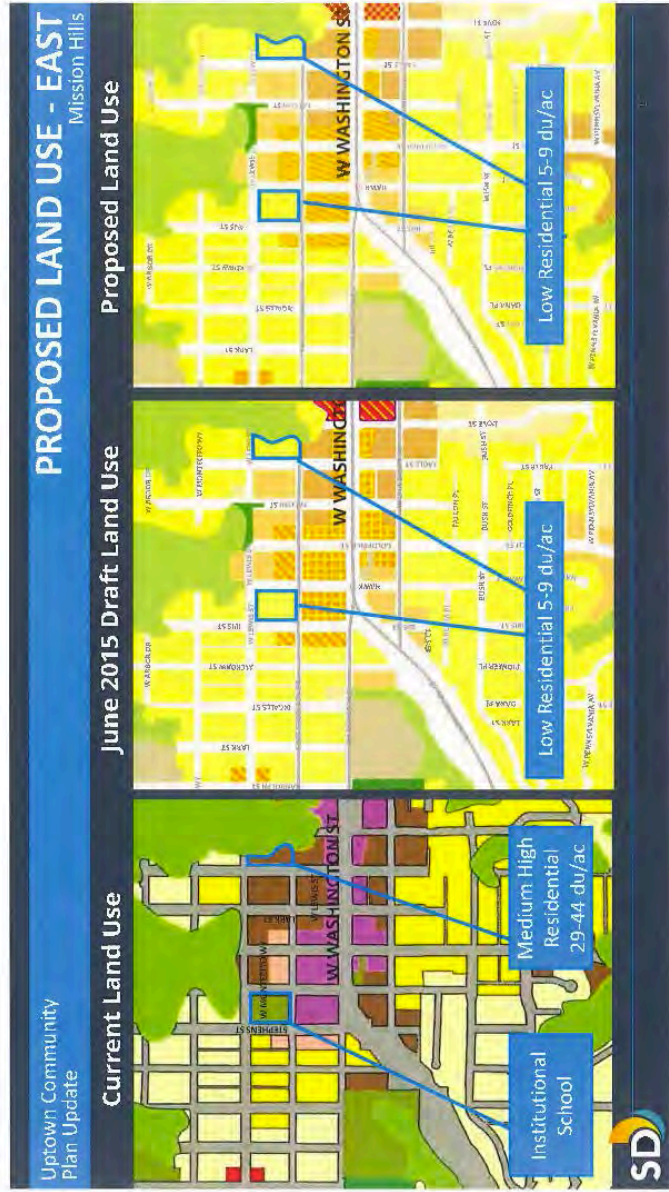






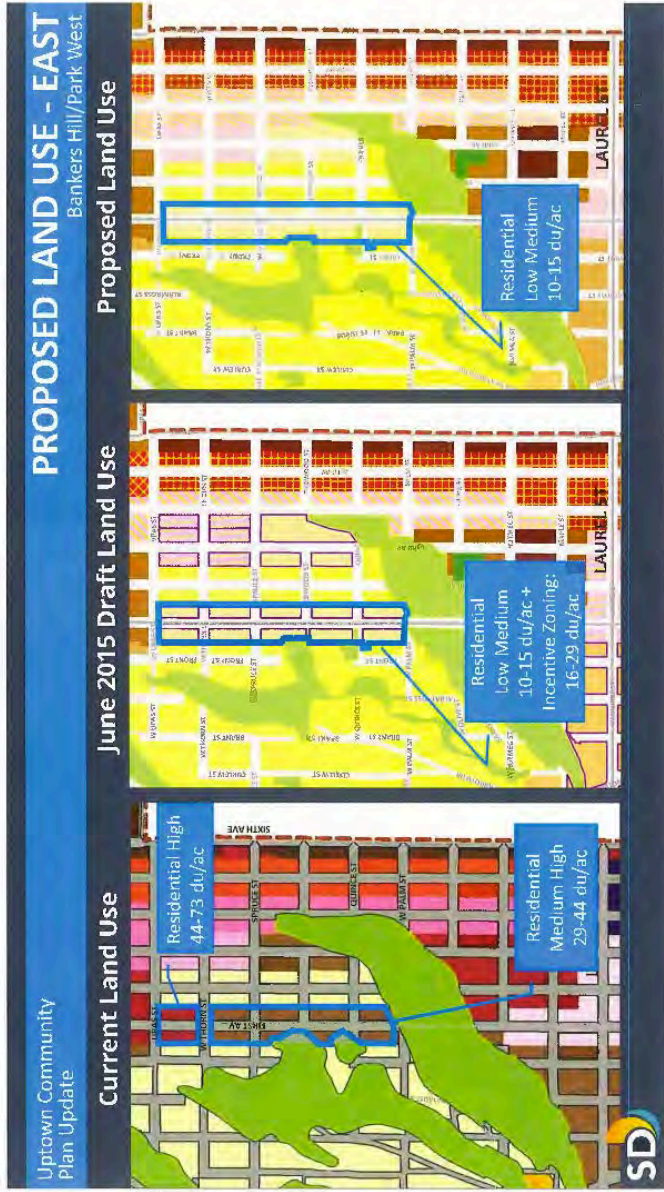






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RESPONSE



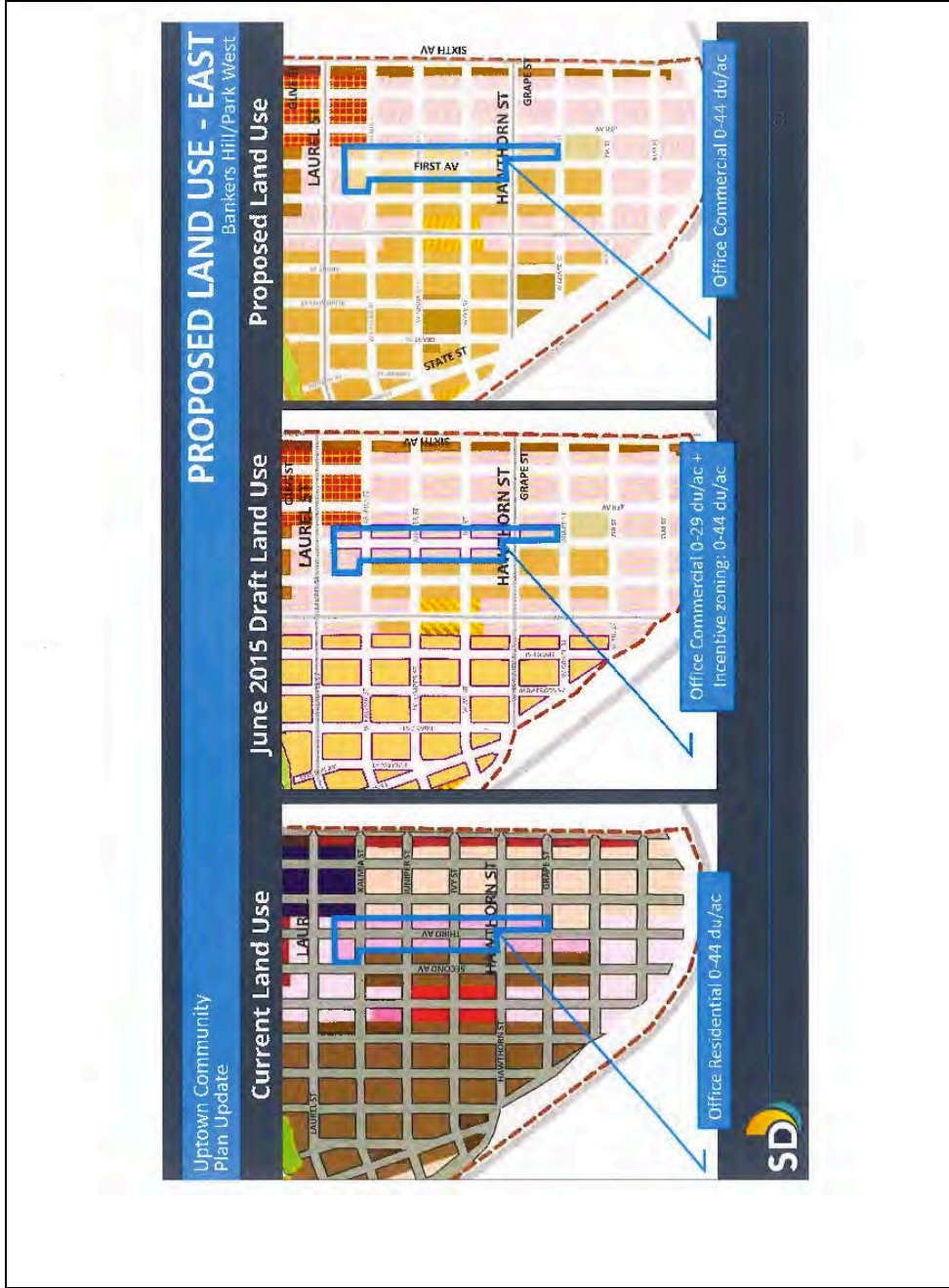
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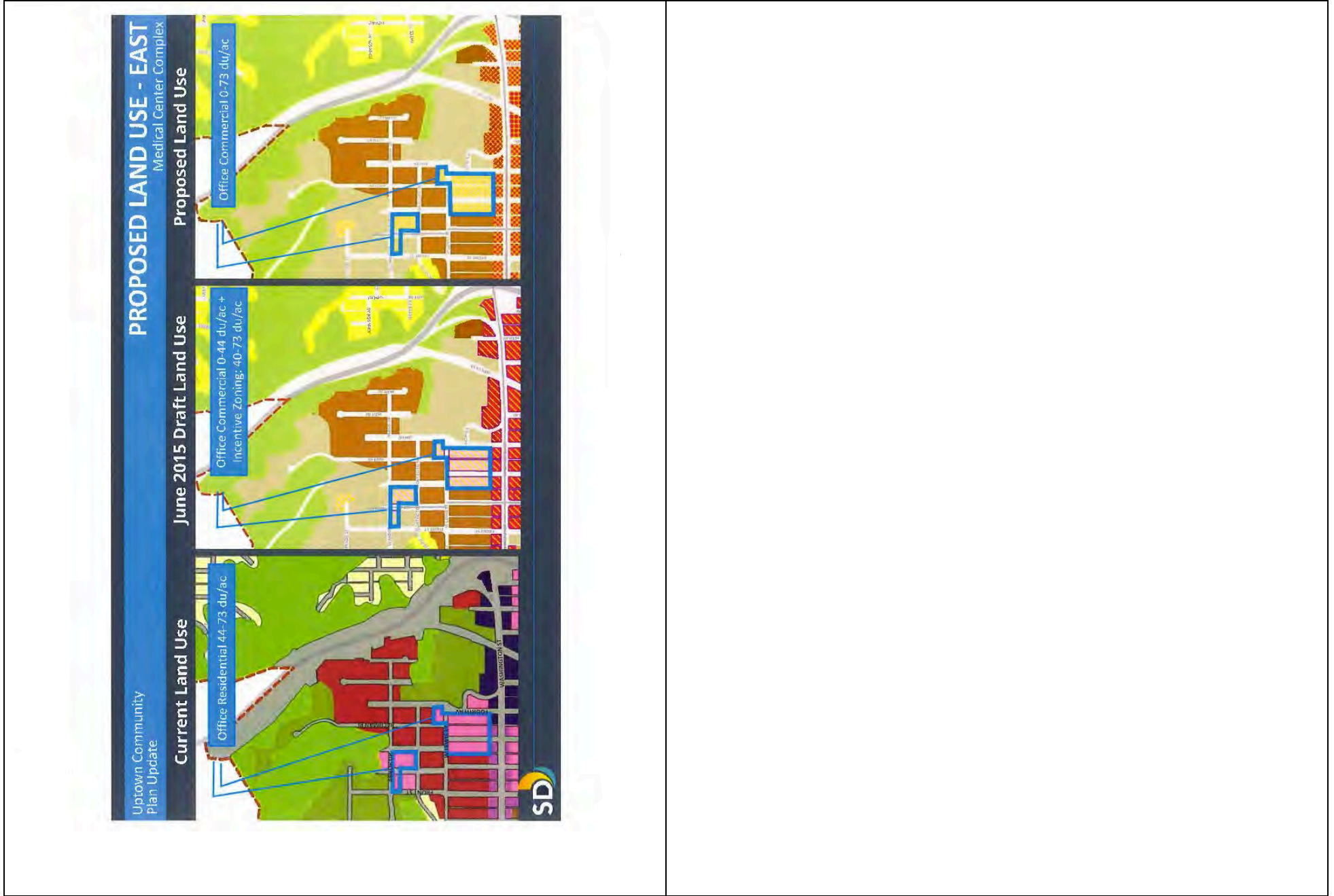
RESPONSE



LETTER

RESPONSE

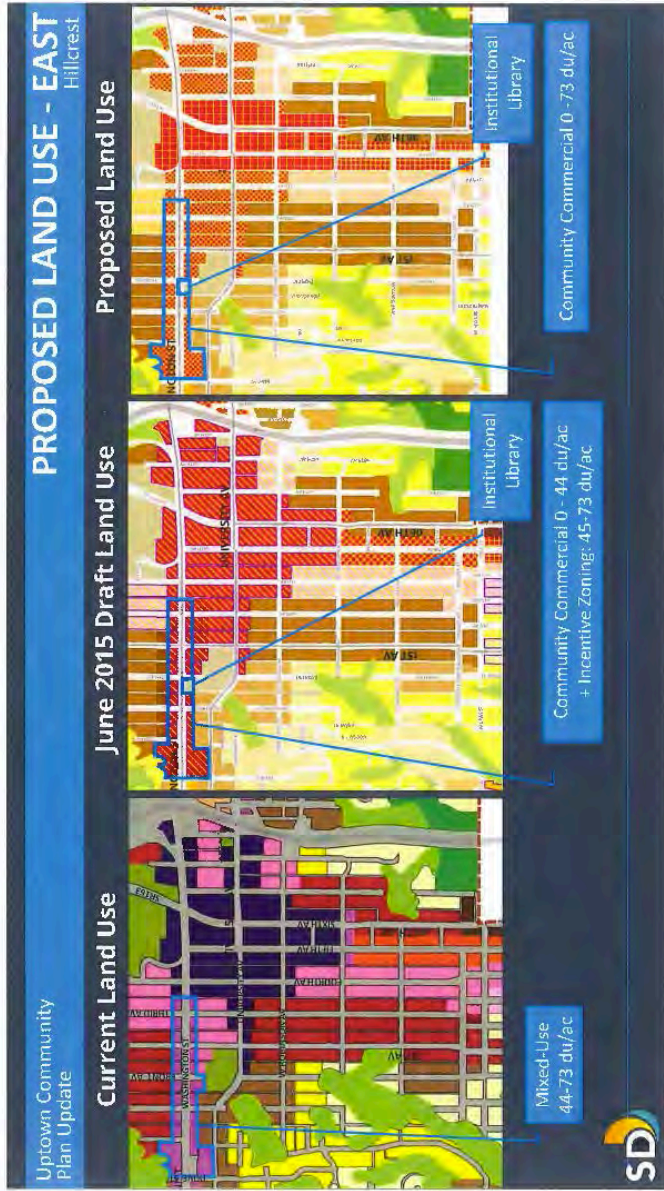


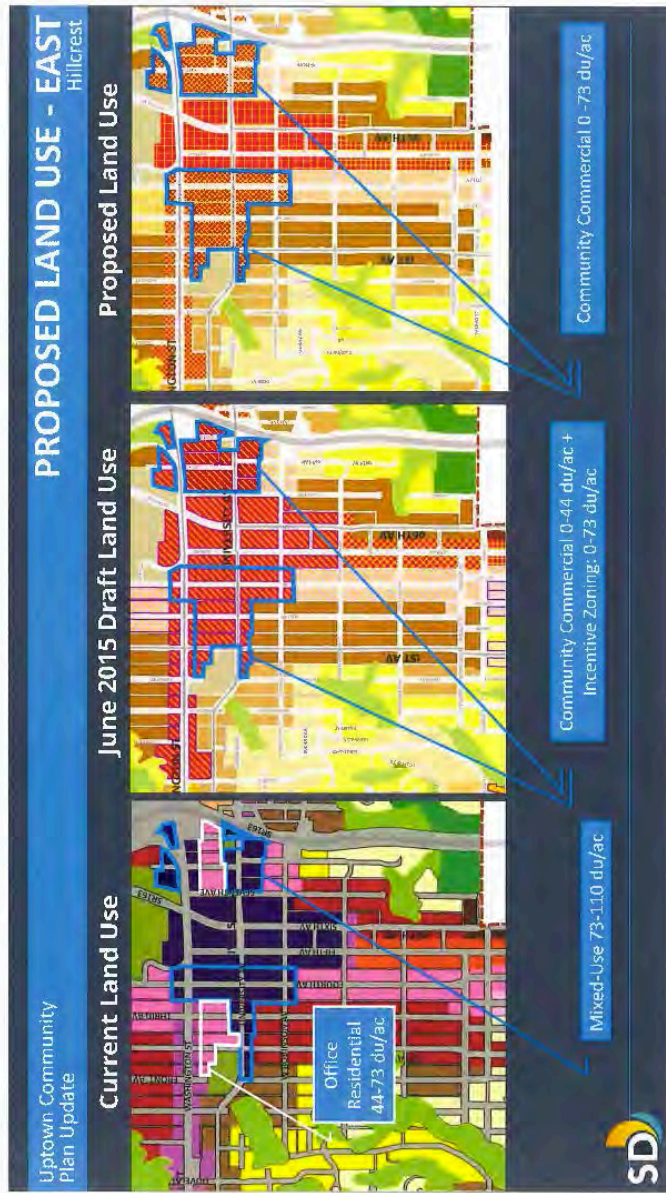


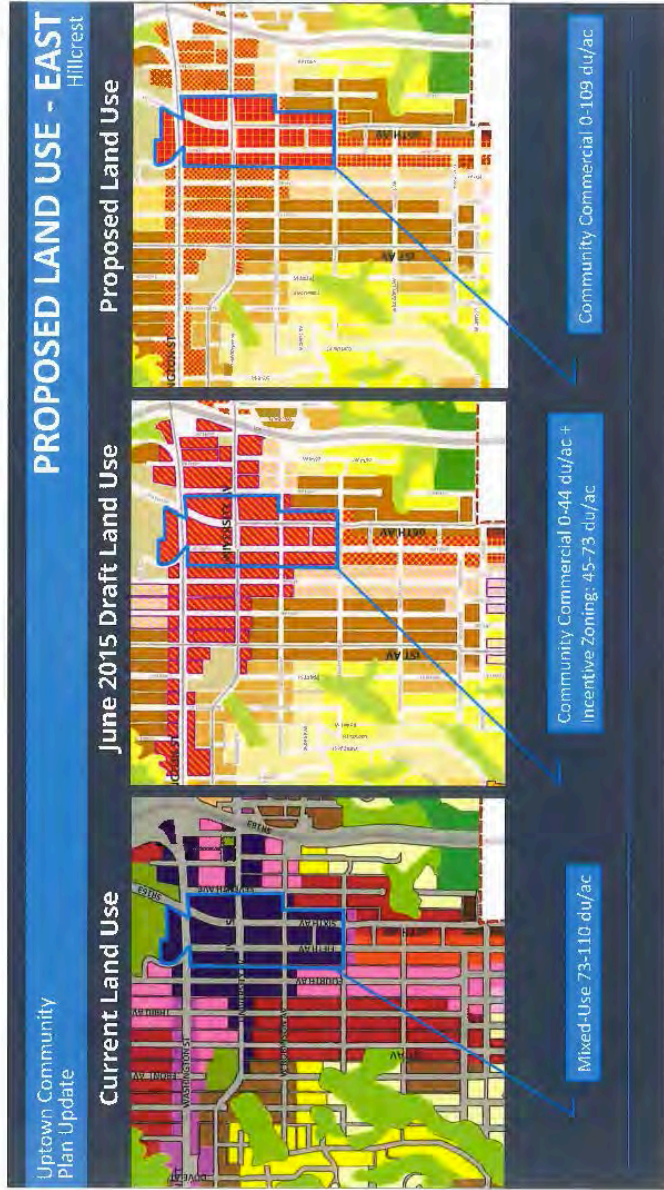
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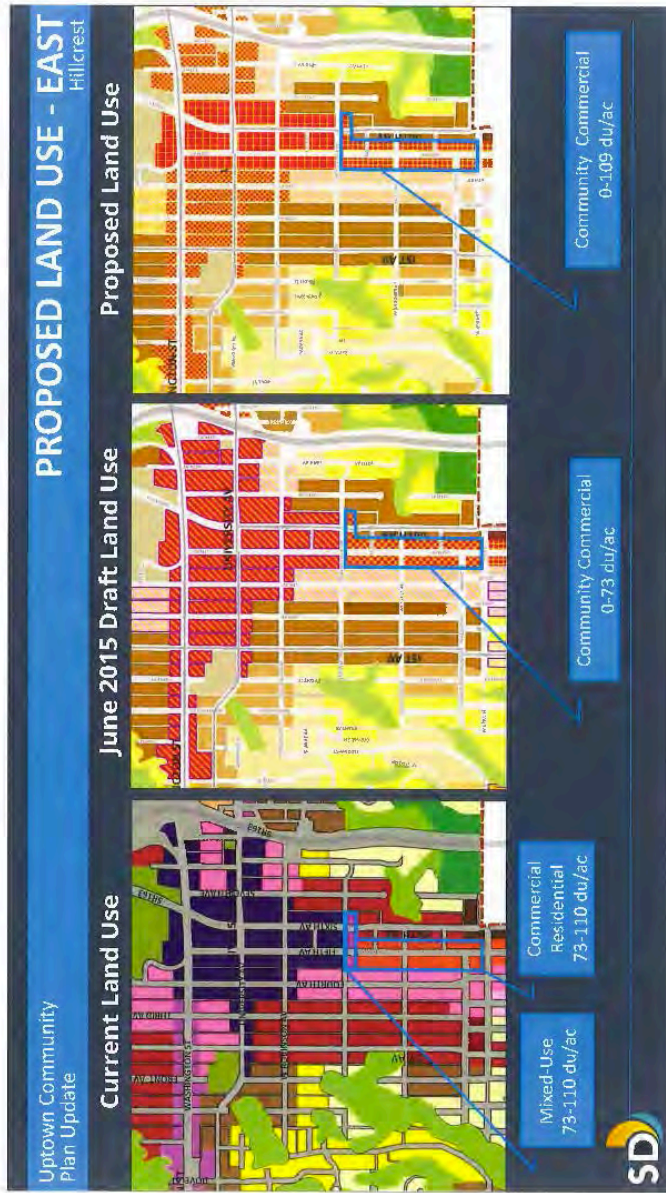
RESPONSE











Estimated Community Plan Build-Out

	Existing (2014)	Current Community Plan	Community Plan without Incentive Zoning	June 2015 Draft Community Plan	January 2016 Draft Community Plan
Housing Units	23,160	34,600	32,190	32,540	32,700
Non-Residential Floor Area (Sq. Ft.)	7,229,000	7,303,000	7,483,400	7,476,000	7,476,000
Household Population	36,750	58,870	54,890	55,430	55,700

The January 2016 Draft has 1,900 fewer housing units than the 1988 Community Plan.



San Diego Municipal Code
(5-2016)

Chapter 14: General Regulations

Table 142-05C
Minimum Required Parking Spaces for
Multiple Dwelling Units and Related Accessory Uses

Multiple Dwelling Unit Type and Related and Accessory Use	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)			Motorcycle Spaces Required Per Dwelling Unit	Bicycle ⁽⁵⁾ Spaces Required Per Dwelling Unit
	Basic ⁽¹⁾	Transit Area ⁽²⁾	Parking Impact ⁽³⁾		
Studios up to 400 square feet	1.25	1.0	1.5	0.05	0.3
1 Bedroom or studio over 400 square feet	1.5	1.25	1.75	0.1	0.4
2 Bedrooms	2.0	1.75	2.25	0.1	0.5
3-4 Bedrooms	2.25	2.0	2.5	0.1	0.6
5+ Bedrooms	2.25	2.0	(See footnote 6)	0.2	1.0
Affordable Housing dwelling units regulated by Section 142.0527	N/A	N/A	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
Condominium conversion⁽⁴⁾					
1 bedroom or studio over 400 Square feet	1.0	0.75	1.25	N/A	N/A
2 bedrooms	1.25	1.0	1.5	N/A	N/A
3 + bedrooms	1.5	1.25	1.75	N/A	N/A
Rooming house	1.0 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant
Boarder & Lodger Accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers, except 1.0 per boarder or lodger in beach impact area	N/A	N/A
Residential care facility (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit	N/A	N/A

City of San Diego
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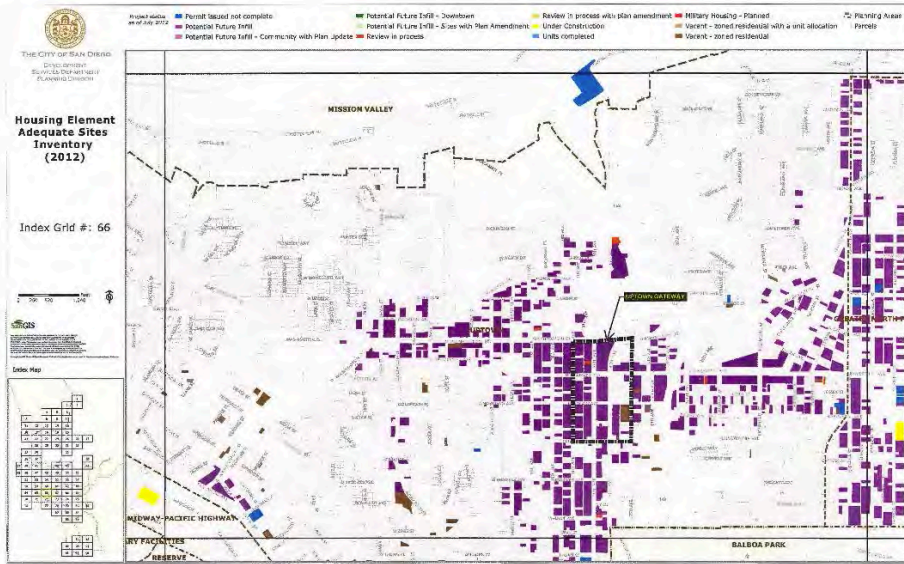


Table 47: Adequate Housing Sites Inventory Summary by Community Plan Area 2010-2020

Community Planning Area	1 Units Completed	2 Under Construction	3 Permit Issued Not Complete	4 Review in Process	5 Review in Progress With Plan Amendment	6 Vacant-Zoned Residential	7 Vacant-Zoned Residential With a Unit Allocation	8 Potential Future Infill	9 Potential Future Infill - Downtown	10 Potential Future Infill - Community With Plan Update/Amendment	11 Military Housing - Planned	12 Total	Adequate Housing Sites Inventory
Torrey Hills	0	0	484	0	0	0	0	0	0	0	0	484	Net Units Affordable Project Units
	0	0	0	0	0	0	0	0	0	0	0	0	Infill/Vacant >=30 DU/AC
	0	0	0	0	0	0	0	0	0	0	0	0	
Torrey Pines	0	0	0	0	0	40	0	0	0	0	0	40	Net Units Affordable Project Units
	0	0	0	0	0	0	0	0	0	0	0	0	Infill/Vacant >=30 DU/AC
	0	0	0	0	0	0	0	0	0	0	0	0	
University	400	0	1,440	0	472	29	0	0	0	0	0	2,341	Net Units Affordable Project Units
	0	0	15	0	0	0	0	0	0	0	0	15	Infill/Vacant >=30 DU/AC
	0	0	0	0	0	0	0	0	0	0	0	0	
Uptown	10	121	158	406	152	373	0	8,812	0	0	0	10,012	Net Units Affordable Project Units
	10	0	0	0	0	0	0	0	0	0	0	10	Infill/Vacant >=30 DU/AC
	0	0	0	0	0	165	0	8,812	0	0	0	8,977	
TOTAL	2,806	6,402	19,790	3,971	9,570	5,325	723	14,288	28,646	13,536	1,400	126,259	Net Units Affordable Project Units
	1,575	789	770	89	0	0	0	0	0	0	0	3,223	Infill/Vacant >=30 DU/AC
	-	-	-	-	-	616	0	34,061	28,646	1,382	0	64,675	

LETTER

RESPONSE

EXHIBIT B

LETTER

RESPONSE

SAHICRABINOS ARCHITECTS

925 First Street, Suite 200, San Diego, California 92103-1817
 p: 619-297-6363 f: 619-298-6072 www.sahicrabinos.com

08 August 2016

Mr. Bennet Greenwald
 The Greenwald Company
 Suite A
 2929 Canon Street
 San Diego, California 92106

Reference: 6th and Robinson Avenue Project

Dear Mr. Greenwald,

B18B-1

Based on the proposed Community Plan Update, we have studied your site at 6th and Robinson. The aim is to understand how the proposed update impacts your ability to develop a viable project, one that is consistent with the goals and objectives of both Climate Action Plan as well as the Community Plan Update which encourage the use of residential density to promote vibrant, sustainable, pedestrian oriented communities with access to parks, open space and public transit.

B18B-2

We looked at your site at 6th and Robinson as a case study from two perspectives. Option 1 looks at how the project could use the maximum FAR with commercial development at grade level to understand what kind of residential density could be achieved, whereas Option 2 follows the CPU's maximum Residential Density to understand its overall impact on the achievable FAR.

B18B-3

Option 1
 Based on the allowable FAR of 6.0, we arrive at a total gross floor area of 414,000 square feet. Assuming 34,500 SF of ground floor commercial area and a modest 2-bedroom residential unit size of 1,100 square feet, it is possible to achieve 345 units or 218 dwelling units / acre (exceeding the 109 dwelling unit density limit in the ordinance).

B18B-4

Option 2
 Using the maximum allowable residential density of 109 dwelling units / acre, we arrive at a total of 173 units. Maintaining the same assumptions as Option 1, the total gross floor area is 224,424 square feet, which represents a FAR of only 3.25 (far below the allowable 6.0).

B18B-5

Our interpretation of the Draft CC-3-9 zoning as proposed in the Community Plan Update (CPU) is not promoting the right mix of residential density for several reasons. From a broad over-arching perspective the zone is in conflict with the stated goals of the Climate Action Plan. Specifically the goal of implementing increased residential density within Transit Priority areas is being constrained by incongruities between the maximum allowable residential density and the Floor Area Ratio (FAR) regulations. The housing density limitations make it infeasible for a project from ever being able to maximize the allowable FAR. It appears the draft zone is encouraging development that favors more commercial development versus residential. The only way to achieve

B18B-1

Comment noted. The proposed Uptown CPU does not propose or bring forward any specific development project. Rather, it provides a policy framework to guide future development. No project at Sixth Avenue and Robinson Avenue is proposed at this time. The proposed Uptown CPU proposes to designate the land at Sixth Avenue and Robinson Avenue as Community Commercial, with the CC-3-9 zone.

B18B-2

Comment noted. See response to comment B18B-1. Additionally, this comment does not suggest an inadequacy of the PEIR; therefore, a detailed response is not required.

B18B-3

Comment noted. This comment does not suggest an inadequacy of the PEIR; therefore, a detailed response is not required.

B18B-4

Comment noted. This comment does not suggest an inadequacy of the PEIR; therefore, a detailed response is not required.

B18B-4

Comment noted. This comment does not suggest an inadequacy of the PEIR; therefore, a detailed response is not required.

B18B-5

Comment noted. This comment suggests that the proposed Uptown CPU is not consistent with the CAP and does not allow for higher density development within transit priority areas because the proposed CC-3-9 zone encourages development that favors commercial over residential. Zone CC-3-9 is designated as Office - Commercial, with residential uses permitted to promote mixed-use development. The zone is intended for local convenience shopping, civic uses, and services serving an approximate 3-mile radius, permitting office uses and housing up to a very high residential density. Therefore, it is reasonable to assume that the CC-3-9 zone encourages commercial development as that is its intent. See response to comment B18-3 regarding the proposed Uptown CPU's consistency with the CAP and justification for the allocation of housing densities.

LETTER

RESPONSE

SAFDIE RABINES ARCHITECTS

5251 Fort Stockton Drive, San Diego, California 92109-1817
P: 619 297 6153 F: 619 299 5072 www.safdierabines.com

the maximum FAR will be to create large residential dwelling units and / or supplement the delta by adding more commercial space which does not support affordability or sustainability (and not in alignment with the Climate Action Plan). In addition, maximum height limits imposed by the CPU of 120' will force a lower more compact / dense development on the block, putting pressure to maximize building footprint at street levels, which works against other ideals of the CPU which encourage enhancements such as open space and pedestrian oriented activities at the street / grade levels.

We hope this is helpful as you work toward developing your strategies for development at 6th and Robinson. Please refer to the attached summary table. Should you have any questions or concerns, please contact us.

Kind Regards,



Ricardo Rabines
Safdie Rabines Architects

Draft CC-3-9 Zoning Case Study

Unit & Rotation	Lot size (acres)	Lot size (sq. ft.)	Avg. Unit size	Commercial SF	
CC-3-9 Assumptions	1.38 acres	60,000 SF	3,100 SF	34,500 SF	<<50% of ground floor area>>

OPTION 01	FAR	Total GFA	Residential SF	Commercial SF	Unit Count	Residential Density
Project Based on max. FAR	6.00 FAR	414,000 SF	375,500 SF	34,500 SF	343 units	218 du/ac

<<over density limit>>

OPTION 02	FAR	Total GFA	Residential SF	Commercial SF	Unit Count	Residential Density
Project Based on max. Density	3.25 FAR	224,424 SF	189,924 SF	34,500 SF	271 units	189 du/ac

<<well below allowable FAR>>

LETTER

RESPONSE

EXHIBIT C

LETTER

RESPONSE

*Scott A. Moomjian
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San Diego, California 92120
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smoomjian@earthlink.net*

August 6, 2016

Mr. Kurtis Steinert
San Diego Senior Environmental Planner
City of San Diego Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

*Sent Via Electronic (E-mail) Transmittal
PlanningCEOA@sandiego.gov*

**Re: Uptown Community Plan Update
Project Number: 21002568; SCH No. Pending**

Dear Mr. Steinert:

I am writing this letter in order to express my strong concerns regarding the Uptown Community Plan Update ("Plan Update") Program Environmental Impact Report ("PEIR") as they relate to the proposed treatment, processing, consideration, and disposition of potential historical resources within the Uptown community.

My background in the field of historic resources is extensive. Over the past twenty six years, I have worked on hundreds of projects involving historic properties. In the past sixteen years, I have represented owners of historic properties achieve their objectives with local, state and federal government agencies that supervise or regulate such properties. Where appropriate, I have nominated them to local and national historic registers. I have also prepared or consulted on historical reports for historic properties throughout the County. A significant portion of my work has involved facilitating the rehabilitation of buildings or the redevelopment of sites containing historic resources. I am a qualified historical consultant by the City of San Diego, and my professional qualifications meet the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation (1995)* in the disciplines of Architectural History, Historical Preservation, and History.

I have reviewed the relevant environmental documents associated with historical resources prepared in conjunction with the project, including but not limited to, the Plan Update

1

Please refer to response to comment letter C53 which provides responses to the August 6, 2016 letter from Scott Moomjian.

and PEIR dated June 10, 2016 (“Historical Resources, Section 6.7.2.2); the Uptown Community Plan Area Draft Historic Resources Survey Report (“Survey Report”) dated November 2015 and revised May 2016 (Appendix G-2) with Appendices A-G; the undated City of San Diego, Planning Department “Potential Historic Districts Fact Sheet” for the Uptown, North Park, and Golden Hill communities; and proposed San Diego Municipal Code section revisions. I am also well familiar with previous historic surveys conducted in the Uptown area, including the *Historic Resources Inventory for “Uptown Area,” San Diego California* (1981), and the draft *Uptown Historic Architectural & Cultural Landscape Reconnaissance Survey* (2007) (“Draft Uptown Survey”). It should be noted that to date, that no historic surveys or historic resource inventories for the Uptown community have been formally reviewed or adopted by the City of San Diego.

The scope of my comments herein presented will be limited to problems associated with (1) the proposed Draft Historic Resources Survey Report; (2) the proposed regulatory framework for potential historic districts (PHDs); and (3) Multiple Property Listings (MPLs), specifically the Bungalow and Apartment Court MPL. Collectively, each of my arguments substantiate the inherent deficiencies and flaws in the Survey Report and proposed City action. As a result, they should be rejected in their entirety.

(1) Proposed Draft Historic Resources Survey Report

As an initial matter, there are thousands of properties located within the boundaries of the Uptown Community Plan Area and the geographic area is massive. According to the Survey Report, the Planning Area encompasses nearly 2,700 acres and contains the communities of Park West, Middletown, Mission Hills, Hillcrest, the Medical Complex area, as well as the western half of University Heights. While the earlier Draft Uptown Survey (2007) surveyed 11,104 properties and identified 2,192 properties as potentially significant (59 of which were located in potential historic districts), the new Survey Report identified 11,109 properties, and found that 2,134 are potentially eligible for designation as individually significant properties, including properties identified as part of potential MPLs. An additional 1,454 properties were found to be potential contributing resources to 23 potential historic districts. Finally, 6,808 properties were identified and documented in the survey, but were not determined potentially historic upon initial visual inspection. While not directly cited in the Survey Report, there are therefore, a total of approximately 3,588 properties which exist in the Uptown community, either as potentially significant individual resources, or as potentially significant contributors to a historic district. The Survey Report, however, fails to account for the true number of *buildings* which may be potentially significant in the Uptown community because it identifies only the number of *properties* (i.e. by parcels and address), and not the actual number of structures on a property (see discussion of bungalow/residential courts within the MPL below).

According to the Survey Report, the *Uptown Historical Context and Oral History Report* prepared for the Draft Uptown Survey (2007) was “discarded in its entirety” and replaced by a new historic context statement prepared by City Planning Staff. Further, due to the fact that the assignment of Status Codes (which provide “a summary assessment of the resource”) undertaken as part of the Draft Uptown Survey were “flawed,” new Status Codes within the Survey Report

were assigned.¹ More specifically, those Uptown properties which were determined ineligible for local designation (assigned a “6Z” code) by the Draft Uptown Survey, were reclassified as “Identified in Reconnaissance Level Survey: Not evaluated” (reassigned as a “7R” code).

In effect, by changing a prior determination of ineligibility to a new determination of potential eligibility through a non-evaluation code, the Survey Report has essentially eliminated a former presumption of insignificance in favor of future potential significance.² By effectuating a change in Status Codes, the Survey Report has subtly undermined some of the prior evaluations undertaken as part of the Draft Uptown Survey, and cast a new “net” over these properties as potentially significant. Properties captured in this manner are now presumed to be potentially significant, rather than presumed to be ineligible for local designation. The change in Status Codes actually increases the potential for the designation of properties which were formerly determined by the survey to be ineligible for designation. Such action interjects less assurance and more uncertainty and cost for property owners in the historic review and historic designation process.³ Based upon the foregoing deficiencies associated with the Survey Report, it should not be adopted by the City for use in the Uptown Community Plan Update.

(2) *Proposed Regulatory Framework For Potential Historic Districts (PHDs)*

The Survey Report states that the “The 2007 Draft Uptown Survey identified nineteen (19) potential historic districts that meet one or more of the City’s local designation criteria for historical sites. In addition, City staff and members of the Uptown Community have identified four (4) additional historic districts – Allen Terrace, Avalon Heights, Hillcrest and the San Diego Normal School/San Diego City Schools Education Complex historic districts – that also appear to meet one or more of the City’s local designation criteria.” In total, therefore, the Survey Report proposes a total of 23 potential historic districts for the Uptown community, with a total of 1,454 properties that were found to be potential contributing resources to the 23 potential historic districts. Review of the historical documentation related to the 23 potential historic districts (PHDs) and their contributors generally appear to be inadequate in terms of historic methodology, historic source material, and scholarly/academic historic interpretation and analysis.

¹ The Survey Report strongly implies that the Draft Uptown Survey, which was commissioned and paid for by the City, with oversight and input provided by the Planning Department, was inherently deficient. According to the Survey Report, “based upon the limited level of the survey work and the quality of the original Historic Context Statement on which survey was based, assignment of such a Status Code [6Z] was not appropriate.” of the original Historic Context Statement

² This is supported by the statement in the Survey Report that “[w]hile these properties have not been identified as potentially significant as part of this Survey Report, they *have not been cleared as not historic*, and would be evaluated in the future for historic significance at the parcel level consistent with the requirements of the City’s Municipal Code. *Italics added.*

³ “Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required.” With the change in Status Codes, the owner of an Uptown property who submits a development application will not be able to rely upon the previous determination of ineligibility as “evidence” that the property is not significant. In such a case, since the property is included in the Survey Report, but “not evaluated” a property owner will inevitably have to spend more money and time for the preparation of a site-specific historic study.

According to the PEIR, “to further increase protection of potential resources—specifically potential historic districts—the City is proposing to amend the Historical Resources Regulations to include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation.”⁴ The City proposes to “protect” potential, historic districts by amending the San Diego Municipal Code as part of the Community Plan Update process (specifically Sections 143.0210-143.0255, *Potential Historical District*; Section 126.0402-126.0404, *Neighborhood Development Permit Requirement*; and Section 132.1601-132.1604, *Potential historic District Overlay Zone*). Such amendments would, in part, “limit modifications [to the affected property] within the front 2/3rds of the original building footprint” and allow changes to occur only “in the rear 1/3rd of the building footprint or accessory buildings.” By establishing a new regulatory framework of this type, merely for the specific protection of potential, historic districts that may never come to fruition, the City will severely and adversely affect an Uptown property owner’s right to otherwise develop property in a reasonable and appropriate manner.

In terms of the time and cost associated with the processing of the 23 PHDs, City Staff has indicated that each historic district would take 1-2 years to process at a cost of approximately \$85,000 per district.⁵ Accordingly, it would take approximately 23-46 years to process all 23 PHDS at a cost of approximately \$1,955,000. In addition, if each eligible contributing historic district property (1,454 total properties) were designated and subject to a future Mills Act agreement, the City could anticipate a loss to the General Fund of approximately over \$3.3 million.⁶ The overt development restrictions, lengthy processing time, and enormous costs involved in such a process certainly outweigh the alleged “benefits” that come from the “protection” of contributing properties to any potential, future historic districts. Based upon the overly restrictive regulations resulting from the establishment of PHDs in the Uptown community, as well as the time and costs associated with those policies and procedures, the City should reject the proposed regulatory framework for PHDs. To do otherwise would be both arbitrary and capricious.

(3) Bungalow and Apartment Court Multiple Property Listing (MPL)

The Survey Report introduces the concept of “Multiple Property Listings” (MPLs) which are defined as “a group of related significant properties with shared themes, trends, and patterns

⁴ “The proposed potential historic district regulations would provide supplemental protections until a more detailed historic district survey can be completed” (City of San Diego, Planning Department “Fact Sheet”).

⁵ Kelley Stanco, Senior Planner & HRB Liaison, “Interim Protections For Potential Historic Districts,” Presentation, March 2016.

⁶ This amount was conservatively estimated by determining the median sale price for homes within the Uptown (92103 area code) at an amount of \$572,000 (www.trulia.com). Assuming an average Mills Act property tax reduction of 40% (per City Staff) based upon property taxes of \$5,720 per year (at 1% rate), results in a property tax savings of \$2,288. The amount of this reduction times the number of contributing properties with a Mills Act agreement (1,454 total properties) results in a loss to the General Fund of approximately \$3,326,752. Note that this amount is substantially higher if it were to include those individually significant Uptown properties (2,134) and MPLs subject to a Mills Act agreement (an additional \$4,882,592 loss to the General Fund). A total financial loss could exceed \$8.2 million

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of history.” The Survey Report identifies three “thematically related property groupings” that appear to be significant as MPLs, including the “Bungalow and Apartment Court” MPL. This MPL is defined as a “discontinuous grouping of approximately 150 residential courts” located throughout the Uptown survey area. The Survey Report indicates that these properties derive significance under Historical Resources Board (HRB) Criterion A (Community Development) “as special elements of the Uptown Community’s social history related to multi-family housing, and its architectural development associated with local transportation patterns,” as well as Criterion C (Architecture) for “distinctive characteristics of courtyard design.” However, these assertions are not thoroughly supported or justified by any new or meaningful historical evidence.

Over the past several years, City of San Diego HRB Staff has entertained a certain fascination and admiration over local bungalow/residential courts as “significant” property types. The genesis behind the history of San Diego’s bungalow courts occurred with the publication of “Bungalow Courts in San Diego: Monitoring a Sense of Place” (Spring 1988) in the *Journal of San Diego History*. Subsequently, documentation of bungalow courts as a housing type within the City was discussed further in the Draft Uptown Survey (2007). In addition, one consensual HRB historic designation involving a bungalow court occurred in 2007, and three involuntary HRB historic site designations involving bungalow courts occurred between 2007-2008.

According to “Bungalow Courts in San Diego: Monitoring a Sense of Place,” bungalow courts were “well-designed, small houses carefully arranged around a planned open space.” They were primarily built in the *hundreds (if not thousands)* throughout Southern California during the 1920s and 1930s and ceased to be built around 1940. Most courts were built along new streetcar lines of the period in some variation of the Mediterranean/Mission style and covered with bougainvillea. The typical bungalow court came to feature a group of six to ten small, individual houses placed around a communal garden. Usually two standard lots were enough. According to the article, bungalow courts were classified into four categories, based upon spatial arrangement. These classes included the (1) detached, full court - the “classic” court consisting of individual cottages arranged around a spacious central garden (2) detached, narrow court - individual cottages arranged around a long, narrow, garden-like walkway (3) attached, full court - when two or more of the bungalows share a common wall, and (4) attached, narrow court. Since the term “court” implies an enclosed, designed space, in all cases the building arrangement included an end structure and a proper garden.

In reliance upon the above cited article, the Draft Uptown Survey (2007) identified a potential “Bungalow & Apartment Court Thematic Historic District” within the Uptown community. Although it should be noted that no present “Bungalow & Apartment Court Thematic Historic District” exists within Uptown or any other part of the City, the survey identified a total of 144 bungalow and apartment courts which were determined to be potentially significant as *district contributors only*, not individually significant, and not as MPLs.

According to the Draft Uptown Survey, which has been essentially adopted as part of the Survey Report, bungalow courts feature well-designed, small houses carefully arranged around a

planned open space. The typical bungalow court consisted of a group of six to ten individual houses around a communal garden. Most bungalow courts in San Diego sit on two regular (50' X 100') lots. In several instances, the courts were built in two phases, with one side completed first, and the other side constructed when the land became available.

In August 2007, the "Dr. Chester Tanner Office Bungalow Court" was designated by the City of San Diego's Historical Resources Board (HRB) under HRB Criterion C as "an excellent example of both the Spanish Eclectic architectural style and as an example of a unique 1927-1935 Spanish Eclectic Office Bungalow Court." The property, located in the Uptown community, was determined to be significant due to the fact that it was identified in the draft survey; were constructed as medical office buildings (rather than residential structures); and featured many characteristics of the Spanish Eclectic architectural style.

In 2007, two bungalow court properties were referred to the HRB for involuntary historic site designation. The first property, located at 104-118 Dickinson Street in the Uptown community, was referred to the HRB for designation consideration under HRB Criterion C (Architecture) in November 2007 by City Staff on the basis that it, "drawing heavily from the Minimal Traditional style" was a "a good example of Streamline Modern architecture expressed in the apartment courtyard building type." When considered by the HRB, several Board Members found the property to be more Modern Minimal in style. The HRB refused to designate the property. Similarly, the second property, located at 7522-7534 Herschel Avenue in the La Jolla community, was referred to the HRB for designation consideration under HRB Criterion C (Architecture) in November 2007. City Staff believed the property to be significant on the basis that it was "a very good example of a Minimal Traditional apartment courtyard." Again, the HRB failed to designate the property.

In March 2008, another bungalow court property was referred to the City of San Diego's Historical Resources Board (HRB) for involuntary historic site designation. This property, located at 7417-7427 Olivetas Avenue in the La Jolla community, was referred to the HRB for designation consideration under HRB Criterion A (Community Development) as "the only Contemporary style bungalow court in La Jolla, a limited building type in the community" and under HRB Criterion C (Architecture) "as a very good example of a post-WWII, Contemporary style bungalow court with high integrity." At the hearing, the HRB designated the property, pursuant to the Staff Recommendation, despite a wealth of information supporting the conclusion that the property was not historically and/or architecturally significant. Subsequently, in October 2008, the property was appealed to the San Diego City Council and the designation was overturned on the basis that factual errors in materials and information were presented to the HRB at the time of hearing, and upon the submittal of new information indicating that the property was not significant.

The fundamental problem with the present Survey Report is that it alleges that bungalow/residential courts derive significance from their very *nature* as a property type (defined as a "grouping of grouping of individual properties based on shared physical or associative characteristics"). This theory essentially holds that the bungalow/residential court is

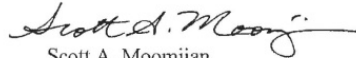
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significant because of its multi-family residential use within the Uptown community. By logical extension, would a single-family residence in the Uptown community be considered significant, in and of itself, because it was originally built as a single-family home and has maintained this use over the years? In no instance does the Survey Report establish precisely why the location, design, or the use of the bungalow/residential court as “discontinuous groupings” are any more significant than other similarly-situated multi-family structures, single-family homes, commercial buildings, or other structures built throughout Uptown from the 1920s-1960s.⁷⁷ Moreover, the Survey Report does not include any additional, substantial information regarding bungalow/residential courts above and beyond much of the information previously generated as part of the Draft Uptown Survey. The Survey Report also fails to explain why the concept of a bungalow/residential court MPL has been advanced when the earlier Draft Uptown Survey proposed the establishment of a potential “Bungalow & Apartment Court Thematic Historic District” within the Uptown community. Finally, the Survey Report is *misleading* when it asserts that “approximately 150 residential courts” located throughout the Uptown survey area would be included within the MPL and ultimately be “designated as part of a city-wide MPL of San Diego residential courts.” This is especially true when one considers the fact that each bungalow/residential court, by definition, has between 6-10 individual homes on each parcel, thereby bringing the total number of *actual structures* eligible for designation to between 900-1,500. If designated, each eligible bungalow/residential court property subject to a Mills Act agreement could potentially cost the City’s General Fund hundreds of thousands of dollars in lost revenue. Based upon the foregoing deficiencies associated with the Survey Report, it should not be adopted by the City for use in the Uptown Community Plan Update.

In conclusion, I appreciate the opportunity to comment on the Plan Update and the PEIR. I look forward to receiving written responses to the issues I have raised in this letter. Please do not hesitate to contact me should you have any questions or need any additional information.

Sincerely,



Scott A. Moomjian
Attorney at Law

⁷⁷ Additionally, the Survey Report does not explain or reconcile why the “period of significance” of bungalow/residential courts was extended to 1960, when all other prior authoritative sources have conclusively determined that the construction of bungalow/residential courts generally ended in 1940 (prior to the Second World War).

LETTER

RESPONSE

EXHIBIT D

LETTER

RESPONSE

The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

December 1, 2015

Mr. Marlon Pangilinan
 City of San Diego
 Planning Department
 1222 First Avenue, MS 413
 San Diego, CA 92101

Subject: Uptown Community Plan Update June 2015 draft
 The Uptown Gateway Council

Dear Mr. Pangilinan,

B18D-1 We represent the Uptown Gateway Council, an association of commercial property owners in the Uptown Community Planning Area of the City of San Diego. The coalition, which has been recently formed and continues to grow, includes The Greenwald Company, owner of properties on the 3700 block of 6th Avenue as well as Pernicano family, in the proposed *Uptown Gateway District* (Attachment 1).

B18D-1 Comment noted.

B18D-2 To date the Uptown Gateway Council represents 12 individual property owners of over seven acres of commercial land in the core of Hillcrest. The proposed *Uptown Gateway District* is bounded by Washington Street to the north and Pennsylvania Avenue to the south, 7th Avenue to the east and 4th Avenue to the west (Attachment 2).

B18D-2 Comment noted.

B18D-3 We will fully participate in the community planning process, as our constituency represents the large commercial property owners of Uptown integral participants in this process. We were aware of the June update to the Uptown Community Plan Update that proposed significant downzoning to our properties; however, because it was presented without changes being tracked, we anticipated additional opportunities to fully review and comment on an additional draft. As you are aware, due to the intervening holidays, we requested a minor extension of time to comment on the June draft. We are disappointed no extension was granted, although we understand the pressure the City has placed on the Planning Department to hold to tight schedules.

B18D-3 Comment noted.

B18D-4 We will continue to vigorously participate in the process from this point forward, presenting our ideas to promote a more forward thinking update to our community plan. Therefore, please consider this letter as our initial statement of general thoughts and ideas. More detailed and additional strategic approaches to responsible planning for this vital area will be forthcoming

B18D-4 Comment noted.

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<p>Mr. Pangilinan December 1, 2015 Page 2 of 5</p> <p>shortly.</p> <p>B18D-5 Historically, our property owners have understood that they have a long standing recognition of their ability to densify. The fact that nothing has been built does not diminish this historical reliance on the established regional planning efforts and State mandates. Deals have been transacted on that reliance. We cannot just stand still and wait for the rug to be pulled from under them, and with it their property values, dreams and aspirations for a better Uptown.</p> <p>B18D-6 This draft plan does not accomplish what we anticipate all residents and property owners of Uptown would desire: the activation of the streets with people, commerce, and entertainment. There is a disconnect in this draft plan, in that somehow this activation can be realized while simultaneously diminishing the height and density of future projects. The key to activation of the ground plane and to increasing the public realm is to build higher and denser. If we can achieve this several things happen:</p> <ul style="list-style-type: none"> • Projects become feasible. Our member’s projects cannot revitalize the <i>Uptown Gateway District</i> without building higher and denser; • The architecture can be dramatically more interesting and creative; • The residential elements can be more highly amenitized; • There will be an opportunity to create walkable neighborhoods, public spaces, and artistic and cultural amenities at the ground level by opening up the ground plane. <p>B18D-7 These goals are in regional, City, and neighborhood interests. It is fundamental to understand that the economics of real estate development dictate that goals for a more livable community are, frankly, unachievable without the flexibility to develop higher and denser projects. Please see Attachment 3 – Financial Feasibility of Development Alternatives prepared by The London Group.</p> <p>B18D-8 The other overarching concern that we have is that the draft plan, as written today, is inconsistent with regional planning goals, the goals stated in the 2008 General Plan and accompanying 2013-2020 Housing Element, and the draft Climate Action Plan, which the City of San Diego will adopt this month, among others, to wit:</p> <ul style="list-style-type: none"> • The City has committed to SANDAG certain housing goals as its fair share of regional housing accommodation. Yet, the Uptown Community Plan Update as currently envisioned eliminates over 2,300 units, or 20% of its expected future inventory, where SANDAG projections anticipate that more than 12,000 housing units will be built by 2050. These SANDAG projections are based upon a reliance on the City of San Diego’s stated plans and goals. If these units are eliminated, the units must then be reallocated to other communities if the City is to deliver on its commitment and contract with the region. 	<p>B18D-5 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B18D-6 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B18D-7 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B18D-8 Comment noted. The City does not agree that the proposed Uptown CPU is inconsistent with the City’s General Plan or CAP. Rather, the proposed Uptown CPU builds upon the goals and strategies of the General Plan and more specifically, of the City of Villages Strategy. The site-specific land use designations and policies of the proposed CPU would also further the goals of the CAP. See response to comment B18-3 for further detail regarding the proposed CPU consistency with the General Plan and CAP and reallocation of housing densities.</p>
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LETTER

RESPONSE

Mr. Pangilinan
 December 1, 2015
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- Hillcrest has long served as a “Gateway” community, which means that it is one of the very few places throughout the City of San Diego, which is supposed to be designed to accept density.
- Sixth Avenue is in fact a “gateway” to the City of San Diego. Consider the route taken by most major special events, parades and community gatherings.
- The City has also committed to Transit Oriented Development (TOD) which recognizes that places that are well served with multiple transportation nodes should be encouraged to more densely develop. The *Uptown Gateway District* is now served by six bus routes, and is already close to the region’s largest employment center (Downtown), Balboa Park, and shopping.
- Uptown is a community that can deliver housing which is affordable to a larger cross section of our community. This is not another expensive community such as Downtown, La Jolla, Carmel Valley or Point Loma. This is a community that historically has housed middle class residents. This demographic will be maintained with future projects, if we are able to achieve the necessary density.
- Lowering density creates an economic productivity issue. Diminishing, rather than enhancing, the economic productivity of this area ultimately translates into a regional failure. The net result of the draft plan as written is that new development doesn’t work and not much will change for the better - this in an area where, as you have been notified, economic activity is currently scaling down. If not much is built or rehabilitated, this makes the City worse. Maintaining some sort of Uptown “status quo”, or creating something even less than the status quo, is a stab in the heart of economic productivity.

B18D-9 Therefore, on behalf of our members and the *Uptown Gateway Council*, we are requesting the Uptown Community Plan Update be revised with the following:

- Re-designate the proposed Community Village area on figure 2-5 to an Urban Village area;
- Maintain the land use designation as high density as per the current community plan and the base zoning density at one unit per 400 square feet (the proposed of CC-3-6 is completely unacceptable and constitutes a dramatic devaluation of all the properties);
- Allow projects that “significantly”¹ improve and enhance the public realm to achieve

¹ “Significantly” is term that we hope to define in this update process. We believe there is a way to develop some objective criteria to enhance the public realm in exchange for density and height increases. We currently have grave concerns with the Incentive Zoning Analysis dated September 25, 2014 both from a design and construction

B18D-9 Comment noted. This comment requests changes to the proposed Uptown CPU. Refer to response to comment B18-3 regarding the appropriate residential density allocation and mixed uses of the proposed CPU and its ability to further the goals of the General Plan’s City of Villages Strategy and CAP. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

LETTER

RESPONSE

Mr. Pangilinan
 December 1, 2015
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densities of one unit per 200 square feet and heights over 200 feet;

- Eliminate the application of CPIOZ – provide increased certainty in the development process and do not turn policy documents into quasi regulatory documents;
- Reduce the number of Urban Design Element policy redundancies and conflicts in order to more clearly align these guidelines with existing regulations. Many of the policies listed are not practical or enforceable at an implementation stage (Attachment 4);
- Allow the concept of vertical flexibility to focus on the ground plane;

The above request is based upon several factors including the City Council's oft stated need for additional housing within the City and the region, the direct proximity to Downtown San Diego, access to six transit lines and a future streetcar, and the need for flexibility to encourage future development.

B18D-10 For the reasons stated above, we request that the Uptown Community Plan Update create the *Uptown Gateway District* and maintain the Land Use Designation as high density within the district, consistent with the adopted community plan and the General Plan Housing Element. Further, we request that the property owners, all the current signatories of the Uptown Gateway Council, along with the Atlantis Group, be added to the notification list for all future Stakeholder, Working Group, Planning Group, and all other meetings related to the Uptown Community Plan Update.

B18D-11 We look forward to working with you and your staff to effectuate the above requested change. We also hope to be a resource for you as an association of commercial property owners. We are excited to be participating in the upcoming Uptown Planners Community Plan Update meetings and discussions.

If you have any questions or need additional information, please let me know at (619) 523-1930 or at mescobareck@atlantissd.com.

_____ implementation stand point as well as from a market & feasibility standpoint.

B18D-10 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required. However, see response to comment B18-3 for further detail regarding the proposed CPU consistency with the General Plan and CAP. The City will add the Council and Atlantis Group to future stakeholder workshops, outreach, or other input meetings related to the Uptown community. Please note that at this time, the public outreach effort to gain input from community stakeholders has ceased, and the proposed Uptown CPU would be adopted at the time of the Final PEIR.

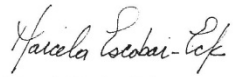
B18D-11 Comment noted. The remaining attachments to this letter do not raise an issue with regard to the adequacy of the PEIR, thus a response is not required.

LETTER

RESPONSE

Mr. Pangilinan
December 1, 2015
Page 5 of 5

Sincerely,



Marcela Escobar-Eck
Principal
Atlantis Group Land Use Consultants
On behalf of the Uptown Gateway Council

cc: City of San Diego:
Honorable Councilmember Todd Gloria
Jeff Murphy, Director, Planning Department
Tait Galloway, Program Manager, Planning Department

Development Team:
Sherm Harner, Urban Housing Partners
Gary London, The London Group
Jeannine Savory, The Savory Group
Ricardo Rabines, Safdie Rabines Architects
Jeff Chine, Allen Matkins

Attachments:

1. Letter from the current Uptown Gateway Council
2. Uptown Gateway District boundary map
3. Financial Feasibility of Development Alternatives
4. Initial Comments on June 2015 Draft Uptown Community Plan

LETTER

RESPONSE

Attachment 1

The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

November 10, 2015

RE: Proposed Down Zoning of Hillcrest

To Whom It May Concern:

As you know, the City and the community of Hillcrest have been engaged in a process that will lead to a community plan update next spring. We applaud their efforts, fully recognizing that our community is at a crossroads in terms of the need to modernize not just the plan, but the community's infrastructure, accommodating new businesses and new development of all kinds.

No one has a greater stake in our community than the signatories to this letter. Together, we own a majority of property located within the business "heartland" of Hillcrest. The drawing appended to this letter shows our ownership and the potential positive influence development of these properties offers to the community and the region over time.

This letter is a general description of our aspirations and expectations for not just our properties but for the future of the Hillcrest community. We address all of our neighbors, as well as, the Uptown Planning Group and the City of San Diego.

As the City and community work together to complete this effort to sculpt a new plan please think beyond the short term and the present. Formulate a plan that will accommodate and encourage a better future for generations to come in the community.

We suggest major planning principles which include:

- **The San Diego region is growing. It will continue to grow providing future economic opportunities for our children and grandchildren. There is significant demand for new facilities in every neighborhood; especially those close to transportation nodes. Therefore, do not downsize the community's ability to accept new development, either through limitations on height, density or development type.** We cannot support any effort to downsize future development through height restrictions, recessive Floor Area Ratio (FAR) requirements, parking restrictions or any other regulatory tool. These tools restrict our community's ability to accept future housing units, retail, office and hotel uses. Building on the existing infrastructure and existing uses in each of these categories, we need to increase our facilities in these land use areas, not reduce them.
- **Create certainty for future development and let the plan encourage change rather than be an inhibitor of progress.** The standards contained within the current draft Uptown Community Plan would best serve the community if they were written, worded, and dedicated to the proposition that new development which accommodates community facilities is encouraged. The plan should establish a "baseline" for scheduling development approvals rather than building in mechanisms employed by future "objectors" to cause lengthy approval process. In other communities, inhibiting plans eventually result in less inspired developments and less desirable communities. Invite development, redevelopment and creativity in Hillcrest.

- **Preserve that which is worthy, but don't go overboard.** Let's be realistic about what exists. Much of Hillcrest needs renewal and redevelopment. Not everything that is old is worthy of preservation. We can celebrate our rich history while still encouraging innovative development. We are a community of mostly older buildings. Many of those buildings will eventually need replacement. Few are worthy of historic preservation. We want the "bar" to be set very high on standards of preservation, so this tool is not misused to prevent new development in places that it is warranted.
- **Create contemporary incentives to encourage excellent architecture and "green" projects.** We encourage the new Plan to provide a method by which certain tools can be employed to achieve greater height and density, through the tradeoff mechanism of bonuses and incentives. Those tools include "green" incentives for energy efficiencies, pocket parks, electric car stations, etc., which are being applied downtown and implemented by Civic San Diego.
- **Allow flexibility in the plan. It is likely to be in place for a long time. Create a process not a frozen set of regulations.** No one really knows what the future will bring. Standards of today may become anachronisms tomorrow. Needs that exist today may not exist tomorrow. A plan should be written that provides for alternative ways to achieve stated policy goals. The process, and the very plan it is based on, should recognize that. For instance, we believe that current parking standards shouldn't be applicable, as auto drive counts in urban places are dropping with changing auto use propensities and alternative transportation choices. We may even see transformational changes in auto usage as autonomous autos are introduced and become the new standard. The point is, the process needs to be able to encourage flexibility, accommodate change, not treat it as an "exception" to the plan.
- **Recognize Hillcrest is an urban "Hub" and a gateway to the City. Recognize that the pressure for growth is real. Take advantage of what that pressure can provide for Hillcrest, the City and the region.** We want Hillcrest to continue to be an example of how the City intends to accommodate and implement its "City of Villages". This community should not run from change, growth and opportunity. Any bird's eye view of Hillcrest shows that we are San Diego's "Uptown" hub. We can accommodate new urban households, businesses and the supporting land uses that come with it. Let's plan to create a lively, even more exciting and inviting community. Let's embrace this better future for Hillcrest.

The undersigned property owners do not necessarily have near term development plans for our respective properties, except to maintain them and keep our tenants happy. However, as your partners in the community, we simply wish to preserve our property values and our rights to redevelop in future years.

(SIGNATURES ON THE FOLLOWING PAGE)

LETTER

RESPONSE

Signed and Agreed,

NAME OF PROPERTY OWNER OR REPRESENTATIVE:	PROPERTY LOCATION OR ADDRESS:
Bennet Greenwald	3715-3795 6 th Avenue
Nick Totah	3935-3941 4 th Avenue
Lucy Burni	1202 University Avenue
Charlie Jadallah	3864 5 th Avenue, 441 University Avenue, 3917 4 th Avenue and 3850 4 th Avenue
Ron Pelman	3900 5 th Avenue
Gary Pernicano	3818-3840 6 th Avenue and 3835 5 th Ave
KG Ventures	501-535 University Avenue
Lyda Cohen	3825 5 th Avenue
Bob LaFever	635 Robinson Avenue
Roger Arko	3796 5th Ave and 3845 5th Ave

LETTER

RESPONSE

ALTA 07/20 061808 197 -> GARY

019448618 Pg 5/4

Signed Agent,

NAME OF PROPERTY OWNER AND REPRESENTATIVE	PROPERTY LOCATION OR ADDRESS
Robert [unclear]	2716-2725 5th Ave. Phoenix
[unclear]	3800 1st Ave. Phoenix
Don [unclear]	3066 Mead Dr. SU 92135
Charles [unclear]	2854 5th Ave/4th University/3912 4th Ave
[unclear]	3800 1st Ave
[unclear]	1900 5th Avenue 92103
[unclear]	3840 6th Ave
Lyda Cohen	3825 5th Ave. 92103
Roger [unclear]	3796 5th Ave 92103
Roger [unclear]	3845 5th Ave 92103

LETTER

RESPONSE

APPENDIX 10 - 10/18/2018 PWR -> Gary

618444861D Pg 4/4

Signed and Agreed,

NAME OF PROPERTY OWNER AND REPRESENTATIVE	PROPERTY LOCATION OR ADDRESS
Blower <i>[Signature]</i>	3915-3935 5th Ave
<i>[Signature]</i>	3865 7th Ave, 72103
<i>[Signature]</i>	3815 4th Ave
Deborah J. Judd	3864 5th Ave / 441 University / 3912 4th Ave
<i>[Signature]</i>	3900 5th Avenue 72103
<i>[Signature]</i>	3840 6th Ave
Lydia Cohen	3825 5th Ave. 72103
<i>[Signature]</i>	1235 Robinson Ave.

Page 13

11/24/2015 04:49PM MORGAN GILMAN

8194488418 Pg 6/6

Signed and Agreed,

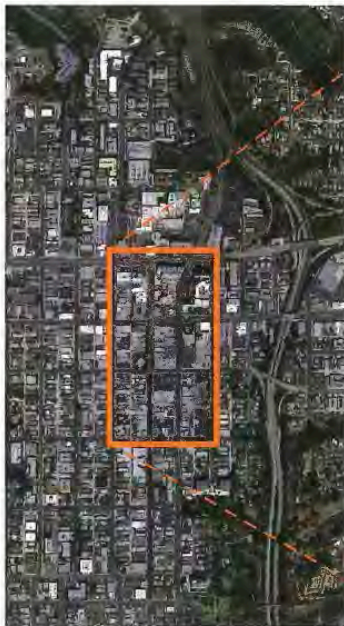
NAME OF PROPERTY OWNER AND REPRESENTATIVE	PROPERTY LOCATION OR ADDRESS
Benjamin B. [unclear]	5715 - 5745 2nd St NE #1002-105
Mark [unclear]	3185 1st Ave, 72105
Harold [unclear]	2166 N. [unclear] Dr. S.W. 92123
Harold [unclear]	3864 S. Hwy 44/University / 39124th Ave
[unclear]	3850 1st Ave
[unclear]	3500 5th Avenue 72103
[unclear]	3840 6th Ave
RE Ventures by Morgan Gilman	501 - 535 UNIVERSITY

Page 13

ATTACHMENT # 2



PROPERTY OWNERS OPPOSED TO DOWN ZONING - WILL SUBMIT SEPARATE LETTERS TO PLANNING DEPARTMENT
TOTAL SF: APPROX 38,775 = 0.89 ACRE



VICINITY



CURRENT GATEWAY COUNCIL PROPERTY OWNERS
TOTAL SF: APPROX 310,565 = 7.13 ACRES

UPTOWN GATEWAY

LETTER

RESPONSE

Attachment 3



THE LONDON GROUP
Realty Advisors

December 1, 2015

Mr. Bennet Greenwald
Greenwald Company
2929 Canon Street
Suite A
San Diego, CA 92106

Via email: bgreenwald@greenwaldcompany.com

**RE: Financial Feasibility of Development Alternatives
Sixth & Robinson Properties**

The London Group Realty Advisors has completed a financial analysis of the proposed development alternatives designed by Safdie Rabines Architects pertaining to the potential for development of the approximately 69,000 square foot site assembly located on the east side of 6th Avenue between Robinson and Pennsylvania in San Diego, CA.

We have concluded that it is not feasible to pursue development under the guidelines of the current zoning, or a proposed "down zoning" of this site. If the subject site is restricted to development under either of these scenarios, the feasibility analysis demonstrates that because the price a developer would pay for the land is too low, your best strategy is to leave the property as is and invest nothing in either significant improvements or in development. Your "exit strategy" under this scenario is to incrementally sell your properties "as is" to other investors.

To achieve a land value that would compel you to sell to a developer, the property would have to be worth more than its existing land use – which is currently estimated to be \$338 per square foot. This would require a *minimum* zoning classification of 1 unit per 200 square feet of land.

The following table summarizes our conclusions on project feasibility for the various development alternatives for the property:

'El Cortez Building'
702 Ash Street, Suite 101
San Diego, CA 92101
www.londongroup.com | (619) 269-4012



*Sixth & Robinson
Financial Feasibility of Alternatives*

Summary of Supportable Land Values and Project Feasibility							
<i>Sixth & Robinson - Development Alternatives</i>							
Alternative	Development Summary				Land Value	Development Costs*	
	FAR	Units/Acre	Total Units	Retail S.F.	\$/SF	Total	\$/S.F.
Base Option (Existing Zoning)	3.9	101	160	60,000	\$300	\$92,354,723	\$348
Proposed Down Zoning	1.8	45	72	30,000	\$100	\$41,871,799	\$342
Min Zone (1 Unit per 200 SF Zoning)	5.7	218	346	16,000	\$375	\$169,140,236	\$434
Optimal Zone (High Density Residential)	6.2	241	382	16,000	\$425	\$185,987,626	\$432

Red = not feasible. Existing property value is greater than residual land value for development.
*Excludes Land Value

Source: The London Group Realty Advisors

To determine feasibility, we analyzed construction costs and projected revenues for each development alternative. This formed the basis for a calculation of residual land value, which is the price a developer would be willing to pay for the properties to achieve an acceptable level of profit.¹

Ultimately, the lower density development options (existing zoning and downzoning) do not achieve sufficient land value to justify redevelopment of the property. This residual land value analysis is identical to an analysis that any prospective developer or their capital partner would make as part of their due diligence in evaluating the development opportunity.

The overarching conclusion is that your property is not economically feasible to develop under these conditions.

The following bullet points highlight the key elements of our analysis:

1. The price a developer would pay for the land is lower than the value of the existing improvements and income stream currently generated by the property.
2. Greater density is required to achieve the higher land residuals necessary to facilitate redevelopment. Zoning of 1 unit per 200 SF of land achieves this, assuming there are no other restrictions such as affordable housing requirements or open space requirements which would reduce land value.
3. Construction costs will increase with density and height due to the type of construction (concrete and steel) and the inclusion of underground structured parking. Ultimately, the density must be sufficient to support these higher costs as well as create a higher land residual.

¹ Current return metrics range from 6.0% yield on cost (net operating income divided by costs) or an IRR well above 15%.



*Sixth & Robinson
Financial Feasibility of Alternatives*

- 4. The optimal zoning would allow for a Floor Area Ratio (FAR) of 6.0 or greater. This would permit more innovative urban design, including increasing open space and better activate the ground level, a notable community benefit. Compared to the existing commercial structures, such a development would dramatically benefit the community.

Should you have any questions regarding this analysis, please contact us.

Sincerely,

Gary H. London
President

Nathan Moeder
Principal



*Sixth & Robinson
Financial Feasibility of Alternatives*

CORPORATE PROFILE

THE LONDON GROUP
Realty Advisors

REPRESENTATIVE SERVICES

Market and Feasibility Studies	Development Services	Litigation Consulting
Financial Structuring	Fiscal Impact	Workout Projects
Asset Disposition	Strategic Planning	Valuation
Government Processing	Capital Access	Economic Analysis

The London Group is a full service real estate investment and development consulting, capital access and publishing firm. We determine the answers to the questions: Should I purchase the property? If so, how much should I pay and what is my potential rate of return? What type of project should I invest in or develop? What type of deal should I structure?

To answer these questions we conduct market analysis, feasibility studies, provide financial structuring advice and general economic consulting. Often we 'package' the deal and provide access to capital sources. We also have capabilities in pre-development consulting including asset management and disposition and in providing team coordination, processing and disposition services (packaging and promotion).

We cyber publish The Real Estate & Economic Monitor a newsletter providing market trend analysis and commentary for the serious real estate investor. It is available and regularly updated on the World Wide Web at the following address: www.londongroup.com.

As the former West Region Director of the Price Waterhouse Real Estate Consulting Group, Gary H. London, President, brings acknowledged credentials and experience as an advisor and analyst to many successful projects and assignments throughout North America.

The London Group also draws upon the experience of professional relationships in the development, legal services, financial placement fields as well as its own staff.

Clients who are actively investigating and investing in apartment projects, retail centers and commercial projects have regularly sought our advice and financial analysis capabilities.

We have analyzed, packaged and achieved capital for a wide variety of real estate projects including hotels, office buildings, retail shopping centers and residential housing communities. We are generalists with experiences ranging from large scale, master planned communities to urban redevelopment projects, spanning all land uses and most development issues. These engagements have been undertaken throughout North America for a number of different clients including developers, investors, financial institutions, insurance companies, major landholders and public agencies.

Attachment 4

Initial Comments on June 2015 Draft Uptown Community Plan

Land Use Element

The Land Use Element's goal pertaining to commercial development states the desire for "active commercial districts that benefit from a sustainable level of residential density and multiple mobility options." The following comments are designed to assist in meeting that goal:

1. Policy LU-2.5, "Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development" does not reference which specific, well-defined neighborhoods are to be preserved and does not explain what would qualify as encroachment.
2. Figure 2-1 contradicts LU-2.5 by placing higher density commercial (0-73 Du/Ac) along University Avenue east of SR 163 adjacent to lower density residential (30-44 Du/Ac) and lower density commercial (0-44 Du/Ac) along 6th Avenue north of Pennsylvania with higher density residential (45-73 Du/Ac). Density should be increased in the Uptown Gateway District to match the higher residential density.
3. Figure 2-5: Conflict in densities identified for Community Village and Neighborhood Village and General Plan designations in GP Table LU-4. The Community Village Area in the Uptown Gateway Council should have higher commercial density than the Neighborhood Village Areas.
4. LU-3.8: Permit high intensity pedestrian-oriented commercial and mixed-use development in the Hillcrest Neighborhood Center/Node surrounding University and Fifth Avenues.
 - a. This area is not zoned for high intensity commercial, other parts of Uptown are zoned higher, yet the Hillcrest Neighborhood Center/Node is the only area specifically mentioned in the policy language for high intensity development. This policy and the categorization as a Community Village show that the area should have a higher permitted commercial and residential density.

Urban Design Element

The Urban Design Element's stated intent is to "set forth broad urban design concepts... as well as more specific principles and related design guidelines..." (Pg. UD-60 Intro). The following recommendations are proposed to align these policies with regulatory tools to build within the community's intent:

5. The 'Hillcrest Core' is described in the **Existing Context and Urban Form** section (UD-61) and appears to be identified on **Figure 4-2 Neighborhood Centers and Nodes** map as the largest of several identified 'center and node' areas. This broad urban design concept of Community and Neighborhood **Cores, Centers, and Nodes** needs to be clarified as these terms are interchangeable throughout the element and not specific to the General Plan's Village Place Type (LU Element Section 2.3). In addition, the 'Hillcrest Core' is identified in **Figure 2-5 Village Areas and Commercial Nodes** map as Community Village Area, which is also identified by SANDAG Smart Growth Concept Map as an "Urban Center," and Strategic Framework Element "Commercial Village Center." We recommend identifying the 'Hillcrest Core' as an Urban Village Center on Figure 4-2;
6. Landmarks and Gateways are described in **Existing Context and Urban Form** section (UD-61) as "distinct areas," and are identified differently on Figure 4-3 Landmarks and Gateways map as singular Gateway signs, Bridges, and Buildings. This broad urban design concept should incorporate 'Gateway Areas' at key places on Figure 4-3 to announce the entry into a neighborhood or commercial districts to demarcate key historic, cultural, civic, and

shopping areas. This recommendation would implement UD-4.31 "At Gateway Locations..." and 4.56 "mark key gateways," to more clearly identify the Core, Center, and Nodes concept;

7. The Urban Design Element is organized by **4.3 Streets and the Public Realm**, and **4.4 Development Form** (private realm), however, 4.4 also includes a Public Space (UD-79) and Public Art (UD-80) sections, which are redundant and should be edited to more clearly define public realm versus private realm expectations for new development applicants.
8. More specific design guidelines redundancies requiring editing includes:
 - Guidelines for "articulating building façade," are repeated in Street Wall Articulation (UD-4.1, 4.3, 4.4), Ground Level Uses (4.10), Windows (4.16), Building Transparency (4.32), Public Space (4.51), Street Orientation (4.63), Setbacks (4.65), Height and Massing in Neighborhood Centers and Nodes (4.69), and Height and Massing Residential Neighborhoods (4.71) sections;
 - Guidelines for "high-quality materials" are repeated in Building Materials (4.18), Signs (4.26), Architectural Projects (4.37), and Street Orientation (4.64).
 - Two (2) of the ninety (90) policies are 'Required' (shall) while all others are 'should' policies. Requiring a narrow range of floor-to-floor heights (4.8), and the design of all rooftops in an expressive manner creates conflicts. For more specific design guidelines for "Rooftops and Rooflines, and Mechanical Equipment" sections requiring screening (4.44, and 4.45) and complimentary roof design as opposed to expressive (4.40, 4.43, and 4.70) (these policies should be combined and/or eliminated where existing land development codes already address these items);
 - Bay Window projections are outlined in sections (4.4, and 4.38), and in conflict with more general window guidelines (4.14, 4.16, 4.30, 4.32 – 4.35, and 4.51).
 - Eliminate policies UD-4.22, 4.37 3rd bullet, and 4.64 as untenable policies.
9. The **4.4 Development Form** section begins with general-to-all policies and guidelines (4.1-4.66) and concludes with three important sections, Height and Massing in Neighborhood Centers and Nodes (refer to Figure 4-2), Height and Massing in Residential Neighborhoods (these are undefined in UD Element), and Transitions. We understand the issue of transitions between existing and new development, mixed-use and single-use development, and lower-density to higher-density areas is of utmost importance to the community during this update process. Therefore, we recommend defining Residential Neighborhood areas on Figure 4.2 or creating a new map defining these areas to link to the policies guidelines (4.71-4.78). These important policy guidelines would be listed in the proper hierarchical order of policies over the more general policy. More specific design guidelines redundancies requiring editing includes:
 - Edit 4.69 "simple, yet varied, massing..." as this is impossible to interpret;
 - Edit 4.69 and 4.71 as these are redundant to general policies 4.4, 4.37 – 4.41;
 - Edit 4.76 as this is in conflict with regulatory implementation;
 - Edit 4.77 windows and 4.78 roof breaks as in conflicts with above mention general policies
 - Edit Building Types (4.79 -4.81) to refer to Neighborhood Centers and Nodes and Residential Neighborhood areas.

LETTER

RESPONSE

EXHIBIT E

The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

June 8, 2016

Jeff Murphy
 Director Planning Department
 City of San Diego

Sent Via Email

RE: Uptown Community Plan Update

B18E-1 The Uptown Gateway Council (UGC), a coalition of commercial property owners in and surrounding the Hillcrest Core, applauds the work of the City of San Diego Planning Department for their tremendous effort in updating the Uptown Community Plan. The effort of the Planning Department has shown a thoughtful approach in their pursuit of a balanced plan between the unique needs and interests of the Uptown Community, and City and State’s legally binding plans and legislation.

B18E-2 The UGC wants a thriving Uptown and Hillcrest with flourishing businesses that support a vibrant community. We envision a healthy local ecosystem called the Uptown Gateway where people of all walks of life can live, work, and play in the core of Hillcrest. Based on the UGC’s decades of cumulative experience as property owners redeveloping communities across the country, we urge the City to adopt a new zone for the Uptown Gateway, CC-3-10 (Attachment 1). This is the only way that a vibrant Hillcrest Core will ever be achieved.

B18E-3 The UGC became more actively involved in the Uptown Community Plan Update process after the Draft June 2015 Plan was released and the affected property owners learned that their properties were being downzoned, some by more than half the density they are currently allowed by right. Since then, UGC members have attended every regular and special Uptown Planners meeting and have written letters, collectively and individually, sharing their industry knowledge of how the Plan will affect the most important commercial hub in Uptown over the next 20 to 30 years. The UGC believes it is not only a crucial stakeholder in the Update process, but has extremely relevant and valuable insight to be utilized in developing a Community Plan Update that fosters the highest level of success for the Uptown Community, benefiting both commercial property owners and residents.

B18E-4 Although the City now proposes maintaining some of the existing densities, redevelopment in the Hillcrest Core cannot be achieved with the proposed development standards in CC-3-9. Therefore, we propose a new zone based on market economic analysis and best practice urban design principles, many of which are replicated today in places like the Pearl District of Portland, Oregon.

B18E-5 After careful review of the March 2016 revisions to the Proposed Zoning Matrix, Community Plan Implementation Overlay Zone (CPIOZ) Maps, and Draft Commercial Development Regulations that were presented at the March 24th Planning Department workshop, as well as the January 2016 revisions to the Land Use Element, more must be done in order to meet the January 2016 draft Land Use Element’s own goals (page 2), specifically:

B18E-1 Comment noted. The City appreciates the Council’s participation in the public review process.

B18E-2 Comment noted. The comment requests a new zone be added to the proposed Uptown CPU, but does not identify a specific deficiency or impact it aims to correct or mitigate in the PEIR. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

B18E-3 Comment noted.

B18E-4 The CC-3-9 zone calls for Community Commercial land uses, in which residential development is permitted. This would allow for a mixed-use redevelopment of areas within the Hillcrest neighborhood zoned as CC-3-9.

B18E-5 The Land Use Element of the proposed Uptown CPU included policies specific to the goals listed in this comment. For example, Policy LU-2.8 calls for the provision of incentives for mixed residential/commercial development at appropriate locations and Policy LU-2.9 requires higher density residential development to be located appropriately to promote safer and livelier commercial districts. Policies MO-1.1 through MO-1.16 of the Mobility Element support the enhancement of pedestrian facilities and creation of a walkable network. Additionally, policies included in the Economic Prosperity Element further these goals. For example, Policy EP-1.1 required the improvement of pedestrian, bicycle and transit infrastructure in Uptown’s commercial districts and Policy EP-1.2 supports the revitalization of alleys in commercial mixed-use areas to improve aesthetics and safety.

The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

- Active commercial districts that benefit from a sustainable level of residential density and multiple mobility options;
- Continued revitalization of commercial districts Uptown Community Plan Update draft; and
- Active pedestrian-oriented commercial areas.

B18E-6

In addition, the following General Plan policies must be adhered to in the Community Plan Update and the UGC proposals only strengthen the adherence to the City of Villages strategy:

- LU-H.3: Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.
- 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.
- LU-I.2: Balance individual needs and wants with the public good.
- LU-I.10: Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population.... b. Increase the supply of housing units that are in close physical proximity to transit and to everyday goods and services, such as grocery stores, medical offices, post offices, and drug stores.
- LU-I.11: Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services, and providing access to high quality transit services.

B18E-7

Finally, the recently adopted Climate Action Plan Appendix B makes the Hillcrest Core a Transit Priority Area. Within Strategy 3: Bicycling, Walking, Transit & Land Use, the following support our recommendation:

- Goal: Promote effective land use to reduce vehicle miles traveled.
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.
- Target: Reduce average vehicle commute distance by two miles through implementation of the City of Villages Strategy by 2035.
- Supporting Measures:
 - Achieve better walkability and transit-supportive densities by locating a majority of all new residential development within Transit Priority Areas.

In the attachments you will find the proposed CC-3-10 zone, Community Plan Implementation Overlay Zone (CPIOZ) Maps, Uptown Gateway Specific Plan section of the Uptown Land Use Element, and the financial analysis that demonstrates, in detail, the need for a new zone for the Uptown Gateway.

We look forward to supporting the Community Plan Update that includes the CC-3-10 zone in the Uptown Gateway, and to a future in Uptown with a diversity of successful businesses and housing options that support Uptown.

B18E-6

Comment noted. The comment does not raise an inadequacy in the PEIR. The proposed Uptown CPU adheres to these listed General Plan policies. Specifically, Policies LU-H.3 and LU-H.7 of the General Plan is supported by Policies LU-1.1 and LU-1.2 of the proposed Uptown CPU; Policy LU-1.2 of the General Plan is supported by Policies LU-2.1 through LU-2.4 and multiple other policies of the proposed Uptown CPU; Policy LU-1.10 of the General Plan is supported by Policy LU-2.3 and multiple Mobility Element policies that promote pedestrian, bicycle, and transit facilities of the proposed Uptown CPU; and Policy LU-1.11 of the General Plan is supported by Policies LU-3.1 through LU-3.7.

B18E-7

Comment noted. The proposed Uptown CPU supports the listed items from Appendix B of the CAP, including promoting effective land use to reduce vehicle miles traveled (Policy CE-3.1), implementing transit-oriented development within Transit Priority Areas (Policy LU-2.6), and implementing the City of Villages Strategy (Policy LU-3.1 through LU-3.7).

LETTER

RESPONSE

The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

Sincerely,


Bennet Greenwald


Sherm Harmer

On behalf of the Uptown Gateway Council

Comprised of the Undersigned Commercial Property Owners

CC: Mayor Kevin Faulconer
Mike Hansen, Director of Land Use and Environmental Policy
Councilmember Todd Gloria

Planning Department

Nancy Bragado, Deputy Director, Long Range Planning
Tait Galloway, Program Manager
Marlon Pangilinan, Senior Planner

Attachments:

1. Proposed CC-3-10 Zone
2. Proposed Community Plan Implementation Overlay Zone (CPIOZ) Maps
3. Proposed Uptown Gateway Specific Plan section of Uptown Land Use Element
4. Analysis of Zone CC-3-9, CC-3-10, and Density Bonuses
5. Proformas and Methodology

B18E-8

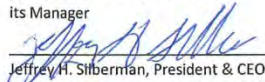
B18E-8


The attachments provided are noted. Regarding the letter dated May 18, 2016 prepared by the London Group Realty Advisors (Attachment 4 to Exhibit E); this letter provides a financial analysis of future development within the CC-3-9 zone. This economic analysis is noted; however it does not raise an inadequacy with regard to the content of the PEIR. The densities provided in the proposed land use plan for the Uptown CPU would meet City and State mandated housing requirements, which does not require the City to demonstrate the financial feasibility of development at the densities provided.

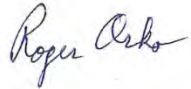
The Uptown Gateway Council

The Association of Commercial Property Owners in Hillcrest

Signed and agreed upon by the following members of the Uptown Gateway Council:


Hillcrest 5th Avenue, LLC
By: Carleton Management, Inc.
its Manager

Jeffrey H. Silberman, President & CEO

Hillcrest Retail, LLC
By: Carleton Management, Inc.
its Manager

Jeffrey H. Silberman, President & CEO



Diana Strauss Casey
Diana Strauss Casey
Strauss Properties + Danube Properties, Inc.



Lisa Friedt


K & Ventures by Morgan H. Gloman, general partner
501 - 535 University Ave.

As well as several
...

Article 1: Base Zones

Division 5: Commercial Base Zones

(“Commercial Base Zones” added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0501 Purpose of Commercial Zones

The purpose of the commercial zones is to provide for the employment, shopping, services, recreation, and lodging needs of the residents of and visitors to the City. The intent of the commercial zones is to provide distinct regulations for size, intensity, and design to reflect the variety of the desired *development* patterns within San Diego’s communities.
 (Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0502 Purpose of the CN (Commercial--Neighborhood) Zones

- (a) The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for small scale, low intensity *developments* that are consistent with the character of the surrounding residential areas. The zones in this category may include residential *development*. Property within the CN zones will be primarily located along local and selected collector *streets*.
- (b) The CN zones are differentiated based on the permitted *lot* size and pedestrian orientation as follows:
 - CN-1-1 allows *development* of a limited size with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 3,000 square feet of *lot* area
 - CN-1-2 allows *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CN-1-3 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CN-1-4 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot* area

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- CN-1-5 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot* area

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.
Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20512-SO.pdf]

§131.0503 Purpose of the CR (Commercial--Regional) Zones

- (a) The purpose of the CR zones is to provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity *developments*. Property within these zones will be primarily located along major *streets*, primary arterials, and major public transportation lines.
- (b) The CR zones are designed for auto-oriented *development* and are differentiated based on the uses allowed as follows:
- CR-1-1 allows a mix of regional serving commercial uses and residential uses with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CR-2-1 allows regional serving commercial and limited industrial uses with an auto orientation but no residential use

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.
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§131.0504 Purpose of the CO (Commercial--Office) Zones

- (a) The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and residential use as specified. The CO zones are intended to apply in large-scale activity centers or in specialized areas where a full range of commercial activities is not desirable.
- (b) The CO zones are differentiated based on the uses and development scale allowed as follows:
 - (1) The following zones allow residential *development*:
 - CO-1-1 is intended to accommodate a mix of office and residential uses with a neighborhood scale and orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot area*
 - CO-1-2 is intended to accommodate a mix of office and residential uses that serve as an employment center and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - (2) The following zones prohibit residential *development*:
 - CO-2-1 is intended to accommodate office uses with a neighborhood scale and orientation
 - CO-2-2 is intended to accommodate office uses that serve as an employment center
 - (3) The following zones allow residential *development* in a pedestrian oriented development:
 - CO-3-1 is intended to accommodate a mix of office and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 800 square feet of *lot area*
 - CO-3-2 is intended to accommodate a mix of office and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot area*

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

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[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.
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§131.0505 Purpose of the CV (Commercial--Visitor) Zones

- (a) The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions.
- (b) The CV zones are differentiated based on *development size* and orientation as follows:
 - CV-1-1 is intended to accommodate a mix of large-scale, visitor-serving uses and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CV-1-2 is intended to accommodate a mix of visitor-serving uses and residential uses with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)*

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.
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§131.0506 Purpose of the CP (Commercial–Parking) Zone

The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0507 Purpose of the CC (Commercial--Community) Zones

- (a) The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of *development* patterns from pedestrian-friendly commercial *streets* to shopping centers and auto-oriented strip commercial *streets*. Some of the CC zones may include residential *development*. Property within the CC zones will be primarily located along collector *streets*, major *streets*, and public transportation lines.
- (b) The CC zones are differentiated based on the uses allowed and regulations as follows:
- (1) The following zones allow a mix of community-serving commercial uses and residential uses:
- CC-1-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-1-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-1-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- (2) The following zones allow community-serving uses with no residential uses:
- CC-2-1 is intended to accommodate *development* with strip commercial characteristics
 - CC-2-2 is intended to accommodate *development* with high intensity, strip commercial characteristics

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- CC-2-3 is intended to accommodate *development* with an auto orientation
 - CC-2-4 is intended to accommodate *development* with a pedestrian orientation
 - CC-2-5 is intended to accommodate *development* with a high intensity, pedestrian orientation
- (3) The following zones allow a mix of pedestrian-oriented, community-serving commercial uses and residential uses:
- CC-3-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-3-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-3-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot area*
 - CC-3-7 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 800 square feet of *lot area*
 - CC-3-8 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot area*
 - CC-3-9 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 400 square feet of *lot area*
- (4) The following zones allow heavy commercial uses and residential uses:
- CC-4-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-4-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*

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- CC-4-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-4-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-4-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-4-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot area*
- (5) The following zones allow a mix of heavy commercial and limited industrial uses and residential uses:
- CC-5-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-5-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-5-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-5-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-5-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
 - CC-5-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot area*

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

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§131.0515 Where Commercial Zones Apply

On the effective date of Ordinance O-18692, all commercial zones that were established in Municipal Code Chapter 10, Article 1, Division 4 were amended and replaced with the base zones established in this division.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 11-13-2008 by O-19801 N.S.; effective 12-13-2008.)

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§131.0520 Use Regulations of Commercial Zones

The regulations of Section 131.0522 apply in the commercial zones where indicated in Table 131-05B.

- (a) The uses permitted in any commercial zone may be further limited by the following:
 - (1) Section 131.0540 (Maximum permitted residential *density* and other residential regulations);
 - (2) Use limitations applicable to the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15); -
 - (3) The presence of *environmentally sensitive lands*, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations); or
 - (4) Any other applicable provision of the San Diego Municipal Code.
- (b) Within the commercial zones, no *structure* or improvement, or portion thereof, shall be constructed, established, or altered, nor shall any *premises* be used or maintained except for one or more of the purposes or activities listed in Table 131-05B. It is unlawful to establish, maintain, or use any *premises* for any purpose or activity not listed in this section or Section 131.0522.
- (c) All uses or activities permitted in the commercial zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors.
- (d) *Accessory uses* in the commercial zones may be permitted in accordance with Section 131.0125.
- (e) Temporary uses may be permitted in the commercial zones for a limited period of time with a Temporary Use Permit in accordance with Chapter 12, Article 3, Division 4.
- (f) For any use that cannot be readily classified, the City Manager shall determine the appropriate use category and use subcategory pursuant to Section 131.0110.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 10-25-2011 by O-20047 N.S.; effective 1-1-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

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§131.0522 Use Regulations Table for Commercial Zones

The uses allowed in the commercial zones are shown in Table 131-05B.

Legend for Table 131-05B

Symbol in Table 131-05B	Description of Symbol
P	Use or use category is permitted. Regulations pertaining to a specific use may be referenced.
L	Use is permitted with limitations, which may include location limitations or the requirement for a use or <i>development permit</i> . Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
N	Neighborhood Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
C	Conditional Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
-	Use or use category is not permitted.

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Table 131-05B
Use Regulations Table for Commercial Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones												
		CN ⁽¹⁾ -					CR-		CO-			CV-		CP-
		1-					1-	2-	1-	2-	3-	1-	1-	
		1	2	3	4	5	1	1	1	2	1	2	1	2
Open Space														
Active Recreation		-	-	-	-	-	-	-	-	-	-	-	-	-
Passive Recreation		-	-	-	-	-	-	-	-	-	-	-	-	-
Natural Resources Preservation		-	-	-	-	-	-	-	-	-	-	-	-	-
Park Maintenance Facilities		-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture														
Agricultural Processing		-	-	-	-	-	-	-	-	-	-	-	-	-
Aquaculture Facilities		-	-	-	-	-	-	-	-	-	-	-	-	-
Dairies														
Horticulture Nurseries & Greenhouses		-	-	-	-	-	-	-	-	-	-	-	-	-
Raising & Harvesting of Crops		-	-	-	-	-	-	-	-	-	-	-	-	-
Raising, Maintaining & Keeping of Animals		-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Agriculture Uses														
Agricultural Equipment Repair Shops		-	-	P	P	-	-	-	-	-	-	-	-	-
Commercial Stables		-	-	-	-	-	-	-	-	-	L	-	-	-
Community Gardens		L	L	L	L	L	L	-	-	L	L	-	-	-
Equestrian Show & Exhibition Facilities		-	-	-	-	-	-	-	-	-	C	-	-	-
Open Air Markets for the Sale of Agriculture-related Products & Flowers		-	-	-	-	-	-	-	-	-	-	-	-	-
Residential														
Mobilehome Parks		-	-	-	-	-	-	-	-	-	-	-	-	-
Multiple Dwelling Units		p ⁽²⁾	p ⁽²⁾	-	p ⁽²⁾	-	p ⁽²⁾	-	p ⁽²⁾	p ⁽²⁾	p ⁽²⁾	-	-	-
Rooming House [See Section 131.0112(a)(3)(A)]		p ⁽²⁾	P	-	P	-	P	-	P	p ⁽²⁾	-	-	-	-
Shopkeeper Units		p ⁽²⁾	p ⁽²⁾	-	p ⁽²⁾	-	p ⁽²⁾	-	p ⁽²⁾	p ⁽²⁾	-	-	-	-
Single Dwelling Units		-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Residential Uses														
Boarder & Lodger Accommodations		L ⁽²⁾	L	-	L	-	-	-	L ⁽²⁾	-	-	-	-	-
Companion Units		-	-	-	-	-	-	-	-	-	-	-	-	-
Employee Housing:														
6 or Fewer Employees		-	-	-	-	-	-	-	-	-	-	-	-	-

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Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones													
		CN ⁽¹⁾ -					CR-		CO-				CV-		CP-
		1-					1-	2-	1-		2-	3-	1-		1-
		1	2	3	4	5	1	1	1	2	1	2	1	2	1
12 or Fewer Employees		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Greater than 12 Employees		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fraternities, Sororities and Student Dormitories		C ⁽²⁾				C	-	C	-	-	-	C ⁽²⁾		-	
Garage, Yard, & Estate Sales		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Guest Quarters		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Home Occupations		L				L	-	L	-	-	L	L		-	
Housing for Senior Citizens		C ⁽²⁾				C	-	C	-	-	C	C ⁽²⁾		-	
Live/Work Quarters		-				L	-	-	-	-	L	-		-	
Residential Care Facilities:															
6 or Fewer Persons		p ⁽²⁾				P	-	P	-	-	P	p ⁽²⁾		-	
7 or More Persons		C ⁽²⁾				C	-	C	-	-	C	C ⁽²⁾		-	
Transitional Housing:															
6 or Fewer Persons		p ⁽²⁾				P	-	P	-	-	P	p ⁽²⁾		-	
7 or More Persons		C ⁽²⁾				C	-	C	-	-	C	C ⁽²⁾		-	
Watchkeeper Quarters		-				-	-	L	-	-	-	-		-	
Institutional															
Separately Regulated Institutional Uses															
Airports		-				C	C	C	C	-	-	C ⁽¹⁰⁾		-	
Botanical Gardens & Arboretums		-				P	P	C	C	-	-	P		-	
Cemeteries, Mausoleums, Crematories		-				C	C	C	C	-	-	C ⁽¹⁰⁾		-	
Correctional Placement Centers		-				C	C	C	C	-	-	C ⁽¹⁰⁾		-	
Educational Facilities:															
Kindergarten through Grade 12		C ⁽¹⁰⁾				C	C	C	C	C	C	C ⁽¹⁰⁾		-	
Colleges / Universities		-				C	C	C	C	C	C	C ⁽¹⁰⁾		-	
Vocational / Trade School		-				P	P	P	P	P	C	-		-	
Energy Generation & Distribution Facilities		C ⁽¹⁰⁾				P	C	P	P	P	P	p ⁽¹⁰⁾		-	
Exhibit Halls & Convention Facilities		-				P	P	C	C	-	-	P		-	
Flood Control Facilities		L				L	L	L	L	L	L	L		-	
Historical Buildings Used for Purposes Not Otherwise Allowed		C ⁽¹⁰⁾				C	C	C	C	C	C	C ⁽¹⁰⁾		-	

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Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones															
		CN ⁽¹⁾ -				CR-		CO-						CV-		CP-	
		1-		2-		3-		4-		5-		6-		7-		8-	
		1	2	3	4	5	1	1	1	2	1	2	1	2	1	2	1
Homeless Facilities:																	
Congregate Meal Facilities		C ⁽¹⁰⁾	C	-	C	C	C	C	C ⁽¹⁰⁾	-							
Emergency Shelters		C ⁽¹⁰⁾	C	-	C	C	C	C	C ⁽¹⁰⁾	-							
Homeless Day Centers		C ⁽¹⁰⁾	C	-	C	C	C	C	C ⁽¹⁰⁾	-							
Hospitals, Intermediate Care Facilities & Nursing Facilities		-	P	P	C	C	C	C	P ⁽¹⁰⁾	-							
Interpretive Centers		-	-	-	-	-	-	-	-	-							
Museums		-	P	P	C	C	C	C	P	-							
Major Transmission, Relay, or Communications Switching Stations		-	C	C	C	C	C	C	C ⁽¹⁰⁾	-							
Satellite Antennas		L	L	L	L	L	L	L	L	L							
Social Service Institutions		-	C	C	C	C	C	C	C ⁽¹⁰⁾	-							
Solar Energy Systems		L	L	L	L	L	L	L	L	L							
Wireless Communication Facility:																	
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a non-residential use		L	L	L	L	L	L	L	L	L							
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a residential use		N	N	N	N	N	N	N	N	N							
Wireless communication facility in the public right-of-way with above ground equipment		C	C	C	C	C	C	C	C	C							
Wireless communication facility outside the public right-of-way		L	L	L	L	L	L	L	L	L							
Retail Sales																	
Building Supplies & Equipment		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	-	-	-	-	-	-							
Food, Beverages and Groceries		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾							
Consumer Goods, Furniture, Appliances, Equipment		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ^(3,11)	p ^(3,11)	p ^(3,11)	p ^(3,11)	p ⁽¹³⁾	-							
Pets & Pet Supplies		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	-	-	-	-	-	-							
Sundries, Pharmaceutical, & Convenience Sales		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	-							
Wearing Apparel & Accessories		p ⁽¹¹⁾	p ⁽¹¹⁾	p ⁽¹¹⁾	-	-	-	-	p ⁽¹¹⁾	-							
Separately Regulated Retail Sales Uses																	

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Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones												
		CN ⁽¹⁾ -					CR-		CO-			CV-		CP-
		1- 2- 3- 4- 5-					1-	2-	1-	2-	3-	1-	1-	
		1	2	3	4	5	1	1	1	2	1	2	1	2
Agriculture Related Supplies & Equipment		-				P	P	-	-	-	-	-	-	
Alcoholic Beverage Outlets		L				L	L	L	L	L	L	L	-	
Farmers' Markets														
Weekly Farmers' Markets		L				L	L	L	L	L	L	L	L	
Daily Farmers' Market Stands		L				L	L	L	L	L	L	L	-	
Plant Nurseries		P				P	P	-	-	-	-	-	-	
Retail Farms		L				L	L	L	L	L	L	-	-	
Retail Tasting Stores		L				L	L	L	L	L	L	L	-	
Swap Meets & Other Large Outdoor Retail Facilities		-				C	C	-	-	-	C ⁽¹⁰⁾	-	-	
Commercial Services														
Building Services		-				P	P	p ⁽⁶⁾	p ⁽⁶⁾	p ⁽⁶⁾	-	-	-	
Business Support		P				P	P	p ⁽⁵⁾	p ⁽⁷⁾	p ⁽⁷⁾	-	-	-	
Eating & Drinking Establishments		p ⁽⁴⁾⁽¹⁶⁾				p ⁽¹⁶⁾	p ⁽¹⁶⁾	p ^(5,16)	p ^(5,16)	p ^(5,16)	p ⁽¹⁶⁾	-	-	
Financial Institutions		P				P	P	P	P	P	-	-	-	
Funeral & Mortuary Services		-				P	P	-	-	-	-	-	-	
Instructional Studios		P				P	P	P	P	P	p ⁽¹²⁾	-	-	
Maintenance & Repair		P				P	P	p ⁽⁶⁾	p ⁽⁶⁾	p ⁽⁶⁾	-	-	-	
Off-site Services		-				P	P	-	-	-	-	-	-	
Personal Services		P				P	P	-	-	-	P	-	-	
Radio & Television Studios		-				P	P	-	-	-	-	-	-	
Tasting Rooms		-				-	-	-	-	-	-	-	-	
Visitor Accommodations		P				P	P	-	-	-	P	-	-	
Separately Regulated Commercial Services Uses														
Adult Entertainment Establishments:														
Adult Book Store		L				L	L	-	-	-	-	-	-	
Adult Cabaret		-				L	L	-	-	-	L	-	-	
Adult Drive-In Theater		-				L	L	-	-	-	L	-	-	
Adult Mini-Motion Picture Theater		-				L	L	-	-	-	L	-	-	
Adult Model Studio		L				L	L	-	-	-	L	-	-	
Adult Motel		-				L	L	-	-	-	L	-	-	
Adult Motion Picture Theater		-				L	L	-	-	-	L	-	-	
Adult Peep Show Theater		-				L	L	-	-	-	L	-	-	
Adult Theater		-				L	L	-	-	-	L	-	-	

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Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones											
		CN ⁽¹⁾ -			CR-		CO-			CV-		CP-	
		1-	2-	3-	1-	2-	1-	2-	3-	1-	2-	1-	
		1	2	3	4	5	1	1	1	2	1	2	1
Body Painting Studio		L	L	L	-	-	-	-	L	-	-	-	
Massage Establishment		L	L	L	-	-	-	-	-	-	-	-	
Sexual Encounter Establishment		L	L	L	-	-	-	-	L	-	-	-	
Assembly and Entertainment Uses, Including Places of Religious Assembly		L ⁽¹⁰⁾	L	L	L	L	L	L	L ⁽¹⁰⁾	-	-	-	
Bed & Breakfast Establishments:													
1-2 Guest Rooms		-	P	P	-	-	-	-	P	-	-	-	
3-5 Guest Rooms		-	P	P	-	-	-	-	P	-	-	-	
6+ Guest Rooms		-	P	P	-	-	-	-	P	-	-	-	
Boarding Kennels/Pet Day Care		L	L	L	N	N	-	N ⁽¹⁰⁾	-	-	-	-	
Camping Parks		-	C	C	C	C	-	C	-	-	-	-	
Child Care Facilities:													
Child Care Centers		L	L	-	L	L	L	L ⁽¹⁰⁾	-	-	-	-	
Large Family Child Care Homes		L	L	-	L	L	L	L ⁽¹⁰⁾	-	-	-	-	
Small Family Child Care Homes		L	L	-	L	L	L	L	-	-	-	-	
Eating and Drinking Establishments with a Drive-in or Drive-through Component		-	C	-	-	P	P	P	-	P	-	-	
Fairgrounds		-	C	C	-	-	-	-	C	-	-	-	
Golf Courses, Driving Ranges, and Pitch & Putt Courses		-	C	C	C	C	C	-	C	-	-	-	
Helicopter Landing Facilities		-	C	C	C	C	C	C ⁽¹⁰⁾	-	-	-	-	
Massage Establishments, Specialized Practice		L	L	L	-	-	-	-	L ⁽¹⁴⁾	-	-	-	
Medical Marijuana Consumer Cooperatives		-	-	C	-	-	-	-	-	-	-	-	
Mobile Food Trucks		L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	
Nightclubs & Bars Over 5,000 Square Feet in Size		-	C	C	C	C	C	C	C	-	-	-	
Parking Facilities as a Primary Use:													
Permanent Parking Facilities		-	P	P	C	C	-	C	P	-	-	-	
Temporary Parking Facilities		-	N	N	C	C	C	C	N	-	-	-	
Private Clubs, Lodges and Fraternal Organizations		P ⁽¹⁰⁾	P	P	P	P	P	P	P ⁽¹⁰⁾	-	-	-	
Privately Operated, Outdoor Recreation Facilities over 40,000 Square Feet in Size ⁽⁹⁾		-	P	P	C	C	-	C	-	-	-	-	
Pushcarts:													
Pushcarts on Private Property		L	L	L	L	L	L	L	L	-	-	-	
Pushcarts in Public Right-of-Way		N	N	N	N	N	N	N	N	-	-	-	

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		CN ⁽¹⁾ -				CR-		CO-				CV-		CP-			
		1-		2-		1-		2-		3-		1-		1-			
		1	2	3	4	5	1	1	1	2	1	2	1	2	1	2	1
Recycling Facilities:																	
Large Collection Facility		N	N	N	N	N	N	N	N	N	N ⁽¹⁰⁾	-	-				
Small Collection Facility		L	L	L	L	L	L	L	L	L	L ⁽¹⁰⁾	-	-				
Large Construction & Demolition Debris Recycling Facility		-	-	-	-	-	-	-	-	-	-	-	-				
Small Construction & Demolition Debris Recycling Facility		-	-	-	-	-	-	-	-	-	-	-	-				
Drop-off Facility		L	L	L	L	L	L	L	L	L	L	-	-				
Green Materials Composting Facility		-	-	-	-	-	-	-	-	-	-	-	-				
Mixed Organic Composting Facility		-	-	-	-	-	-	-	-	-	-	-	-				
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-	-	-				
Large Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-	-	-				
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-	-	-				
Small Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-	-	-				
Reverse Vending Machines		L	L	L	L	L	L	L	L	L	L	-	-				
Tire Processing Facility		-	-	-	-	-	-	-	-	-	-	-	-				
Sidewalk Cafes		L	L	L	L	L	L	L	L	L	L	-	-				
Sports Arenas & Stadiums		-	C	C	C	C	C	C	-	C	-	-	-				
Theaters that are Outdoor or Over 5,000 Square Feet in Size		-	C	C	C	C	C	C	-	C	-	-	-				
Urgent Care Facilities		N	N	N	N	N	N	N	N	N	N ⁽¹⁰⁾	-	-				
Veterinary Clinics & Animal Hospitals		L	L	L	N	N	N	N	-	-	-	-	-				
Zoological Parks		-	-	-	-	-	-	-	-	-	-	-	-				
Offices																	
Business & Professional		p ⁽⁷⁾	P	P	P	P	P	P	P	P	-	-	-				
Government		P	P	P	P	P	P	P	P	P	-	-	-				
Medical, Dental & Health Practitioner		P	P	P	P	P	P	P	P	P	p ⁽¹⁰⁾	-	-				
Regional & Corporate Headquarters		P	P	P	-	P	P	P	P	P	-	-	-				

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		CN ⁽¹⁾ -					CR-		CO-						CV-		CP-
		1-		2-			1-		2-		3-		1-		1-		
		1	2	3	4	5	1	1	1	2	1	2	1	2	1	2	1
Separately Regulated Office Uses																	
Real Estate Sales Offices & Model Homes		L	L	-	L	L	L	L	L	L	L	L	L	-			
Sex Offender Treatment & Counseling		L	L	L	L	L	L	L	L	L	L	L	L ⁽¹⁰⁾	-			
Vehicle & Vehicular Equipment Sales & Service																	
Commercial Vehicle Repair & Maintenance		-		P	P	-	-	-	-	-	-	-	-	-			
Commercial Vehicle Sales & Rentals		-		P	P	-	-	-	-	-	-	-	-	-			
Personal Vehicle Repair & Maintenance		-		P	P	-	-	-	-	-	-	-	-	-			
Personal Vehicle Sales & Rentals		-		P	P	-	-	-	-	-	-	-	-	-			
Vehicle Equipment & Supplies Sales & Rentals		-		P	P	-	-	-	-	-	-	-	-	-			
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses																	
Automobile Service Stations		-		N	N	C	C	C	C	C	C	C	-				
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a Primary Use		-		C	C	-	-	-	-	-	-	-	-				
Distribution and Storage																	
Equipment & Materials Storage Yards		-		-	P	-	-	-	-	-	-	-	-				
Moving & Storage Facilities		-		-	P	-	-	-	-	-	-	-	-				
Distribution Facilities		-		-	p ⁽⁶⁾	-	-	-	-	-	-	-	-				
Separately Regulated Distribution and Storage Uses																	
Impound Storage Yards		-		-	C	-	-	-	-	-	-	-	-				
Junk Yards		-		-	-	-	-	-	-	-	-	-	-				
Temporary Construction Storage Yards Located Off-site		L	L	L	L	L	L	L	L	L	L	L	-				
Industrial																	
Heavy Manufacturing		-		-	-	-	-	-	-	-	-	-	-				
Light Manufacturing		-		-	p ⁽⁸⁾	-	-	-	-	-	-	-	-				
Marine Industry		-		-	-	-	-	-	-	-	-	-	-				
Research & Development		-		P	P	P	P	P	P	P	P	-	-				
Trucking & Transportation Terminals		-		P	P	-	-	-	-	-	-	-	-				
Separately Regulated Industrial Uses																	
Artisan Food and Beverage Producer		N		-	-	-	-	-	-	-	-	-	-				
Hazardous Waste Research Facility		-		-	-	-	-	-	-	-	-	-	-				

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		CN ⁽¹⁾ -			CR-		CO-			CV-		CP-		
		1-			1-	2-	1-	2-	3-	1-	1-			
		1	2	3	4	5	1	1	1	2	1	2	1	2
Hazardous Waste Treatment Facility		-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Related Uses Within the Coastal Overlay Zone		-	C	C	C	L	-	C	-	-	-	-	-	-
Mining and Extractive Industries		-	-	-	-	-	-	-	-	-	-	-	-	-
Newspaper Publishing Plants		-	C	C	C	C	C	-	C ⁽¹⁰⁾	-	-	-	-	-
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-	-	-	-	-	-	-	-	-	-	-	-	-
Very Heavy Industrial Uses		-	-	-	-	-	-	-	-	-	-	-	-	-
Wrecking & Dismantling of Motor Vehicles		-	-	-	-	-	-	-	-	-	-	-	-	-
Signs														
Allowable Signs		P	P	P	P	P	P	P	P	P	P	P	P	P
Separately Regulated Signs Uses														
Community Entry Signs		L	L	L	L	L	L	L	L	L	L	L	L	L
Neighborhood Identification Signs		-	-	-	-	-	-	-	-	-	-	-	-	-
Comprehensive Sign Program		N	N	N	N	N	N	N	N	N	N	N	N	N
Revolving Projecting Signs		N	N	N	N	N	N	N	N	N	N	N	N	N
Signs with Automatic Changing Copy		N	N	N	N	N	N	N	N	N	N	N	N	N
Theater Marquees		-	N	N	-	-	-	-	-	N	-	-	-	-

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		CC-																																				
		1-						2-						3-						4-						5-												
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6							
Open Space																																						
Active Recreation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Passive Recreation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Natural Resources Preservation		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Park Maintenance Facilities		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Agriculture																																						
Agricultural Processing		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Aquaculture Facilities		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dairies		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Horticulture Nurseries & Greenhouses		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Raising & Harvesting of Crops		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Raising, Maintaining & Keeping of Animals		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Agriculture Uses																																						
Agricultural Equipment Repair Shops		P					P																															
Commercial Stables		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Community Gardens		L					L																															
Equestrian Show & Exhibition Facilities		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Air Markets for the Sale of Agriculture-Related Products & Flowers		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Residential																																						
Mobilehome Parks		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Multiple Dwelling Units		p(2)					p(2)																															
Rooming House [See Section 131.0112(a)(3)(A)]		P					P																															
Shopkeeper Units		P					P																															
Single Dwelling Units		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Residential Uses																																						
Boarder & Lodger Accommodations		L					L																															
Companion Units		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Employee Housing:																																						
6 or Fewer Employees		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 or Fewer Employees		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Greater than 12 Employees		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fraternities, Sororities and Student Dormitories		C					C																															
Garage, Yard, & Estate Sales		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ATTACHMENT 1

San Diego Municipal Code (1-2016) **[Proposed Changes 3-17-2016]**

Chapter 13: Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones																	
		CC-																	
		1-			2-			3-			4-			5-					
		1	2	3	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6
Guest Quarters		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Home Occupations		L	-	-	-	-	-	L	L	L	L	L	L	L	L	L	L	L	L
Housing for Senior Citizens		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Live/Work Quarters		L	-	-	-	-	-	L	L	L	L	L	L	L	L	L	L	L	L
Residential Care Facilities:																			
6 or Fewer Persons		P	-	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	P
7 or More Persons		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Transitional Housing:																			
6 or Fewer Persons		P	-	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	P
7 or More Persons		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Watchkeeper Quarters		-	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Institutional																			
Separately Regulated Institutional Uses																			
Airports		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Botanical Gardens & Arboretums		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Cemeteries, Mausoleums, Crematories		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Correctional Placement Centers		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Educational Facilities:																			
Kindergarten through Grade 12		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Colleges / Universities		C	C	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Vocational / Trade School		P	P	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	P
Energy Generation & Distribution Facilities		P	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Exhibit Halls & Convention Facilities		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Flood Control Facilities		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Historical Buildings Used for Purposes Not Otherwise Allowed		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Homeless Facilities:																			
Congregate Meal Facilities		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Emergency Shelters		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Homeless Day Centers		C	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
Hospitals, Intermediate Care Facilities & Nursing Facilities		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Interpretive Centers		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Museums		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Major Transmission, Relay, or Communications Switching Stations		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Satellite Antennas		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L

ATTACHMENT I

San Diego Municipal Code (Proposed Changes 3-17-2016) Chapter 13: Zones
 (1-2016)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones														
		CC-														
		1-			2-			3-			4-			5-		
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Social Service Institutions		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Solar Energy Systems		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Wireless Communication Facility:																
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a non-residential use		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a residential use		N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Wireless communication facility in the public right-of-way with above ground equipment		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Wireless communication facility outside the public right-of-way		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Retail Sales																
Building Supplies & Equipment		p(1)	p(1)	p(1)	-	-	-	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Food, Beverages and Groceries		p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Consumer Goods, Furniture, Appliances, Equipment		p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Pets & Pet Supplies		p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Sundries, Pharmaceutical, & Convenience Sales		p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Wearing Apparel & Accessories		p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)	p(1)
Separately Regulated Retail Sales Uses																
Agriculture Related Supplies & Equipment		-	-	-	-	-	-	P	P	P	P	P	P	P	P	P
Alcoholic Beverage Outlets		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Farmers' Markets																
Weekly Farmers' Markets		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Daily Farmers' Market Stands		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Plant Nurseries		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Retail Farms		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Retail Tasting Rooms		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Swap Meets & Other Large Outdoor Retail Facilities		-	-	-	-	-	-	-	-	-	-	-	-	C	C	C
Commercial Services																
Building Services		-	-	-	-	-	-	P	P	P	P	P	P	P	P	P
Business Support		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

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ATTACHMENT 1

San Diego Municipal Code (Proposed Changes 3-17-2016) Chapter 13: Zones
(1-2016)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones																	
		CC-																	
		1-			2-			3-			4-			5-					
		1	2	3	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6
Eating & Drinking Establishments		p(16)			p(16)			p(16)			p(16)			p(16)					
Financial Institutions		P			P			P			P			P					
Funeral & Mortuary Services		P			P			P			P			P					
Instructional Studios		P			P			P			P			P					
Maintenance & Repair		P			P			P			P			P					
Off-site Services		-			-			-			P			P					
Personal Services		P			P			P			P			P					
Radio & Television Studios		P			P			P			P			P					
Tasting Rooms		_(17)			_(17)			_(17)			_(17)			_(17)			p(17)		
Visitor Accommodations		P			P			P			P			P					
Separately Regulated Commercial Services Uses																			
Adult Entertainment Establishments:																			
Adult Book Store		L			L			L			L			L					
Adult Cabaret		L			L			L			L			L					
Adult Drive-In Theater		L			L			L			L			L					
Adult Mini-Motion Picture Theater		L			L			L			L			L					
Adult Model Studio		L			L			L			L			L					
Adult Motel		L			L			L			L			L					
Adult Motion Picture Theater		L			L			L			L			L					
Adult Peep Show Theater		L			L			L			L			L					
Adult Theater		L			L			L			L			L					
Body Painting Studio		L			L			L			L			L					
Massage Establishment		L			L			-			-			L					
Sexual Encounter Establishment		L			L			L			L			L					
Assembly and Entertainment Uses, Including Places of Religious Assembly		L			L			L			L			L					
Bed & Breakfast Establishments:																			
1-2 Guest Rooms		P			P			P			P			P					
3-5 Guest Rooms		P			P			P			P			P					
6+ Guest Rooms		P			P			P			P			P					
Boarding Kennels/Pet Day Care		L			L			L			L			L					
Camping Parks		C			C			C			C			C					
Child Care Facilities:																			
Child Care Centers		L			-			L			L			L					
Large Family Child Care Homes		L			-			L			L			L					

ATTACHMENT I

San Diego Municipal Code (Proposed Changes 3-17-2016) Chapter 13: Zones (1-2016)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones														
		CC-														
		1-			2-			3-			4-			5-		
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Small Family Child Care Homes		L	-		L			L			L			L		
Eating and Drinking Establishments with a Drive-in or Drive-through Component		P	P		C			P			P			P		
Fairgrounds		C	C		-			C			C			C		
Golf Courses, Driving Ranges, and Pitch & Putt Courses		C	C		C			C			C			C		
Helicopter Landing Facilities		C	C		C			C			C			C		
Massage Establishments, Specialized Practice		L	L		L			L			L			L		
Medical Marijuana Consumer Cooperatives		-	C		-			-			-			-		
Mobile Food Trucks		L ⁽¹⁵⁾	L ⁽¹⁵⁾		L ⁽¹⁵⁾			L ⁽¹⁵⁾			L ⁽¹⁵⁾			L ⁽¹⁵⁾		
Nightclubs & Bars Over 5,000 Square Feet in Size		C	C		C			C			C			C		
Parking Facilities as a <i>Primary Use</i> :																
Permanent Parking Facilities		P	C		P			P			P			P		
Temporary Parking Facilities		N	C		N			N			N			N		
Private Clubs, Lodges and Fraternal Organizations		P	P		P			P			P			P		
Privately Operated, Outdoor Recreation Facilities Over 40,000 Square Feet in Size ⁽⁹⁾		C	C		C			C			C			C		
Pushcarts:																
Pushcarts on Private Property		L	L		L			L			L			L		
Pushcarts in <i>Public Right-of-Way</i>		N	N		N			N			N			N		
Recycling Facilities:																
Large Collection Facility		N	N		N			N			N			N		
Small Collection Facility		L	L		L			L			L			L		
Large Construction & Demolition Debris Recycling Facility		-	-		-			-			-			-		
Small Construction & Demolition Debris Recycling Facility		-	-		-			-			-			-		
Drop-off Facility		L	L		L			L			L			L		
Green Materials Composting Facility		-	-		-			-			-			-		
Mixed Organic Composting Facility		-	-		-			-			-			-		

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San Diego Municipal Code (Proposed Changes 3-17-2016)
(1-2016)

Chapter 13: Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones																	
		CC-																	
		1-			2-			3-			4-			5-					
		1	2	3	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Large Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	C	C	C
Small Processing Facility Accepting All Types of Traffic		-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	C	C	C
Reverse Vending Machines		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Tire Processing Facility		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk Cafes		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Sports Arenas & Stadiums		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Theaters that are Outdoor or Over 5,000 Square Feet in Size		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Urgent Care Facilities		N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Veterinary Clinics & Animal Hospitals		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Zoological Parks		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Offices																			
Business & Professional		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Government		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Medical, Dental & Health Practitioner		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Regional & Corporate Headquarters		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Separately Regulated Office Uses																			
Real Estate Sales Offices & Model Homes		L	-	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Sex Offender Treatment & Counseling		L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Vehicle & Vehicular Equipment Sales & Service																			
Commercial Vehicle Repair & Maintenance		-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P
Commercial Vehicle Sales & Rentals		-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P
Personal Vehicle Repair & Maintenance		P	P	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P
Personal Vehicle Sales & Rentals		P	P	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P

ATTACHMENT 1

San Diego Municipal Code (Proposed Changes 3-17-2016) Chapter 13: Zones
(1-2016)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones														
		CC-														
		1-			2-			3-			4-			5-		
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Vehicle Equipment & Supplies Sales & Rentals		P			P			-			P			P		
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses																
Automobile Service Stations		N			N			N			N			N		
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i>		C			C			-			C			C		
Distribution and Storage																
Equipment & Materials Storage Yards		-			-			-			-			-		
Moving & Storage Facilities		-			-			-			P			P		
Distribution Facilities		-			-			-			-			p(8)		
Separately Regulated Distribution and Storage Uses																
Impound Storage Yards		-			-			-			C			C		
Junk Yards		-			-			-			-			-		
Temporary Construction Storage Yards Located Off-site		L			L			L			L			L		
Industrial																
Heavy Manufacturing		-			-			-			-			-		
Light Manufacturing		-			-			-			-			p(8)		
Marine Industry		-			-			-			-			-		
Research & Development		P			P			-			P			P		
Trucking & Transportation Terminals		-			-			-			-			-		
Separately Regulated Industrial Uses																
Artisan Food and Beverage Producer		L			L			L			L			L		
Hazardous Waste Research Facility		-			-			-			-			-		
Hazardous Waste Treatment Facility		-			-			-			-			-		
Marine Related Uses Within the Coastal Overlay Zone		C			C			C			C			C		
Newspaper Publishing Plants		C			C			C			C			P		
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-			-			-			-			-		
Very Heavy Industrial Uses		-			-			-			-			-		
Wrecking & Dismantling of Motor Vehicles		-			-			-			-			-		
Signs																
Allowable Signs		P			P			P			P			P		
Separately Regulated Signs Uses																

ATTACHMENT 1

San Diego Municipal Code (Proposed Changes 3-17-2016) Chapter 13: Zones
(1-2016)

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																								
		CC-																								
	1st & 2nd >>																									
	3rd >>	1-	2-	3-	4-	5-																				
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6
Community Entry Signs		L	L	L	L	L																				
Neighborhood Identification Signs		-	-	-	-	-																				
Comprehensive Sign Program		N	N	N	N	N																				
Revolving Projecting Signs		N	N	N	N	N																				
Signs with Automatic Changing Copy		N	N	N	N	N																				
Theater Marquees		N	N	N	N	N																				

Footnotes to Table 131-05B

- ¹ Uses shall not begin operating before 6:00 a.m. or continue operating later than 12:00 midnight in Commercial-Neighborhood (CN) zones.
- ² See Section 131.0540.
- ³ Only office furniture, appliances, and equipment establishments are permitted. The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.
- ⁴ Live entertainment and the sale of intoxicating beverages other than beer and wine are not permitted in the Commercial-Neighborhood (CN) zones, unless approval of a deviation is granted via a Planned Development Permit in accordance with Section 126.0602(b)(1). [Within the North Park Community Plan area, full alcohol sales are permitted in the CN zones.](#)
- ⁵ The sale of alcoholic beverages is not permitted as a *primary use*.
- ⁶ The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.
- ⁷ Hiring halls are not permitted.
- ⁸ These activities shall be located solely within an enclosed building that does not exceed 7,500 square feet of *gross floor area*. Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted.
- ⁹ The 40,000 square feet includes all indoor and outdoor areas that are devoted to the recreational use; it does not include customer parking areas.
- ¹⁰ This use is not allowed within the Coastal Overlay Zone, except that assembly and entertainment uses may be incorporated as an *accessory use* to visitor accommodations.
- ¹¹ *Development of a large retail establishment* is subject to Section 143.0302.
- ¹² Within the Coastal Overlay Zone, instructional studios are not permitted on the *ground floor* in the CV-1-1 or CV-1-2 zone.
- ¹³ Permitted in CV zones where the *gross floor area* occupied by an individual retail sales establishment would not exceed 2,500 square feet.
- ¹⁴ Specialized practice massage establishments are permitted only as an *accessory use* in the CV-1-1 and CV-1-2 zones.
- ¹⁵ This use is permitted as a limited use subject to a mobile food truck permit in accordance with Section 123.0603 and the limited use regulations in Section 141.0612.
- ¹⁶ Eating and drinking establishments abutting residential *development* located in a residential zone may operate only between 6:00 a.m. and 12:00 midnight.
- ¹⁷ Tasting rooms are only permitted as an *accessory use* to a beverage manufacturing plant.

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(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 8-10-2004 by O-19308 N.S.; effective 4-11-2007.)
(Amended 6-15-2007 by O-19624 N.S.; effective 7-15-2007.)
(Amended 4-23-2008 by O-19739 N.S.; effective 5-23-2008.)
(Amended 11-13-08 by O-19799 N.S.; effective 12-13-2008.)
(Amended 11-13-08 by O-19803 N.S.; effective 12-13-2008.)
(Amended 11-13-08 by O-19804 N.S.; effective 12-13-2008.)
(Amended 7-6-2011 by O-20065 N.S.; effective 8-5-2011.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 2-22-2012 by O-20141 N.S.; effective 3-23-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Retitled to "Use Regulations Table for Commercial Zones" and amended 3-25-2014 by O-20356 N.S.; effective 4-24-2014.)
(Amended 4-3-2014 by O-20357 N.S.; effective 10-15-2014.)
(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20512-SO.pdf]

(Amended 8-7-2015 by O-20555 N.S.; effective 9-6-2015.)

[Editors Note: Amendments as adopted by O-20555 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20555-SO.pdf]

§131.0530 Development Regulations of Commercial Zones

- (a) Within the commercial zones, no *structure* or improvement shall be constructed, established, or altered, nor shall any *premises* be used unless the *premises* complies with the regulations and standards in this division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations).
- (b) A Neighborhood Development Permit or Site Development Permit is required for the types of *development* identified in Table 143-03A.
- (c) The regulations in this division apply to all proposed *development* in the commercial base zones whether or not a permit or other approval is required except where specifically identified.

(Added 12-9-1997 by O-18451 N.S.; amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

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§131.0531 Development Regulations Tables for Commercial Zones

The following development regulations apply in each of the commercial zones as shown in Tables 131-05C, 131-05D, and 131-05E.

(a) CN Zones

**Table 131-05C
Development Regulations for CN Zones**

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones				
		CN-				
	1st & 2nd >>	1-	1-	1-	1-	
	3rd >>>	1	2	3	4	
4th >>>	1	2	3	4	5	
Max Permitted Residential Density ⁽¹⁾		3,000	1,500	1,500	1,000	600
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies	applies
Lot Area						
Min Lot Area (sf)		2,500	5,000	5,000	2,500	2,500
Max Lot Area (ac)		0.3	10	10	0.3	0.3
Lot Dimensions						
Min Lot Width (ft)		25	50	50	25	25
Min Street Frontage (ft)		25	50	50	25	25
Min Lot Depth (ft)		100	--	--	--	--
Setback Requirements						
Min Front Setback (ft)		--	--	--	--	--
Max Front Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	--	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾
Min Side Setback (ft)		10	10	10	10	10
Optional Side Setback (ft) [See Section 131.0543(b)]		0	0	0	0	0
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies
Min Street Side Setback (ft)		--	--	--	--	--
Max Street Side Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾
Min Rear Setback (ft)		10	10	10	10	10
Optional Rear Setback (ft) [See Section 131.0543(b)]		0	0	0	0	0
Rear Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies
Max Structure Height (ft)		30	30	30	65	65
Max Floor Area Ratio		1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)
Floor Area Ratio Bonus for Residential Mixed Use [See Section 131.0546(a)]		0.5	0.75	0.75	1.2	1.2

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Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones				
		CN-				
	1st & 2nd >>	1-	1-	1-	1-	1-
	3rd >>>	1	2	3	4	5
<i>Minimum Floor Area Ratio</i> for Residential Use		0.5	0.38	0.38	0.6	0.6
Ground-floor Height [See Section 131.0548]		--	--	--	applies	applies
Pedestrian Paths [See Section 131.0550]		applies	applies	applies	applies	applies
Transparency [See Section 131.0552]		applies	--	applies	applies	applies
Building Articulation [See Section 131.0554]		applies	applies	applies	applies	applies
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies

Footnotes for Table 131-05C

- ¹ One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.
- ² See Section 131.0543(a)(2).
- ³ Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- ⁴ Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.

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(b) CR, CO, CV, and CP Zones

Table 131-05D
Development Regulations for CR, CO, CV, CP Zones

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>	Zones										
		CR-		CO-						CV-		CP-
		1-	2-	1-		2-		3-		1-		1-
		1	1	2	1-	2-	1	2	1	2	1	
Max Permitted Residential Density ⁽¹⁾		1,500	1,000	1,500	--	--	800	600	1,500	1,500	--	
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies	applies	applies	applies	applies	applies	--	
Lot Area												
Min Lot Area (sf)		15,000	5,000	5,000	5,000	5,000	5,000	5,000	15,000	5,000	--	
Max Lot Area (ac)		--	--	--	--	--	--	--	--	--	--	
Lot dimensions												
Min Lot Width (ft)		100	50	50	50	50	50	50	100	50	--	
Min Street Frontage (ft)		100	50	50	50	50	50	50	100	50	--	
Min Lot Depth (ft)		100	100	100	100	100	100	100	100	100	--	
Setback Requirements												
Min Front Setback (ft)		10	10	10	10	10	--	--	10	--	10	
Max Front Setback (ft) [See Section 131.0543(a)]		--	25 ⁽²⁾	--	25 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	--	10 ⁽²⁾	--	
Min Side Setback (ft)		10	10	10	10	10	10	10	10	10	10	
Optional Side Setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0	0	--	0 ⁽³⁾	--	
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	
Min Street Side Setback (ft)		10	10	10	10	10	--	--	--	--	--	
Max Street Side Setback (ft) [See Section 131.0543(a)]		--	25 ⁽²⁾	--	25 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	--	10 ⁽²⁾	--	
Min Rear Setback (ft)		10	10	10	10	10	10	10	10	10	10	
Optional Rear Setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	--	0 ⁽³⁾	0 ⁽³⁾	
Rear Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	

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Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>>	Zones										
		CR-		CO-						CV-		CP-
		1- 2-		1- 2-		1- 2-		1- 2-		1- 2-		1-
		1	2	1	2	1	2	1	2	1	2	1
Max Structure Height (ft)		60	45	60	45	65	65	70	60	45	30	
Min Lot Coverage (%)		--	--	--	--	--	--	--	--	35	--	
Max Floor Area Ratio		1.0 ^(4,5)	0.75 ^(4,5)	1.5 ^(4,5)	0.75 ^(4,5)	1.5 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	1.0 ^(4,5)	
<i>Floor Area Ratio Bonus for Residential Mixed Use [See Section 131.0546(a)]</i>		1.0	1.0	1.5	--	--	2.5	2.5	--	--	--	
<i>Minimum Floor Area Ratio for Residential Use</i>		0.5	1.0	0.75	--	--	1.5	1.5	--	--	--	
<i>Floor Area Ratio Bonus for Child Care [See Section 131.0546(b)]</i>		applies	--	applies	--	applies	applies	applies	--	--	--	
Ground-floor Height [See Section 131.0548]		applies	applies	applies	applies	applies	applies	applies	applies	applies	--	
Pedestrian Paths [See Section 131.0550]		applies	applies	applies	applies	applies	applies	applies	applies	applies	--	
Transparency [See Section 131.0552]		--	applies	--	applies	--	applies	applies	--	applies	--	
Building Articulation [See Section 131.0554]		applies	applies	applies	applies	applies	applies	applies	applies	applies	--	
Street Yard Parking Restriction [See Section 131.0555]		--	applies	--	applies	--	applies	applies	--	--	--	
Parking Lot Orientation [See Section 131.0556]		applies	--	applies	--	applies	--	--	applies	applies	--	
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	

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Footnotes for Table 131-05D

- ¹ One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.
- ² See section 131.0543(a)(2).
- ³ See section 131.0543(b).
- ⁴ Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- ⁵ Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.

(c) CC Zones

Table 131-05E
Development Regulations for CC Zones

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>	Zones			
		CC-			
		1-2-4-5-	1-2-4-5-	1-2-4-5-	2-3-4-5-
		1	2	3	4
Max Permitted Residential Density⁽¹⁾		1,500	1,500	1,500	1,500
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies
Lot Area					
Min Lot Area (sq. ft.)		5,000	5,000	5,000	2,500
Max Lot Area (ac)		--	--	--	--
Lot Dimensions					
Min Lot Width (ft)		50	50	100	25
Min Street Frontage (ft)		50	50	100	25
Min Lot Depth (ft)		100	100	--	--
Max Lot Depth (ft)		150	150	--	--
Setback Requirements					
Min Front Setback (ft)		--	--	--	--
Max Front Setback (ft) [See Section 131.0543(a)]		100 ^(2,3)	100 ^(2,3)	--	5 ⁽²⁾
Min Side Setback (ft)		10	10	10	10
Optional Side Setback (ft) [See Section 131.0543(b)]		0	0	0	0
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies

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Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones											
		CC-											
		1-	2-	4-	5-	1-	2-	4-	5-	1-	2-	4-	5-
		1	2	3	4								
Min <i>Street Side Setback</i> (ft)		--	--	--	--								
Max <i>Street Side Setback</i> (ft) [See Section 131.0543(a)]		--	--	--	10 ⁽²⁾								
Min <i>Rear Setback</i> (ft)		10	10	10	10								
Optional <i>Rear Setback</i> (ft) [See Section 131.0543(b)]		0	0	0	0								
<i>Rear Setback</i> Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies								
Max <i>Structure Height</i> (ft)		30	60	45	30								
Min <i>Lot Coverage</i> (%)		--	--	--	35								
Max <i>Floor Area Ratio</i>		0.75 ^(4,5)	2.0 ^(4,5)	0.75 ^(4,5)	1.0 ^(4,5)								
<i>Floor Area Ratio</i> Bonus for Residential Mixed Use [See Section 131.0546(a)]		0.75	--	0.75	0.5								
Minimum <i>Floor Area Ratio</i> for Residential Use		0.56	--	0.56	0.25								
Ground-floor Height [See Section 131.0548]		--	applies	applies	--								
Pedestrian Paths [See Section 131.0550]		applies	applies	applies	applies								
Transparency [See Section 131.0552]		--	---	---	applies								

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Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones											
		CC-											
		1-	2-	4-	5-	1-	2-	4-	5-	1-	2-	4-	5-
		1	2	3	4	1	2	3	4	1	2	3	4
Building Articulation [See Section 131.0554]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies
Parking Lot Orientation [See Section 131.0556]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	-
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >> 4th >>	Zones											
		CC											
		2-	3-	4-	5-	3-	4-	5-	3-	4-	5-		
		5	6	7	8	9	10	11	12	13	14		
Max permitted Residential Density ⁽¹⁾		1,500	1,000	800	600	400	300	200	150	100	75	50	30
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies
Lot Area													
Min Lot Area (sq. ft.)		2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Max Lot Area (ac)		--	--	--	--	--	--	--	--	--	--	--	--
Lot Dimensions													
Min Lot Width (ft)		25	25	25	25	25	25	25	25	25	25	25	25
Min Street Frontage (ft)		25	25	25	25	25	25	25	25	25	25	25	25
Min Lot Depth (ft)		--	--	--	--	--	--	--	--	--	--	--	--
Max Lot Depth (ft)		--	--	--	--	--	--	--	--	--	--	--	--
Setback Requirements													
Min Front Setback (ft)		--	--	--	--	--	--	--	--	--	--	--	--
Max Front Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾	5 ⁽²⁾
Min Side Setback (ft)		10	10	10	10	10	10	10	10	10	10	10	10
Optional Side Setback (ft) [See Section 131.0543(b)]		0	0	0	0	0	0	0	0	0	0	0	0
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies	applies
Min Street Side Setback (ft)		--	--	--	--	--	--	--	--	--	--	--	--
Max Street Side Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾
Min Rear Setback (ft)		10	10	10	10	10	10	10	10	10	10	10	10

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Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator 1st & 2nd >> 3rd >>> 4th >>>	Zones					3-10 0 -- -- 2.0 ^(4,5) 3.0 2.0 applies applies applies applies applies applies applies applies
		CC					
		2-3-4-5-3-4-5-3-3-3-	5	6	7	8	
Optional Rear <i>Setback</i> (ft) [See Section 131.0543(b)]		0	0	0	0	0	0
Rear <i>Setback</i> Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	--
Max <i>Structure Height</i> (ft)		100	65	65	100	--	--
Min <i>Lot Coverage</i> (%)		35	35	35	35	35	--
Max <i>Floor Area Ratio</i>		2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)
<i>Floor Area Ratio</i> Bonus for Residential Mixed Use [See Section 131.0546(a)]		2.0	2.0	2.5	2.5	3.0	3.0
Minimum <i>Floor Area Ratio</i> for Residential Use		1.0	1.0	1.5	1.5	2.0	2.0
Ground- <i>floor Height</i> [See Section 131.0548]		applies	applies	applies	applies	applies	applies
Pedestrian <i>Paths</i> [See Section 131.0550]		applies	applies	applies	applies	applies	applies
Transparency [See Section 131.0552]		applies	applies	applies	applies	applies	applies
Building <i>Articulation</i> [See Section 131.0554]		applies	applies	applies	applies	applies	applies
Parking <i>Lot Orientation</i> [See Section 131.0556]		-	-	-	-	-	-
Refuse and Recyclable <i>Material Storage</i> [See Section 142.0805]		applies	applies	applies	applies	applies	applies
Loading <i>Dock and Overhead Door Screening Regulations</i> [See Section 142.1030]		applies	applies	applies	applies	applies	applies

Footnotes for Table 131-05E

- 1 One dwelling unit per specified minimum square feet of lot area as determined in accordance with Section 113.0222.
- 2 See Section 131.0543(a)(2).
- 3 See Section 131.0543(a)(3).
- 4 Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- 5 Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.
- 6 131.0540(d) does not apply to CC-3-10
(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)
(Amended 11-13-08 by O-19799 N.S.; effective 12-13-2008.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 4-11-2014 by O-20361 N.S.; effective 5-18-2014.)

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San Diego Municipal Code (1-2016) **(Proposed Changes 3-17-2016)** Chapter 13: Zones

(Retitled from "Development Regulations Tables of Commercial Zones" to "Development Regulations Tables for Commercial Zones" and amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20512-SO.pdf]

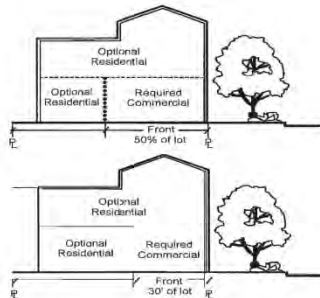
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§131.0540 Maximum Permitted Residential Density and Other Residential Regulations

The following regulations apply to residential *development* within commercial zones where indicated in Table 131-05B:

- (a) Residential *Development* as a Permitted Use. Residential *development* is permitted in commercial zones only where it is identified in Table 131-05B.
- (b) Mixed-Use or Multi-Use Requirement. Residential *development* is permitted only when a commercial *structure* exists on the *premises* or is a part of the proposed *development*.
- (c) Ground *Floor* Restrictions.
 - (1) Residential use and residential parking are prohibited on the ground *floor* in the front half of the *lot*, except in the CC-3-4, CC-3-5, CC-3-6, CC-3-7, CC-3-8, CC-3-9, CC-4-4, CC-4-5, CC-4-6, CC-5-4, CC-5-5, CC-5-6, and CV-1-2 zones, where these uses are prohibited on the ground *floor* in the front 30 feet of the *lot* as shown in Diagram 131-05A.

Diagram 131-05A Ground Floor Restriction



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- (2) Within the Coastal Overlay Zone
- (A) Required parking cannot occupy more than 50 percent of the ground *floor* in the CV-1-1 or CV-1-2 zones.
- (B) Residential uses are not permitted on the ground *floor*.
- (d) *Residential Development*. Where residential *development* is permitted, the development regulations of the RM-1-1, RM-2-5, RM-3-7, RM-3-8, RM-3-9, and RM-3-10 zones apply as appropriate according to the maximum permitted residential *density*, except that the *lot* area, *lot* dimensions, *setback*, *floor area ratio*, and *structure height* requirements of the applicable commercial zone apply. The *floor area ratio* bonus for providing underground parking as set forth in Sections 131.0446(e) and 131.0446(f) shall apply.
- (e) Non owner occupants must reside on the premises for a minimum of 7 consecutive calendar days.

(Added 12-9-1997 by O-18451 N.S.)

(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 11-28-2005 by O-19444 N.S.; effective 2-9-2006.)

(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)

(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)

(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§131.0543 Setback Requirements for Commercial Zones

Setback requirements are specified in Tables 131-05C, 131-05D, and 131-05E. Refer to Section 131.0556(b) and are subject to the following exceptions and additional regulations:

(a) Front and Street Side Setback Requirements

- (1) Off-street parking in all commercial zones may be located within the required front yard and required street side yard adjoining the required landscaped strip abutting public rights-of-way.
- (2) In the CO, CV, and CC zones (except the CC-3 zones) with a maximum front or street side setback as shown in Tables 131-05C, 131-05D, and 131-05E, the maximum setback shall apply to only 70 percent of the street frontage. The remaining 30 percent is not required to observe the maximum setback and may be located farther from the property line. See Diagram 131-05B.
- (3) In the CN and CC-3 zones with a maximum front or street side setback as shown in Tables 131-05C, 131-05D, and 131-05E, the maximum setback shall apply to only 90 percent of the street frontage. The remaining 10 percent is not required to observe the maximum setback and may be located farther from the property line. See Diagram 131-05C.

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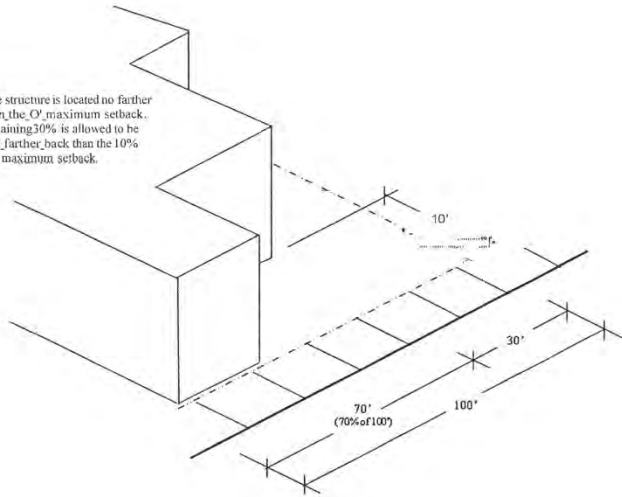
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Diagram 131-05B
Maximum Setback Requirement

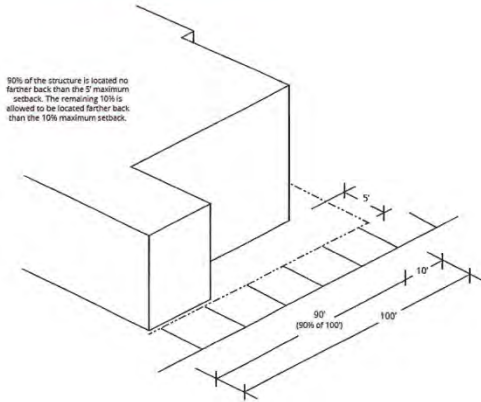
70% of the structure is located no farther back than the 0' maximum setback. The remaining 30% is allowed to be located farther back than the 10% maximum setback.



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Diagram 131-05C
Maximum Setback Requirement

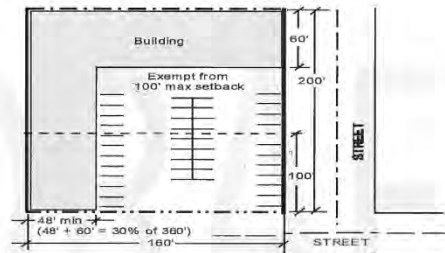


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- (3) In the CC-1-1, CC-1-2, CC-2-1, CC-2-2, CC-4-1, CC-4-2, CC-5-1, and CC-5-2 zones, the 100-foot maximum front setback does not apply to lots with more than 75 feet of street frontage if the proposed development is within 10 feet of the front or street side property line for at least 30 percent of the street frontage. See Diagram 131-05C.

Diagram 131-05C

Exception to Maximum Setback



NOTE: Example of exemption from 100' max setback

- The lot has more than 75' of linear street frontage
- Buildings are located within 0'-5' of the front and street side property line for 30% of the total linear street frontage

- (b) Minimum Side and Rear Setback
 - (1) In zones that require a 10-foot minimum side or rear setback and provide the option for no side or rear setbacks as shown in Tables 131-05C, 131-05D, and 131-05E, the structure shall either be placed at the property line or shall be set back at least 10 feet.
 - (2) The optional side or rear setback is not applicable to commercial development abutting low density residentially zoned properties as further described in Section 131.0543(c).
- (c) Commercial Development Abutting Residentially Zoned Properties

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- (1) Commercial *development* abutting low *density* residentially zoned properties with a permitted *density* of less than 15 *dwelling units* per acre shall provide a 10-foot minimum *setback* for any side or rear *yard* that abuts low *density* residential zoned property. The *structure* shall comply with additional step back requirements in accordance with Section 131.0543(c)(3).
- (2) Commercial *development* abutting medium to high *density* residentially zoned properties with a permitted *density* of 15 *dwelling units* or more per acre that provide no side or rear *setback* and locate the structure at the *property line* as provided for by Section 131.0543(b) shall comply with the following:
 - (A) Minimum step back for *structures* placed at the side *property line*.
 - (i) Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the side *property line* 10 feet, or 10 percent of the *lot* width but not less than 5 feet, whichever is less.
 - (ii) Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.
 - (B) Minimum step back for *structures* placed at the rear *property line*.
 - (i) Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the rear *property line* 10 feet, or 10 percent of the *lot* depth but not less than 5 feet, whichever is less.
 - (ii) Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.
- (3) For side and rear *yards*, if the *structure* is set back 10 feet or more from the *property line*, each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

§131.0546 Maximum Floor Area Ratio

Maximum *floor area ratio* is specified in Tables 131-05C, 131-05D, 131-05E and is subject to the following additional regulations:

(a) *Floor Area Ratio* Bonus for Mixed Use

- (1) A *floor area ratio* bonus is provided in some commercial zones, as indicated in Tables 131-05C, 131-05D, and 131-05E, for residential uses that are developed as a part of a mixed-use *development*. A minimum required residential *floor area ratio* is shown in the tables, and must be applied toward the residential portion of the project. The remainder of the bonus may be used for either commercial or residential uses.
- (2) If an underground parking *structure* is provided as part of a mixed-use *development*, a *floor area ratio* bonus shall be provided equal to the *gross floor area ratio* of the underground parking *structure* on the *premises*, but not to exceed a *floor area ratio* of 1.0. The additional *floor area ratio* must be applied toward the residential portion of the *development*.

(b) *Floor Area Ratio* Bonus for Child Care Facilities

In the CR-1-1, CR-2-1, CO-1-2, CO-2-2, CO-3-1, and CO-3-2 zones, a *floor area ratio* bonus over the otherwise maximum allowable *gross floor area* is permitted at the rate of 4 square feet of additional *gross floor area* for each 1 square foot of *gross floor area* devoted to the *child care facility* to be added to the total area of the *premises* when determining the *floor area ratio* for a *development*. The area designated for the *child care facility* must be used for child care for a minimum of 10 years and must be in compliance with the requirements of Section 141.0606 (Child Care Facilities).

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§131.0548 Ground-floor Height

Ground-floor height requirements apply to *structures* with commercial uses on the ground floor. The minimum ground-floor height for *structures* shall be the average of 15 feet, but shall not be less than 13 feet, measured from the average *grade* of the adjoining sidewalk, in increments of no more than 100 feet along a *development* frontage, to the finished elevation of the second floor.

(Added 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§131.0550 Pedestrian Paths

Where pedestrian paths are required in Tables 131-05C, 131-05D, or 131-05E, the number, location, and design of the paths shall be in accordance with the following.

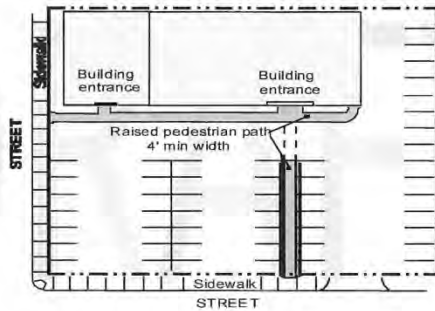
- (a) Each commercial tenant space shall be accessible from an abutting public *street* by a pedestrian path that is at least 4 feet wide as shown on Diagram 131-05D. The path shall be continuous, clear of obstructions, easily identifiable as a pedestrian path, and visually distinguishable from other hardscaping. Pedestrian paths shall be separated from vehicular access areas by wheelstops, curbs, landscaping, or other physical barriers, except when crossing driveways or aisles.

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- (b) At least one pedestrian path shall be provided for each property frontage on an improved public *street* when at some point along the frontage the difference in elevation between the sidewalk in the *public right-of-way* and the building or vehicle use area closest to the abutting *street frontage* is less than 4 feet, as shown in Diagram 131-05D. For a *premises* with more than three frontages, only three pedestrian paths are required.

Diagram 131-05D

Pedestrian Paths

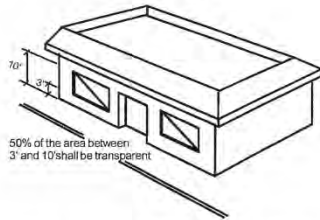


- (c) Building entrances located at the front or *street side property line*, where the building *setback* is zero, qualify as a required pedestrian path.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0552 Transparency

Where transparency is required by Tables 131-05C, 131-05D, or 131-05E, a minimum of 50 percent of *street wall* area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use. Windows or other transparent materials that provide visibility into a garage or similar area do not count toward the required transparency. See Diagram 131-05E.

Diagram 131-05E
Transparency



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0554 Building Articulation

Where building articulation is required by Tables 131-05C, 131-05D, or 131-05E, the following regulations apply.

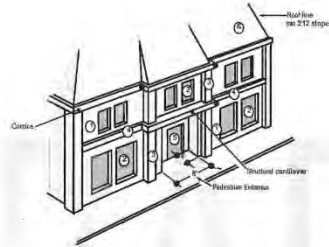
- (a) All building elevations fronting a *public right-of-way* shall be composed of offsetting planes that provide relief in the *building facade* by inseting or projecting surfaces (planes) of the building. The minimum number of offsetting planes and the minimum horizontal separation between planes is based on the length of the new *building facade*, as shown in Table 131-05F.

**Table 131-05F
Offsetting Plane Requirements**

Length of New Building Façade	Number of Offsetting Planes Required
25 ft or less	2 with a minimum separation of 3 inches
More than 25 ft, but less than or equal to 50 ft	4 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches
More than 50 ft, but less than or equal to 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet
More than 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet, and plus 1 additional plane for each 50 feet of <i>building facade</i> length over 100 feet (maximum of 3 additional planes required with a minimum separation of 5 feet).

- (1) For purposes of this section, the area of a plane may include separate surfaces that are non-contiguous but which all lie in the same plane. Each numbered surface of the building shown in Diagram 131-05F represents a different plane of the building facade. The sum of the area of each plane labeled with the same number in Diagram 131-05F is the total area of that plane.

Diagram 131-05F
Building Articulation



- (2) For purposes of this section, an offset is the distance between two different planes of a *building facade* measured perpendicularly to the plane surface (for example, the dimension between plane 1 and 2 in Diagram 131-05F).
- (b) Where a 3-inch or 8-inch offset between planes is required, the total area of any single offsetting plane shall be more than 5 percent and less than 50 percent of the total *building facade* area on that frontage.
- (c) Where a 3-foot or 5-foot offset between planes is required, the total area of any single offsetting plane shall be more than 10 percent and less than 50 percent of the total *building facade* area on that frontage.
- (d) The following elements of a *building facade* may be used to satisfy any one required building plane:
- (1) Roofs with a minimum pitch from eave to peak of 3:12 (3 vertical feet to 12 horizontal feet) and a minimum area of 10 percent of the building elevation fronting on a *public right-of-way*;
 - (2) Pedestrian entrances with a minimum offset dimension of 4 feet from the primary plane of the *building facade* and a minimum width of 8 feet;

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- (3) A cornice equal to at least 70 percent of the length of the *building facade* that has a minimum offset of 1 foot, located along the *street wall*; and
- (4) Structural cantilevers with combined lengths totaling at least 30 percent of the length of the *building facade*, with an average offset of at least 2 feet, located along the *street wall*. *Roof eaves* do not count as offsetting planes.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0555 Parking Restriction

In the CO-1-1, CO-3-1, and CO-3-2 zones, parking is not permitted in the required front and *street side yard*.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

[Editors Note: Amendments as adopted by O-20512 N. S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§131.0556 Parking Lot Orientation

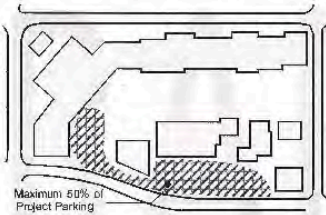
Section 131.0556 applies in all zones where the parking lot orientation regulation applies, as indicated in Table 131-05D or 131-05E.

(a) Proposed development with over 100,000 square feet of gross floor area and more than one street frontage shall locate no more than 50 percent of the vehicular use area between the longest street frontage providing public access to the premises and a building or buildings.

Diagram 131-05G

Parking Lot Orientation Restriction

Parking Lot Orientation Restriction



(Added 12-9-1997 by O-18451 N.S., effective 1-1-2000.)

(b) In all zones where the parking lot orientation regulation applies, as indicated in Table 131-05D or 131-05E, proposed development with under 100,000 square feet of gross floor area and more than one street frontage shall locate surface parking for non-residential uses so that at least 75 percent of the parking spaces are screened from public view along the adjacent public right-of-way.

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Article 1: Separately Regulated Use Regulations

Division 10: Industrial Use Category--Separately Regulated Uses
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§141.1001 Artisan Food and Beverage Producer

Artisan Food and Beverage Producer applies to establishments that engage in commercial on-site production of food and/or beverage products. Typical products may include, but are not limited to micro-breweries, coffee roasting, ice cream, baked goods, confectioneries, alcoholic and non-alcoholic beverages, and other foodstuffs and may be permitted as a Limited Use or subject to a Neighborhood Use Permit indicated with either an "L" or "N" in the Use Regulation Table 131-05B in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) These uses shall be limited to 10,000 square feet of ground floor area.
- (b) All storage shall be within an enclosed building or screened from the public right-of-way by fences or walls and landscaping. Stored items shall not be stacked to a height that exceeds the height of the screening.
- (c) Hours of operation shall be limited to 6:00 a.m. until 10:00 p.m. so that neighboring residential development is not disturbed by noise and lights.
- (d) Distribution facilities are not permitted adjacent to residentially zoned property.

§141.1002 Hazardous Waste Research Facilities

This section regulates *structures*, improvements on the land, and all contiguous land used for research related to the treatment, transfer, storage, resource recovery, disposal, or recycling of *hazardous waste*.

Hazardous waste research facilities may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) At the time of application for a Conditional Use Permit, the *applicant* shall provide proof of approval of a Research, Development and Demonstration Permit for *Hazardous Waste* Treatment from the Environmental Protection Agency, or any other agency of the United States Government, pursuant to the Federal Resources Conservation and Recovery Act.
- (b) The *applicant* shall provide the City with documentation of the activities that will take place on the site and a plan describing the safeguards the *applicant* will employ to assure that no harm comes to the surrounding area as a result of the activities on the site.

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§141.100~~33~~ Hazardous Waste Treatment Facilities

This section regulates *structures*, improvements on the land, and all contiguous land used for the treatment, transfer, storage, resource recovery, disposal, or recycling of *hazardous waste*.

Hazardous waste treatment facilities may be permitted with a Conditional Use Permit decided in accordance with Process Five in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) At least 90 calendar days before applying for a Conditional Use Permit, the *applicant* shall file a notice of intent to apply for the permit with the City Manager and with the Office of Permit Assistance in the State Office of Planning and Research. The notice of intent shall contain a complete description of the nature, function, and scope of the *development*.

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- (b) Within 90 calendar days of the date on which a notice of intent to apply for a Conditional Use Permit is filed, the Office of Permit Assistance will, in cooperation with the City Manager, convene a public meeting in the City of San Diego to inform the public about the nature, function, and scope of the proposed project and the procedures that are required for approving applications for the *development*.
- (c) Within 90 calendar days of the date on which a notice of intent to apply for a Conditional Use Permit is filed, the City Council shall appoint a seven-member local assessment committee. The membership of the local assessment committee shall be broadly constituted to reflect the makeup of the City and shall include three representatives of the City at large, two representatives of environmental or public interest groups, and two representatives of affected businesses and industries. Members of the committee shall have no direct financial interest, as defined in the California Government Code, Section 87103, in the proposed *development*. The City Council shall provide staff resources to assist the local assessment committee in performing its duties. The local assessment committee shall cease to exist after final administrative action by state and local agencies has been taken on the permit applications. The local assessment committee shall, within the time period prescribed by the City Council, do all of the following:
- (1) Adopt rules and procedures that are necessary to perform its duties;
 - (2) Represent generally the interest of the residents of the City and the interests of adjacent communities in negotiations with the *applicant*;
 - (3) Negotiate with the *applicant* on the detailed terms, provisions, and conditions for project approval that would protect the public health, safety, and general welfare and the environment of the City and adjacent communities, and would promote the fiscal welfare of the City through special benefits and compensation;
 - (4) Receive and expend, subject to the approval of the City Manager and authorization of the City Council, the technical assistance grants made available by the Office of Permit Assistance in the State Office of Planning and Research to enable the local assessment committee to hire an independent consultant to assist the committee in reviewing the *development* and negotiating terms, provisions, and conditions with the *applicant*; and
 - (5) Advise the City Manager, Planning Commission, and City Council of the terms, provisions, and conditions for approval that have been agreed upon by the committee and the *applicant* and of any additional information that the committee deems appropriate. The City Manager, Planning Commission, and City Council may use this advice for their independent consideration of the *development*.

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- (d) The City Manager will notify the Office of Permit Assistance in the State Office of Planning and Research within 10 *business days* of the date on which an application for a Conditional Use Permit is *deemed complete* by the City.
- (e) Within 60 calendar days of receipt of this notice, the Office of Permit Assistance in the State Office of Planning and Research will convene a meeting of the lead agency and responsible agencies for the *development*, the *applicant*, the local assessment committee, and the interested public, to be held in the City of San Diego, to determine the issues that concern the agencies that are required to approve the project and the issues that concern the public. The City Manager shall provide notice to the public of the date, time, and place of the meeting.
- (f) Following the meeting required by Section 141.10022(c), the local assessment committee and the *applicant* shall meet and confer on the proposal for the purpose of establishing the terms, provisions, and conditions under which the *development* would be acceptable to the community. If the local assessment committee and the *applicant* cannot resolve any differences through the meetings, the Office of Permit Assistance in the State Office of Planning and Research may recommend the use of a mediator.
- (g) Pursuant to the California Health and Safety Code, Section 25199.7(g), the *applicant* shall pay a fee, established by the Office of Permit Assistance in the State Office of Planning and Research, equal to the cost of hiring independent consultants to review the *development*. The Office of Permit Assistance in the State Office of Planning and Research may use this money to make technical assistance grants to the local assessment committee to enable the committee to hire an independent consultant to assist the committee in reviewing the *development* and negotiating terms, provisions, and conditions with the *applicant*.
- (h) Pursuant to California Health and Safety Code Section 25199.7(h), the *applicant* shall pay one-half of the costs of any mediation process that may be recommended by the Office of Permit Assistance in the State Office of Planning and Research. The remaining costs will be paid, upon appropriation by the legislature, from the State General Fund.
- (i) Within 60 calendar days of the date on which the application is *deemed complete*, and after a noticed public hearing, the City Council shall, at the request of the *applicant*, issue an initial written determination on whether the proposed *development* is consistent with the following documents:
 - (1) The *land use plan* and zoning ordinances in effect at the time the application was received; and

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- (2) The County *Hazardous Waste* Management Plan authorized by California Health and Safety Code Article 3.5 (commencing with Section 25135), if such plan is in effect at the time of the application.
- (j) The City Manager shall send a copy of the written determination, made pursuant to Section 141.100~~32~~(i), to the *applicant*.
- (k) The determination required by Section 141.100~~32~~(i) does not prohibit the City Council from making a different determination when the final decision to approve or deny the Conditional Use Permit is made, if the final determination is based on information that was not considered at the time the initial determination was made.
- (l) The decision of the City Council regarding the approval, conditions of approval, or denial of a Conditional Use Permit is final unless appealed by the *applicant* or an *interested person* to the Governor of the State of California, or the Governor's designee, pursuant to California Health and Safety Code Article 8.7 (commencing with Section 25199) to Chapter 6.5 of Division 20, within 30 calendar days after the date on which the City Council approves or denies the Conditional Use Permit.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§141.100~~43~~ Marine-Related Uses in the Coastal Zone

Marine-related uses in the Coastal Overlay Zone are permitted in zones indicated with a "P" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones). Marine-related uses in the Coastal Overlay Zone may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) All storage, service, and repair areas shall be located on the site so that they are not visible, or shall be *screened* so that they are not visible, from adjacent *development* and *public rights-of-way*.
- (b) Off-street parking shall be provided at a level sufficient to serve the facility without impacting adjacent or nearby property.
- (c) A litter control program is required before approval of the permit.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)

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§141.100~~5~~4 Mining and Extractive Industries

Mining and extractive industries may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) Exemptions. The following activities and persons are exempt from the provisions of this section:
(1) Prospecting for or exploration of minerals for commercial purposes where less than 1,000 cubic yards of overburden are removed in any single location of 1 acre or less;
(2) Any surface mining operation that does not involve the removal of more than 1,000 cubic yards of minerals, ores, and overburden or involve more than 1 acre in any single location;
(3) Surface mining operations that are required by federal law in order to protect a mining claim, if the operations are conducted solely for that purpose; and
(4) Excavations or grading conducted for farming, onsite construction, or for the purpose of restoring land following a flood or natural disaster.
(5) The solar evaporation of sea water or bay water for the production of salt and related minerals.
(6) Onsite excavation and onsite earthmoving activities that are an integral and necessary part of a construction project that are undertaken to prepare a site for construction of structures, landscaping, or other land improvements, including the related excavation, grading, compaction, or the creation of fills, road cuts, and embankments, whether or not surplus materials are exported from the site, subject to all of the following conditions:

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- (A) All required permits for the construction, landscaping, or related land improvements have been approved by a public agency in accordance with applicable provisions of state law and locally adopted plans and ordinances, including, but not limited to Public Resources Code, Division 13 (commencing with Section 21000).
 - (B) The lead agency's approval of the construction project included consideration of the onsite *excavation* and onsite earthmoving activities pursuant to Public Resources Code, Division 12 (commencing with Section 21000)
 - (C) The approved construction project is consistent with the general plan or zoning of the *premises*.
 - (D) Surplus materials shall not be exported from the *premises* unless and until actual construction work has commenced and shall cease if it is determined that construction activities have terminated, have been indefinitely suspended, or are no longer being actively pursued.
- (7) Operation of a plant site used for mineral processing, including associated onsite structures, equipment, machines, tools, or other materials, including the onsite stockpiling and onsite recovery of mined materials, subject to all of the following conditions:
- (A) The plant site is located on lands designated for industrial or commercial uses in the applicable county or city general plan.
 - (B) The plant site is located on lands zoned industrial or commercial, or are contained within a zoning category intended exclusively for industrial activities by the applicable city or county.
 - (C) None of the minerals being processed are being extracted onsite.
 - (D) All *reclamation* work has been completed pursuant to the approved reclamation plan for any mineral extraction activities that occurred onsite after January 1, 1976.
- (8) Emergency *excavations* or *grading* conducted by the California Department of Water Resources or the Reclamation Board for the purpose of averting, alleviating, repairing, or restoring damage to property due to imminent or recent floods, disasters, or other emergencies.

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- (9) *Surface mining* operations conducted on lands owned or leased, or upon which easements or rights-of-way have been obtained, by the California Department of Water Resources for the purpose of the State Water Resources Development System or flood control, and *surface mining* operations on lands owned or leased, or upon which easements or rights-of-way have been obtained, by the Reclamation Board for the purpose of flood control, if the California Department of Water Resources adopts, after submission to and consultation with, the California Department of Conservation, a *reclamation* plan for lands affected by these activities, and those lands are reclaimed in conformance with the standards specified in regulation of the board adopted pursuant to the California Surface Mining and Reclamation Act of 1975. The California Department of Water Resources shall provide an annual report to the California Department of Conservation by the date specified by the California Department of Conservation on these mining activities.
- (10) *Excavations* or *grading* for the exclusive purpose of obtaining materials for roadbed construction and maintenance conducted in connection with timber operations or forest management on land owned by the same person or entity. This exemption is limited to *excavation* and *grading* that is conducted adjacent to timber operation or forest management roads and shall not apply to onsite *excavation* or *grading* that occurs within 100 feet of a Class One watercourse or 75 feet of a Class Two watercourse, or to *excavation* for materials that are, or have been sold for commercial purposes.
 - (A) The exemption set forth in Section 141.10054(a)(10) applies only if slope stability and erosion are controlled in accordance with Section 3704(f) and Section 3706(d) of Title 14 of the California Code of Regulations and, upon closure of the site, the person closing the site implements, where necessary, revegetation measures and postclosure uses in consultation with the California Department of Forestry and Fire Protection.
- (11) Excavations, grading, or other earthmoving activities in an oil or gas field that are integral to, and necessary for, ongoing operations for the extraction of oil or gas that comply with all of the following conditions:
 - (A) The operations are being conducted in accordance with Public Resources Code, Division 3 (commencing with Section 3000).

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- (B) The operations are consistent with any general plan or zoning applicable to the site.
 - (C) The earthmoving activities are within oil or gas field properties under a common owner or operator.
 - (D) No excavated materials are sold for commercial purposes.
- (b) Vested Rights
- (1) Any person who obtained a vested right to conduct a *surface mining* operation before January 1, 1976, shall not be required to secure a Conditional Use Permit pursuant to the provisions of Section 141.100~~5~~4, as long as the vested right continues and no substantial change is made in the operation except in accordance with the provisions of Section 141.100~~5~~4. Any substantial change in the *surface mining* operation subsequent to January 1, 1976, may be permitted only with a Conditional Use Permit in accordance with Section 141.1004.
 - (A) A person is deemed to have a vested right if, before January 1, 1976, that person has in good faith and in reliance upon a permit or other authorization, if a permit or other authorization was required, diligently commenced *surface mining* operations and incurred substantial liabilities for work and necessary materials. Expenses incurred in obtaining the enactment of a resolution in relation to a particular operation or the issuance of a permit shall not be deemed liabilities for work or materials that would create a vested right.
 - (2) A person with vested rights who has continued *surface mining* in the same disturbed area after January 1, 1976, and who did not receive approval for his or her reclamation plan prior to July 1, 1990, shall cease continuation of the surface mining operation until a reclamation plan has been submitted to the City Manager and approved in accordance with Process One. All *reclamation* plans submitted to the City Manager for vested operations that are conducted after January 1, 1976, shall be accompanied by the applicable deposit.
 - (3) Any person who has obtained a vested right to conduct *surface mining* operations shall obtain a grading permit and be subject to the same frequency of inspection as those mining operators required to obtain a Conditional Use Permit pursuant to Section 141.100~~5~~4.

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- (4) Nothing in Section 141.1005~~4~~ shall be construed as requiring the filing of a *reclamation* plan for, or the *reclamation* of, mined lands on which *surface mining* operations were conducted prior to, but not after, January 1, 1976.
- (c) The applicant shall submit a *reclamation* plan, financial assurances and grading plans, in accordance with the provisions set forth in Section 141.1004; the California Surface Mining and Reclamation Act of 1975, Article 5 including Section 2772, 2773 and 2773.1; applicable provisions of Chapter 8, Division 2, Title 14 of the California Code of Regulations including Sections 3500-3505 and 3700-3713; and procedures established by the City Manager. The Conditional Use Permit, *reclamation* plan, financial assurance, and *grading* plan shall be processed as a consolidated action.
- (d) The Director of the California Department of Conservation shall be notified by the City Manager of the filing of a Conditional Use Permit application pursuant to Section 141.1005~~4~~.
- (e) In accordance with Public Resources Code section 2772, any person who owns, leases, or otherwise controls or operates on all or any portion any mined lands, or who plans to conduct *surface mining* operations on the lands, shall submit a *reclamation* plan for approval by the City Manager. The *reclamation* plan shall be submitted in a format specified by the City Manager. The *reclamation* plan shall include all information and documentation set forth in Public Resources Code sections 2772 (c) and 2773(a).
- (f) The mining operator shall file an annual *surface mining* report on forms provided by the State Mining and Geology Board with the California Department of Conservation and the City Manager no later than the anniversary date established by the Director of the California Department of Conservation, or as otherwise required by the Conditional Use Permit.
- (g) *Reclamation* plans, reports, applications, and other documents submitted in accordance with Section 141.1005~~4~~ are public records unless it can be demonstrated to the satisfaction of the City Attorney that the release of this information would reveal production, reserves, or rate of depletion that is entitled to protection as proprietary information. The City Attorney shall identify the proprietary information as a separate part of each application. A copy of all permits, *reclamation* plans, reports, applications, and other documents submitted in accordance with Section 141.1005~~4~~, including proprietary information, shall be furnished to the Director of the California Department of Conservation by the City Manager. Proprietary information shall be made available to persons other than the Director of Department of Conservation only when authorized by the *surface mining* owner in accordance with Public Resources Code section 2778.

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- (h) As a condition of approval for the Conditional Use Permit or the *reclamation* plan, or both, the *applicant* shall agree to allow the City, upon notice of inspection, to enter the site to inspect and evaluate continuing compliance with the Conditional Use Permit and the *reclamation* plan. The inspections shall occur no less frequently than once in any calendar year, in accordance with Public Resources Code section 2774(b). The inspection shall be conducted by a state-registered geologist, state registered civil engineer, state licensed landscape architect or state registered forester, who is experienced in land *reclamation* and who has not been employed by the *surface mining* operation in any capacity during the twelve month prior to the inspection. The inspection shall be conducted using a form provided by the California Department of Conservation and subject to review and approval by the City Manager. The completed inspection form and an inspection report shall be submitted to the City Manager within fifteen days of the inspection. All costs related to the inspections and report shall be borne solely by the operator. The City Manager shall notify the California Department of Conservation within thirty days of completion of the inspection that the inspection has been conducted; the City Manager shall also forward a copy of the notice, the completed inspection form and any necessary supporting documentation, to the applicant.
- (i) As a result of the annual inspection, if the City Manager finds that the *surface mining* operator is not following the provisions of the *reclamation* plan, the *surface mining* operator shall be given notice to comply within a given time not to exceed ninety calendar days. A copy of the notice shall be given to the owner of the land upon which the *surface mining* operations are located. If at the end of the stated time the operator is not in compliance, the City Manager may revoke or suspend the Conditional Use Permit or the *reclamation* plan or both until the *surface mining* operator complies or obtains approval of a revised *reclamation* plan.
- (j) In accordance with the provisions of Section 141.10054, Public Resources Code section 2773.1 and as a condition of approval of the Condition Use Permit or the *reclamation* plan or both, the *surface mining* operator shall submit financial assurances to ensure compliance with the *surface mining* operation's *reclamation* plan, including revegetation and landscaping requirements, restoration of aquatic or wildlife habitat, restoration of water bodies and water quality, slope stability and erosion and drainage control, disposal of hazardous materials, annual adjustments for disturbance to new lands and those anticipated for the upcoming calendar year, inflation and other measures, as necessary.

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- (1) Cost estimates shall be prepared in accordance with the procedures outlined in the most recent edition of the State Mining and Geology Board's "Financial Assurance Guidelines" and shall be submitted to the City Manager for review and approval prior to the *surface mining* operator securing financial assurances.
- (2) A copy of the cost estimates will be forwarded to the State California Department of Conservation for review.
- (3) Revisions to financial assurances shall be submitted to the City Manager each year prior to the anniversary date for approval of the financial assurances. The annual adjustments shall take into account new lands disturbed by *surface mining* operations, changes with respect to environmental conditions affected by mining operations, new information concerning mining *reclamation* or the *reclamation* of subject mined lands, modifications of the *reclamation* plan, changes in the laws and regulations affecting *surface mining*, inflation and *reclamation* of lands accomplished in accordance with the *reclamation* plan.
- (4) The financial assurances shall be made payable to the City of San Diego and the California Department of Conservation and may be any of those listed below. The financial assurances shall be released, upon written notification from the City Manager to the *surface mining* operator and the California Department of Conservation, that the *surface mining* operator is in compliance with the provisions of the Conditional Use Permit and has completed the work in accordance with the approved *reclamation* plan. Financial assurances may be any of the following:
 - (A) A bond or bonds by one or more duly authorized corporate securities;
 - (B) A deposit of money or negotiable bonds of the kind approved for securing deposits of public moneys;
 - (C) An instrument of credit from one or more financial institutions subject to regulation by the state or federal government and pledging that the funds necessary to carry out the plan are on deposit and guaranteed for payment; or
 - (D) Other security which the State Mining and Geology Board determines are reasonably available and adequate to ensure *reclamation* in accordance with the California Surface Mining and Reclamation Action of 1975.

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- (5) Default of financial assurances shall comply with the procedures established by the City Manager, as amended from time to time.
- (k) Whenever any *surface mining* operation or portion of a *surface mining* operation that is subject to Section 141.100~~5~~4 is sold, assigned, conveyed, exchanged, or otherwise transferred, the successor in interest shall be bound by the provisions of the Conditional Use Permit, *reclamation* plan, the provisions of Section 141.100~~5~~4 and the California Surface Mining and Reclamation Act of 1975.
- (l) In accordance with Public Resources Code section 2770, and as further provided in Section 141.100~~5~~4, whenever any *surface mining* operation becomes *idle*, the *surface mining* operator shall submit a proposed interim management plan (*IMP*) to the City Manager for review and approval. The *IMP* shall be submitted within ninety days of the operation becoming *idle* on forms provided by the City Manager. Review and approval of the *IMP* shall be carried out in accordance with Public Resources Code section 2770(h). Upon receipt of a complete proposed *IMP*, the City Manager shall forward it to the California Department of Conservation for review.
- (m) Deviations from the approved *reclamation* plan, including an *IMP*, are not permitted unless amendments to the *reclamation* plan, financial assurances and the Conditional Use Permit have been approved by the decision maker in accordance with Process Four, or the Substantial Conformance Review process where applicable.
- (n) In the OR-1-2 zone, the following regulations apply.
- (1) Processing and other related mining activities (such as asphaltic processing) are permitted only within the allowable 25 percent development area.
 - (2) All mining and other related mining activities must be consistent with the objectives, guidelines, and recommendations in the Multiple Species Conservation Program Plan, the California Surface Mining and Reclamation Act of 1975, the regulations in Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations) and other applicable state and local laws and regulations.
 - (3) Any sand removal activities should be monitored for noise impacts to surrounding sensitive habitats, and all new sediment removal or *surface mining* operations proposed in proximity to the *MHPA* or changes in existing operations, must include noise reduction methods that take into consideration the breeding and nesting seasons of sensitive bird species.

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- (4) All existing and future mined lands adjacent to or within the *MHPA* shall be reclaimed in accordance with the California Surface Mining and Reclamation Act of 1975 and should be designed to contribute biologically to the *MHPA*. Native habitats should be restored as much as possible. No invasive non-native plant species shall be introduced into areas adjacent to the *MHPA*.
- (5) Any permitted *surface mining* activity, including *reclamation* of sand, must consider changes and impacts to surface water and groundwater quality, water table level, fluvial hydrology, flooding, and habitats upstream and downstream and must provide adequate mitigation.
- (o) The City Manager may suspend or revoke a Conditional Use Permit or *grading* permit for violation of the terms and conditions of the permit, inadequate financial assurances, or Municipal Code violations.
(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)
(Amended 11-28-2005 by O-19444 N.S.; effective 2-9-2006.)
(Amended 3-1-2005 by O-19468 N.S.; effective 4-1-2006.)

§141.10065 Newspaper Publishing Plants

Newspaper publishing plants may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) The design of the *structures* shall incorporate a variety of architectural elements that help to diminish building bulk.
- (b) Larger *structures*, areas of high activity, and parking areas shall be located to minimize impacts to surrounding *development* that is smaller in scale and less intense.
- (c) Access to the facility shall be as direct as possible from *freeways* and primary arterials and shall avoid residential *streets*.
- (d) Off-street parking shall be provided at a level sufficient to serve the facility without impacting adjacent or nearby property.
- (e) All storage, service, and repair areas shall be located on the site so that they are not visible, or shall be *screened* so that they are not visible, from adjacent *development* and *public rights-of-way*.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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§141.10076 Processing and Packaging of Plant Products and Animal By-Products Grown Off-Premises

This use may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) Processing and packaging facilities are not permitted adjacent to residentially zoned property.
- (b) The location, number, and intensity of other nonagricultural uses located in the vicinity of the proposed establishment will be evaluated to determine the appropriate size and intensity of the proposed establishment.
- (c) The amount of noise and odor that might be generated by these facilities will be evaluated to determine where they may be located.
- (d) The proximity of *freeways*, primary arterials, and major *streets* serving the site will be evaluated to determine the appropriate size and intensity of the proposed establishment.
- (e) Off-street parking shall be sufficient to serve the facility without impacting adjacent or nearby property.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§141.10087 Very Heavy Industrial Uses

This section regulates the following uses: distillation of bones; fat rendering; garbage offal or dead animal reduction; gas manufacture; glue manufacture; petroleum refining; and stock yards or slaughter of animals.

Very heavy industrial uses may be permitted with a Conditional Use Permit decided in accordance with Process Five in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) The operation of these uses shall occur within an enclosed building to the extent possible.
- (b) Any outdoor activities or operations shall be located on the site so that noise, odors, dust, and fumes generated on the site have minimal impact on surrounding *development*.
- (c) Access to these facilities shall be as direct as possible from *freeways* and primary arterials and shall avoid residential *streets*.

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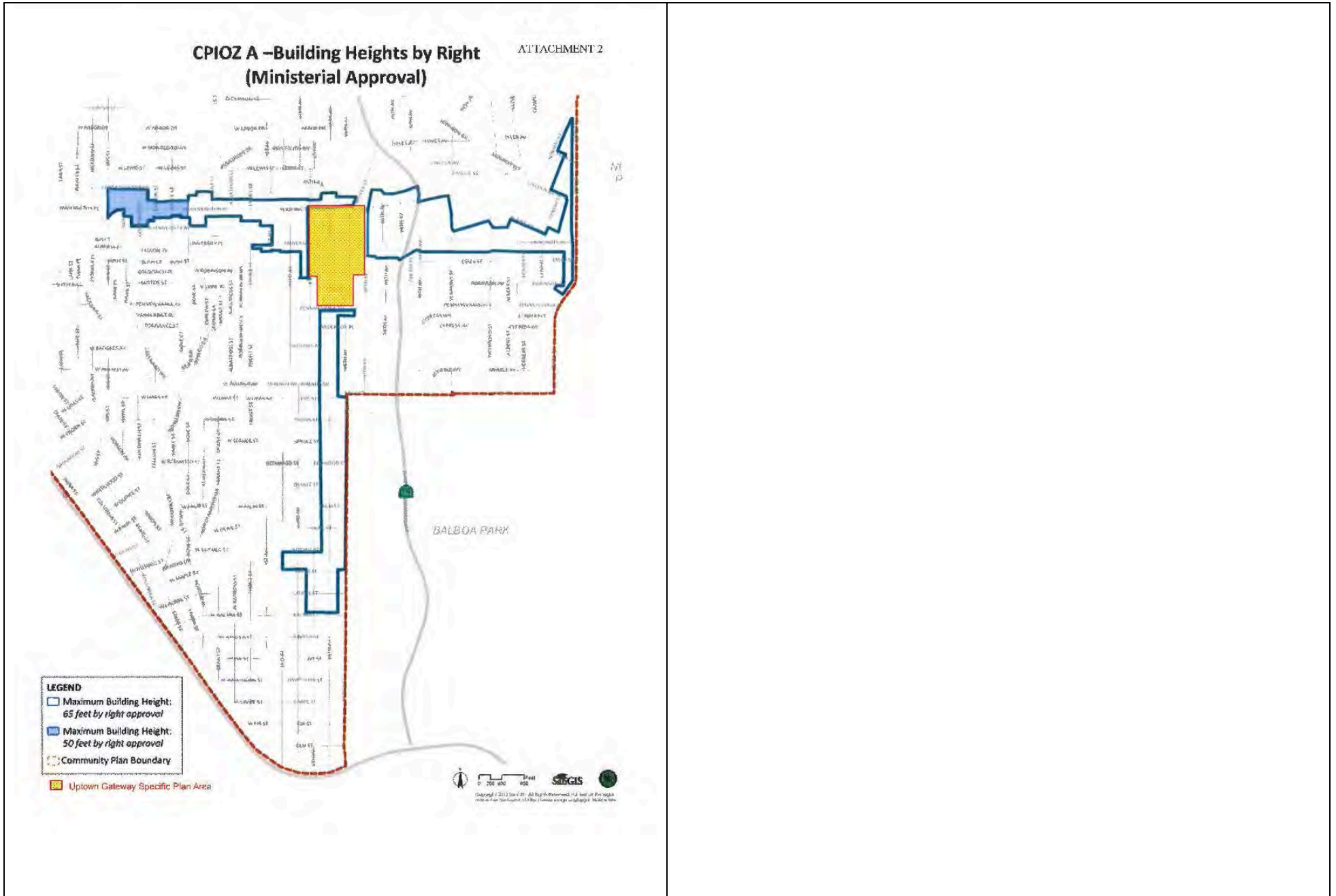
- (d) The facility shall be designed to protect nearby streams and bodies of water from runoff related to the operation of the facility.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

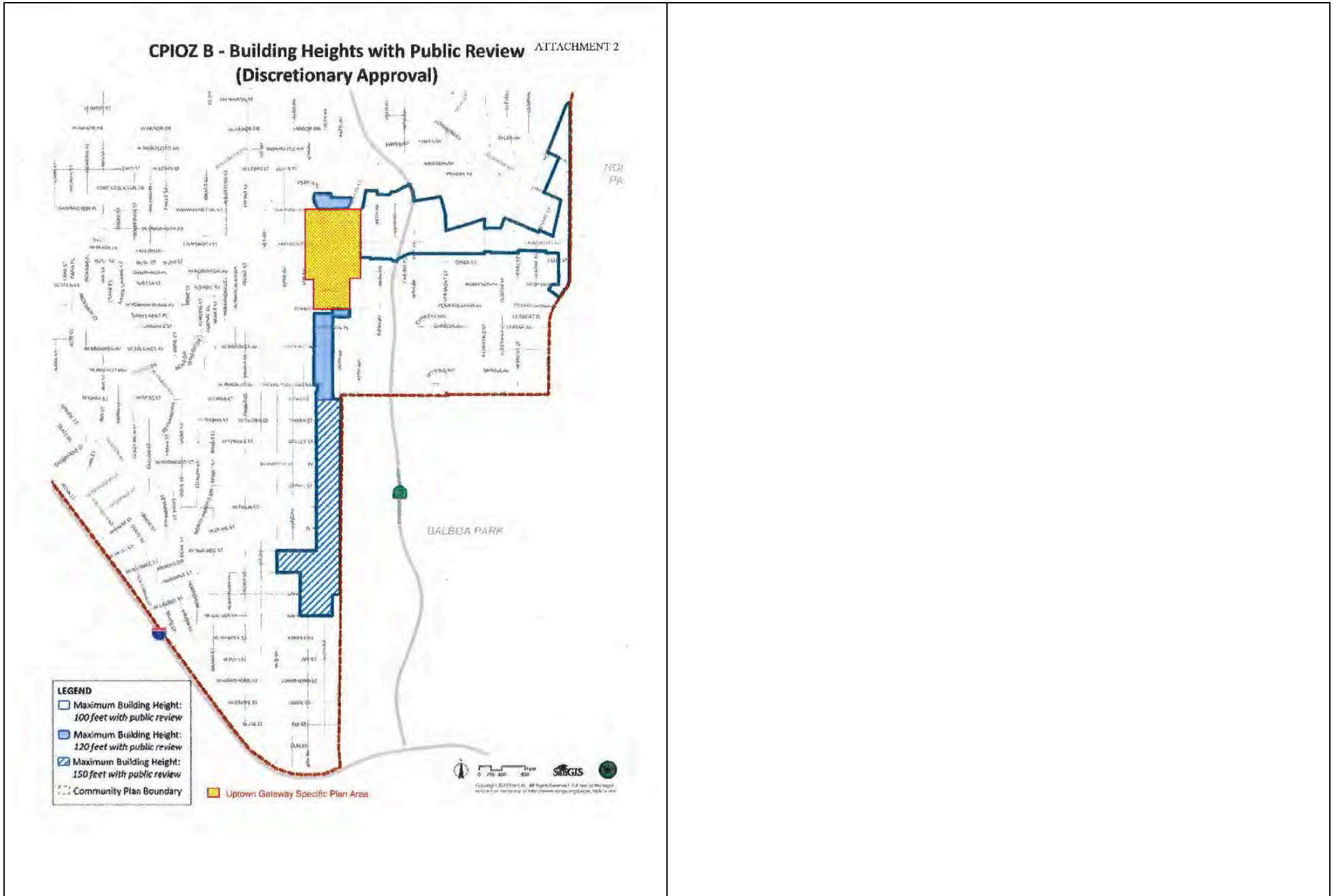
§141.100~~98~~ Wrecking and Dismantling of Motor Vehicles

Wrecking and dismantling of motor vehicles may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a "C" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) All storage shall be within an enclosed building or *screened* from the *public right-of-way* by *fences* or walls and landscaping. Stored items shall not be stacked to a height that exceeds the height of the *screening*.
- (b) A litter control program is required before approval of the permit.
- (c) A pest control program is required before approval of the permit.
- (d) Hours of operation shall be limited so that neighboring residential *development* is not disturbed by noise and lights.
- (e) Measures shall be taken to ensure that the ground water table is not adversely affected by the increase of impermeable surfaces due to the *development* of the facility.
- (f) Measures shall be taken to ensure that the water quality is not adversely affected by runoff of fuel, lubricants, or other pollutants.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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Uptown Community Plan—Land Use Element
Uptown Gateway Specific Plan

ATTACHMENT 3

2.4 Uptown Gateway Specific Plan

Discussion

In order to implement the General Plan's City of Villages Strategy, village areas are planned throughout the Uptown Community. The Uptown Gateway urban village is the most significant commercial center and largest village place-type in Uptown. The Uptown Gateway is envisioned as a compact, active area that creates sustainable and efficient land use patterns and includes a variety of residential, commercial, and civic spaces. Based on its location, the Uptown Gateway is an ideal pedestrian-friendly, transit-oriented mixed use urban village where people of all walks of life can live, work, and play. In addition, the Uptown Bikeways projects include large investments into protected bikeways through the Uptown Gateway on 4th Avenue, 5th Avenue, and University Avenue. Transit is an integral part of village development in Uptown, with multiple transit lines along the major north-south and east-west corridors connecting activity centers and employment centers. Application of transit-oriented development design principles are intended to support increased transit use. Further details on village area and transit supportive design are contained in the Urban Design Element.

Specific Plan

The Uptown Gateway will be redeveloped through the Uptown Gateway Specific Plan, which will provide specific design guidelines for the development of Uptown's urban village. The Specific Plan will contain design details for commercial, residential, and mixed use development, public spaces, the precise location of public facilities and amenities, streetscape improvements, and implementation plans that will provide infrastructure improvements and facilities as development occurs.

The Community Plan and General Plan provide specific direction and guidance for the development of Specific Plan. The Specific Plan should be privately sponsored and developed in collaboration with the City of San Diego. It will be considered an amendment to the Community Plan, to add implementation of the Uptown Gateway district.

The Uptown Gateway Specific Plan must create sustainable and efficient land use patterns, and must meet all of the criteria within policies LU-4.1 and LU-4.2 below and must demonstrate consistency with the General Plan policies, specifically the Urban Design Element Sections C and E, and the Mobility Element Sections A, ME-B.9, and ME-B.10, ME-C.3, and Table ME-1 to provide further guidance to determine consistency with City policies. The implementation program must include the phased provision of infrastructure and public facilities.

Policies and Recommendations

LU-4.1 Require the Uptown Gateway Specific Plan and any required rezoning to be consistent with the policies of this plan.

LU-4.2 Achieve sustainable and efficient land use patterns with comprehensive urban village development that:

- a. Provide a land use map that illustrates the detailed land use designations. The specific plan land use map will refine the Uptown Community Plan Land Use Map as part of the specific plan approval process.

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ATTACHMENT 3

Uptown Community Plan—Land Use Element
Uptown Gateway Specific Plan

- b. Illustrate the complete circulation system and indicate how the system will relate to the overall Uptown circulation system.
- c. Illustrate a separate system of pedestrian and bicycle facilities and pathways that create uninterrupted north-south and east-west links to the surrounding areas.
- d. Identify specific locations for public spaces.
- e. Link public spaces to one another with pathways to increase connectivity and enhance sense of community.
- f. Incorporate a diversity of housing types that includes market rate and affordable housing. Encourage inclusionary housing on-site.
- g. Include an appropriate amount of housing consistent with the projections provided in the plan.
- h. Provide development at densities that support transit as an integral component of the Uptown Gateway urban village and Transit Priority Area.
- i. Require a mixed-use residential/commercial component to be included within village core areas, with neighborhood-serving commercial uses such as food markets, restaurants, and other small retail shops.
- j. Include a detailed design plan for the mixed-use urban core that identifies retail, convenience uses, and public spaces.
- k. Provide refined architecture, urban design, and streetscape guidelines consistent with the policies in the Uptown Community Plan and the relevant General Plan policies.
- l. Include guidelines and illustrations for height, bulk, and scale of buildings and their relation to each other.
- m. Provide a street tree plan that utilizes species within the Street Tree Plan within the Urban Design Element of the Uptown Community Plan.
- n. Require a phasing plan to ensure timely provision of necessary public facilities to serve the proposed development.

LETTER

RESPONSE

ATTACHMENT 4



THE LONDON GROUP
Realty Advisors

May 18, 2016

Mr. Bennet Greenwald
Greenwald Company
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Via email: bgreenwald@greenwaldcompany.com

RE: Analysis of Zone CC-3-9 and Density Bonuses

The London Group Realty Advisors has completed a financial analysis of the city zone CC-3-9. Our analysis evaluated feasibility for development projects under this zoning, which also incorporates the various density bonuses for affordable housing. **The conclusion of this study is that the City of San Diego must significantly upgrade its zoning and density allowances or new development will not be achievable.**

Our study focused on the area of San Diego known as the "Urban Ring", considered prime for accommodating a large share of the future residential growth of the City of San Diego. This area includes those neighborhoods surrounding Downtown to the north and the east: Uptown, Hillcrest, University Heights, Normal Heights, North Park, South Park and Golden Hill.

Project feasibility is ultimately determined by the rate of return that is achieved for the equity invested. The minimum required returns are determined by the equity markets, large institutions such as pension funds and insurance companies. Locally, this would include institutions such as CalPERS, SDCERS and SDCERA. These institutions invest part of their portfolio into real estate to generate a reliable source of income to pay for projected benefits and claims.¹ For apartment development projects in San Diego County, institutions require an annual return of 6.0% to 6.5% on project costs (known as Yield On Cost). This is the minimum return required for institutions to afford their forecasted liabilities (e.g. benefits and claims). This benchmark return must be achieved, otherwise a project is not feasible and will not be built.

¹ Every institution has a return requirement. For example, if CalPERS invests \$50 million into an apartment asset and has a return requirement of 6.5%, then it needs to receive \$3.25 million per year to meet that goal. If the goal cannot be achieved, they would seek development opportunities in other markets.

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Our overarching conclusion is that the City is not likely to meet the State mandated housing elements due to constraints imposed by existing zoning CC-3-9, which limits the actual densities required to achieve project feasibility. Absent a zoning upgrade, Hillcrest and the remaining “urban ring” will stagnate. Properties that would normally be coveted and targeted for redevelopment and revitalization are foreclosed by the current zoning. Nothing will be developed.

The following summarizes the main conclusions of our research and analysis:

1. Existing zoning in these “Urban Ring” neighborhoods are not sufficiently dense, which discourages new development. Goals to build infill housing, whether market rate or affordable, are not likely to be achieved in the coming years.
 - a. Based on our analysis of development achieved under CC-3-9 zoning (1 unit per 400 SF of land), new development will work at land values ranging from \$125 to \$150 per square foot.
 - b. However, there are few opportunities to acquire property in this price range. As a result, higher density development will be required to achieve a new “land value basis” ranging from \$250 to \$300 per square foot. It is this range of value which will compel land owners to sell to a developer. The development value of the land must be higher than the current use of the property otherwise a landowner will not sell for development purposes. The only way to achieve a higher land value is to increase the allowable density to a level much higher than 109 units per acre.
 - c. The density bonus does little to encourage the inclusion of affordable housing. In **Table 1**, we analyze the impact of land values, profitability and affordable housing. By including affordable housing, the land value increases just slightly by \$25 per square foot. However, this is due to reduced parking ratios which reduces construction costs. The inclusion of additional units does not result in a more profitable project. In fact, it lowers the net operating income on a per unit basis (NOI/Unit), which is the key metric developers consider. Essentially, the goal should be for the density bonus to increase the bottom line profitability (NOI/Unit). But the density bonuses studied in our report actually result in a “wash”, at best, for the developer.
2. To meet housing goals for both market rate and affordable units, the density required must approach 200 units per acre, particularly in popular high traffic areas with an already existing commercial base. This is because the value of land in already existing commercial areas achieves a range of \$200 to \$300 per square foot (some properties are more expensive). To encourage redevelopment of these areas and properties, the City must allocate density so the land is worth more as a development project.



Analysis of Zone CC-3-9 and Density Bonuses
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- a. In **Table 2** we studied higher density scenarios of 1 unit per 275 SF and 225 SF of land. This density represented projects similar to those recently constructed in East Village that are Type III modified construction of six stories or fewer. Our conclusion is that land values of \$250 to \$325 per square foot can be achieved. However, because the projects cannot exceed six stories without changing to more expensive Type I construction, it essentially results in an “urban wall” with the building pushed out to every corner of the property. This would be a highly undesirable result.
- b. In **Table 3** we studied density of 1 unit per 200 SF of land, which is consistent with our recommended zone of CC-3-10.
 - i. At this density, the most expensive Type I construction method must be utilized. As a result, development needs to be “vertical” to achieve higher rental premiums through unit views and orientation. This “stacking” of development has a direct benefit to the community because it opens up the ground floor of the site to public open space, parks, plazas and gathering places.
 - ii. A vertical project also will result in differentiating unit types: shopkeeper units, garden-style and tower units. The project as a whole shifts the local neighborhood because it naturally facilitates place making and improved building design (compared to the squared six story boxed developments characteristic of recent Downtown San Diego projects).
 - iii. The achievable land value, with or without affordable housing, ranges from \$250 to \$300 per square foot. Most importantly, the NOI/Unit is not significantly changed when affordable housing is added (reduction of 5% or less). While still a “wash”, institution investors are more likely to support the inclusion of affordable housing at this level of density.
 - iv. It is important to note that the parking ratios assumed in this proposed zoning is 1.0 per residential unit, and no parking for commercial. This is critical because the high cost of underground parking can render these projects infeasible. This is a recognition that reduced parking standards, or even the elimination of parking standards, are required in high traffic commercial zones that are identified as transit areas.

Density and design flexibility are required to meet housing goals. Increasing the allowable maximum building height is not the cure unless it is accompanied by techniques to increase overall density (units per acre). The key to building both market rate and affordable housing will be to entitle development to reach the range of 200+/- units per acre, as a minimum.

Recently built projects that have included affordable housing have not actually benefited from the density bonus. Rather, it is the *deviations* from the code or other allowances (density deviation, parking regulations, setbacks, etc.) that have resulted in much higher density. These mechanisms have so far proven to be more important to developers because they create a path to

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Analysis of Zone CC-3-9 and Density Bonuses
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maximize density. But these are only a "patch up". What is clearly required is a comprehensive re-evaluation of zoning and density within the City of San Diego.

Should you have any questions regarding this analysis, please contact us.

Sincerely,

Gary H. London
President

Nathan Moeder
Principal

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Analysis of Zone CC-3-9 and Density Bonuses
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APPENDIX



Approach to Analysis & Methodology

Our study focused on the area of San Diego known as the “Urban Ring”, considered prime for accommodating a large share of the future residential growth of the City of San Diego. This area includes those neighborhoods surrounding Downtown to the north and the east: Uptown, Hillcrest, University Heights, Normal Heights, North Park, South Park and Golden Hill.

The purpose of this section is to detail the assumptions and methodologies of our comprehensive financial analysis. The purpose of our analysis is to answer two key questions:

1. What level of density is required to achieve a land value that compels property owners to sell their land for development purposes?
2. How does the density bonus from affordable housing impact housing development?

Property Land Values

The first question is the most critical because property owners must be compelled to sell their property to developers, otherwise redevelopment will not occur. Recently, the City has received incorrect data and conclusions regarding the level of density required to encourage housing development.² The first step is to understand what the current market values are for properties based on land square footage.

The following table details the 2015 property sales statistics in the 92103, 92104 and 92116 zip codes (e.g. Hillcrest/Uptown, North Park and Normal Heights). In 2015, there were 1,236 transactions with an average sale price of \$122.89. The average values increase to \$163.11 per square foot if R1 zoning is excluded, which are single family neighborhoods that are not likely to be redeveloped into higher density multifamily.

² For example, the 2014 study issued by the consulting firm AECOM titled “Incentive Zoning Analysis” pages 7-9 which relied on land value and construction cost data that does not accurately reflect current market conditions or actual development scenarios.



Analysis of Zone CC-3-9 and Density Bonuses
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Summary of Property Transactions - 2015 Sales <i>Zip Codes 92103, 92104 and 92116</i>		
Zone	# Sales	Av. S/S.F. of Land
C	38	\$205.03
R1	650	\$86.57
R2	229	\$150.51
R3	260	\$164.02
R4	39	\$180.89
S	20	\$181.45
Total	1,236	\$122.89
Total (excl. R1)	586	\$163.11

Source: San Diego County Tax Assessor, Realist

It is important to note that the majority of redevelopment projects, or infill housing, seek opportunities in established or up-and-coming neighborhoods. These neighborhoods represent the upper threshold of property values because they are relatively safe or gentrification has already begun. Therefore, while the average transactional property value is \$163 per square foot of land (in 2015), we anticipate infill housing opportunities to be in areas where the land values are higher, sometimes significantly. This also coincides with our recent advisory work for property owners in the "Urban Ring" where property values are \$200 to \$300 per square foot of land.

Another factor which must be recognized is that a landowner would expect the developer value to be much higher than the current as-is use of the property. For example, consider a commercial structure with a tenant that is valued at \$200 per square foot of land. The landowner can sell the property for the as-is use in relatively quick fashion with a normal escrow period. There is also a higher level of certainty that the buyer would close on the property since it is a typical commercial building.

However, in the development world, builders require longer escrow periods to achieve entitlements/permits and remove other contingencies related to development. There is also greater uncertainty related to timing. It's possible that builders could try to renegotiate the sale price based on their due diligence inspections. This results in the property being tied up, or off the market, for a longer period of time. Due to this additional risk and exposure, the seller would expect a higher sale price than the current as-is use value of the property, which is a cleaner and quicker path to closing a transaction. So a property that may have an existing as-is value of \$200 per square foot, would need to sell for considerably higher (e.g. \$250 to \$300 per square foot) to incentivize the property owner to sell it for development purposes.



Analysis of Zone CC-3-9 and Density Bonuses
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Financial Analysis: Inputs & Assumptions

The main goal of our financial analysis is to determine the level of development intensity, or density, required to achieve a land value that is well in excess of \$200 per square foot of land. The purpose of this section is to detail the key assumptions of our financial analysis.

From a zoning perspective, it is important to analyze the code in the context of rental apartments to ensure that land values and economic feasibility is achieved in the conservative scenario, which is rentals.

Condominium development represents a higher achievable land value because the for-sale value of units is typically greater than apartments on a rental basis. However, condominium development is cyclical. Therefore, it is important to be certain that the zoning code works for both rental apartments and condominium development to ensure housing is delivered regardless of the market cycle.

Revenues and Costs

The following bullet points summarize the key inputs and assumptions related to revenues and costs:

- ◆ The monthly rents utilized in our analysis are based on the same rents being achieved in the East Village area of Downtown. The total average monthly rent is approximately \$2,500 or \$3.15 to \$3.25 per square foot among these projects.
- ◆ The East Village projects are typically five to six stories above retail and represent Type III modified construction.
- ◆ In projecting our rents for conceptual development in the Urban Ring, we utilized the same level of rents as East Village, but adjusted the overall rent level by the number of stories in the project. For example, a three story building would have an overall lower rent than a six story building.
- ◆ Overall, our analysis is conservative by utilizing East Village rent levels because it results in the maximum residual land value possible (due to the assumption of high rents). Today, this higher level of rent may only be achievable in the most desirable locations of the Urban Ring, such as the proposed Uptown Gateway District, downtown Hillcrest or parts of North Park. However, we anticipate this level of rent to be achieved in other parts of the Urban Ring as redevelopment evolves in the coming years.
- ◆ For construction costs, we have utilized hard costs that are currently being experienced in the market (2016). Construction costs estimates were provided by Ledcor, Safdie Rabines Architects and De Bartolo and Rimanic Design Studio.
- ◆ For each density scenario we considered the corresponding building height, which dictates the type of construction and hard costs required to build the project. We utilized Type V Modified construction for buildings under six stories. Type III Modified was utilized for



Analysis of Zone CC-3-9 and Density Bonuses
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projects that are around six stories in height. Type I construction was utilized for projects well in excess of six stories.

Other Key Assumptions

The following bullet points detail the other key factors and assumptions related to our financial proformas:

- All parking is assumed to be subterranean. In an effort to achieve the maximum residual land value, we have assumed zero parking spaces for commercial space, which is a deviation from the current zoning code.
- Annual inflation of rents is forecasted at 4.0% per year.
- Disposition capitalization rates are assumed at 5.0% five years from today for both apartments and rental. The asset is assumed to be sold in Year 5.
- Financing is assumed at 70% debt / 30% equity.

Affordable Housing

Our analysis considers the density bonus achievable under State Law (AB 2222). In an effort to maximize land values, we assumed the following scenarios in our analyses:

- 10% Low Income Housing (80% AMI); 20% density bonus
- 5% Very Low Income Housing (50% AMI); 20% density bonus

These scenarios represent the greatest upside to developers (greatest density bonus for the fewest number of affordable housing units). Also, important to our analysis is that we didn't pursue higher densities because it would alter the construction method and increase costs across the entire project. Therefore, to evaluate the true impact of affordable housing, it is critical to stay within the same construction method and cost structure of a given project.

Project Feasibility

To determine the residual land value of a property, the project must be feasible, which means that the investment generates an acceptable minimum profit for its investors.

Project feasibility is ultimately determined by the rate of return that is achieved for the equity invested. The minimum required returns are determined by the equity markets, large institutions such as pension funds and insurance companies. Locally, this would include institutions such as



Analysis of Zone CC-3-9 and Density Bonuses
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CalPERS, SDCERS and SDCERA. These institutions invest part of their portfolio into real estate to generate a reliable source of income to pay for projected benefits and claims.³

For apartment development projects in San Diego County, institutions require an annual return of 6.0% to 6.5% on project costs (known as Yield On Cost). This is the minimum return required for institutions to be able to afford their projected benefits and claims. A project is not feasible and will not be built if this benchmark return is not achieved.

³ Every institution has a return requirement. For example, if CalPERS invests \$50 million into an apartment asset and has a return requirement of 6.5%, then it needs to receive \$3.25 million per year to meet that goal. If the goal cannot be achieved, they would seek development opportunities in other markets.

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Analysis of Zone CC-3-9 and Density Bonuses
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Tables 1 – 3

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TABLE 1

CC-3-9 (1 Unit per 400 SF of Lot Area)

	100% Market Rate	10% Low Income (80% AMI); 20% Density Bonus	5% Very Low Income (50% AMI); 20% Density Bonus
Density (DU/Ac.)	109	131	131
Bldg Height	40'	50'	50'
# Units	75	90	90
Construction Type	V-Mod.	V-Mod.	V-Mod.
Hard Costs PSF	\$160	\$160	\$160
Parking Costs (\$/Space)	\$40,000	\$40,000	\$40,000
Land Value PSF	\$125	\$150	\$150
Land Value Per Unit	\$50,000	\$50,000	\$50,000
Average Rental Rates			
Market Rate	\$2,230	\$2,238	\$2,237
Affordable	\$0	\$1,276	\$810
Total Blended Rent	\$2,230	\$2,152	\$2,173
Total Blended \$/S.F.	\$2.86	\$2.79	\$2.80
% Diff to Market Rate	---	-2.4%	-2.0%
NOI Per Unit	\$24,633	\$23,179	\$23,518
% Diff to Market Rate	---	-5.9%	-4.5%
Profitability Over 5 Years			
Profit/Unit	\$177,953	\$145,248	\$170,969
% Diff to Market Rate	---	-18.4%	-3.9%
Yield On Cost	6.2%	6.3%	6.3%
IRR	24%	22%	24%
Residential Value Per Unit (YR 5)	\$439,001	\$394,755	\$422,219
% Diff to Market Rate	---	-10.1%	-3.8%

Notes:

- Increase in land value is primarily due to lower required parking ratios, not necessarily density bonus.
- Parking ratios also assume zero spaces for commercial.

Conclusions:

- Land values ranging from \$125 to \$150 psf are too low to encourage redevelopment of existing property.

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Letter B19



August 5, 2016

VIA E-MAIL & U.S. MAIL

Kurtis Steinert
Senior Environmental Planner
City of San Diego
1010 Second Ave., MS 413
San Diego, CA 92101

Re: Uptown Community Plan and Draft EIR

Dear City of San Diego:

B19-1 This letter is submitted on behalf of Uptown United, a community organization, in connection with the proposed Uptown Community Plan ("Project") and related Draft Environmental Impact Report ("EIR").

B19-2 The California Environmental Quality Act ("CEQA"), Pub. Res. Code §§ 21000 – 21177, must be interpreted "so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." *Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal. App. 3d 247, 259. If an EIR fails to provide agency decision-makers and the public with all relevant information regarding a project that is necessary for informed decision-making and informed public participation, the EIR is legally deficient and the agency's decision must be set aside. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 712. An EIR is "aptly described as the 'heart of CEQA'"; its purpose is to inform the public and its responsible officials of the environmental consequences before they are made. *Laurel Heights Improvement Assoc. v. University of California* (1988) 47 Cal.3d 376, 392.

B19-3 The EIR acknowledges that the Project would result in a 27 percent decrease in single-family residential units, a 74 percent increase in multi-family residential units, a 41 percent increase in the total number of housing units, and a 52 percent increase in population in Uptown compared to existing conditions. EIR at 3-31. The Project would also result in a 70 percent increase in commercial/retail square footage and a 53 percent decrease in Visitor Commercial square footage in Uptown compared to existing conditions. *Id.* These represent substantial changes to the Uptown community; unfortunately, the EIR fails to adequately analyze the impacts associated with these substantial changes.

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B19-1 Comment noted. The City appreciates the Uptown United's participation in the public review process.

B19-2 Comment noted. This comment is informational in nature and does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.

B19-3 While this comment notes that the PEIR fails to adequately analyze substantial changes to the Uptown community, it does not provide specific examples to which the City can appropriately respond. The PEIR includes a program-level analysis of the proposed Uptown CPU and associated discretionary actions on a plan-to-ground basis pursuant to Public Resources Code, Section 21000 (CEQA Guidelines).

City of San Diego
 August 5, 2016
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B19-4 The EIR fails to adequately analyze land use impacts. Indeed, a goal of the City’s Climate Action Plan (“CAP”) – “Promote effective land use to reduce vehicle miles traveled” – is implemented by Action 3.6: “Implement transit-oriented development within Transit Priority Areas.” CAP at 39. Furthermore, the General Plan’s Strategic Framework Element provides: “By directing growth primarily toward village centers, the strategy works to preserve established residential neighborhoods and open space, and to manage the City’s continued growth over the long term.” General Plan at SF-6. In other words, both the CAP and General Plan acknowledge the appropriateness of encouraging development in areas of employment and transit simultaneously preserves existing neighborhoods and open space while reducing greenhouse gas emissions. Yet the Community Plan does not guarantee such growth and development. For example, Policy LU-2.8 provides: “Preserve and provide incentives for mixed residential/commercial development at appropriate locations.” Community Plan at LU-32. Likewise, Policy LU-2.9 provides: “Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.” *Id.* There is no definition of what constitutes “appropriate” and no indication that such development should occur within Transit Priority Areas.

B19-5 Section 2.3 of the Community Plan does reference “mixed-use transit corridors,” but again there is no reference to Transit Priority Areas. *Id.* at LU-38 – 39. Nor is any consideration given to the fact that several areas currently do not have transit meeting the definition of a Transit Priority Area (a copy of an April 11, 2016 letter from Dave Potter on this issue is attached and hereby incorporated by reference). The EIR fails to acknowledge the impacts associated with development that is inconsistent with the CAP and General Plan requirements.

B19-6 Also, the EIR fails to consider shade and shadow impacts, despite the fact that it would result in a 74 percent increase in multi-family residential units.

B19-7 Additionally, the EIR acknowledges “an adverse impact because of the population-base park land deficit,” but claims “impacts to land use would be less than significant.” EIR at 6.1-10. However, the Community Plan acknowledges the “General Plan standard is to provide a minimum of 2.8 usable acres of public park land per 1,000 residents.” Community Plan at RE-127. It states that existing parks and “park equivalencies” constitute 18.21 acres. *Id.* at RE-133. But with population in 2010 of 36,750 people (*id.* at IN-11), the General Plan standard required a minimum of 102.9 acres of park land. The Community Plan projects some additional park land and “park equivalencies” for a total of 55.06 acres, but this results in a shortage of over 100 acres when accounting for the project more than doubling of population. *Id.* at RE-133. In other words, at build-out, the Project would result in slightly more than one-third of the General Plan minimum standard for park land. There is no legitimate way to characterize this as anything other than a significant impact.

B19-4 Section 6.1 of the PEIR analyzes potential impacts to land use resulting from build-out of the proposed Uptown CPU, including potential conflicts with applicable local and regional plans and policies. As discussed in the PEIR, the proposed Uptown CPU is intended to further the goals of the General Plan and Climate Action Plan (CAP) through policies specific to the individual community and neighborhood characterizes and was found to be consistent with the General Plan and CAP. The policies noted in this comment refer to “appropriate” locations. To determine appropriateness, the goals listed for each element of the proposed Uptown CPU would be consulted. For example, goals of the proposed Land Use Element include, but are not limited to: active commercial districts that benefit from a sustainable level of residential density and multiple mobility options; compatibility of uses within established neighborhoods; preservation of structures with potential historic significance; and active pedestrian-oriented commercial areas; retention of residential neighborhood character.

B19-5 This comment notes that several areas planned for mixed-use currently do not have transit meeting the definition of a Transit Priority Area. However, the designation of a Transit Priority Area does not preclude other areas from being served by transit and areas not designated Transit Priority Areas may otherwise be corridors for pedestrian, bicycle, or transit travel. This comment refers to an attachment which is a letter from David Potter regarding the Climate Action Plan Transit Priority Area Map. The following e-mail response from Nancy Bragado was provided in response to this letter. Although the letter was not written regarding the adequacy of the PEIR, the response that was provided to Mr. Potter by the City on May 2, 2016 is included here for informational purposes only:

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B19-5 (cont.)

From: Bragado, Nancy**Sent:** Monday, May 02, 2016 3:02 PM**To:** 'NOTICE' <davidapott@aol.com>**Cc:** Murphy, Jeff <MurphyJ@sanidiego.gov>; Hansen, Mike <MHansen@sanidiego.gov>; Graham, David <GrahamD@sanidiego.gov>**Subject:** RE: Climate Action Plan Transit Priority Area Map

Dear Dave,

This is in response to your letter to Mayor Faulconer and Councilmember Alvarez dated April 11, 2016. In your letter you questioned the accuracy of the Transit Priority Area (TPA) map included as Appendix B of the City's Climate Action Plan (CAP).

We reviewed your analysis and the resources you consulted, and found that you based your conclusions on a SANDAG map showing transit lines with ten minute or better all-day service (see attached). In contrast, to prepare the TPA map, staff consulted SANDAG data identifying transit lines with minimum 15 minute frequency during morning and afternoon peak commute periods. The 15 minute standard is what is included in the SB 743 (California Public Resources Code Sections 21099 and 21064.3) definition incorporated into the CAP.

In addition, you questioned whether TPAs that span park areas, and other locations without proposed or permitted housing, should be included on the TPA map. The City is not proposing residential development in parks. It is however, desirable to provide transit services to highly-frequented destinations including parks. The General Plan City of Villages strategy calls for growth to be focused in mixed use villages connected by high-quality transit. To implement the General Plan and CAP mode share goals, staff recommends focusing housing, employment, and civic uses into TPAs. General Plan Policy LU-A.6 states that "some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature." The appropriate mix, intensity and location of uses is to be determined at the community plan level. Please note that the CAP TPA map is intended to serve as a citywide illustrative and does not replace the need to consult the appropriate community plan for land use recommendations.

We are in the process of updating the TPA map to reflect the revised transit system included in *San Diego Forward: The Regional Plan*, adopted by the SANDAG Board in October 2015. We would be happy to share with you the source data we requested from SANDAG for the map update.

Please feel free to contact me if you would like to discuss further.

Sincerely,

Nancy

Nancy Bragado

Deputy Director

City of San Diego

Planning Department

(619) 533-4549

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LETTER

RESPONSE

	<p>B19-5 (cont.)</p> <p>This comment also expresses concerns with the proposed Uptown CPU's ability to meet the requirements of the General Plan and the CAP. The proposed Uptown CPU is consistent with the General Plan policies as it presents site-specific recommendations to both implement Citywide goals and policies and address community needs. While the proposed Uptown CPU would reduce residential density in some areas, it would also increase density in others. Lower residential densities in some areas are required to ensure that the bulk and scale of development maintain the existing neighborhood character as well as public views of canyons and open space. The proposed land uses locate the highest intensity uses along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments in the community. Commercial uses are also used strategically by the proposed Uptown CPU to encourage commercial uses along transit corridors. This transit-oriented development pattern is necessary to meet the goals of the General Plan's City of Villages Strategy and the CAP. Therefore, placing lower-density, single-family residential uses outside near canyons and where transit and mixed uses are generally less common, and placing higher-density residential uses along main transit corridors and near mixed-use commercial and employment areas would further the goals of the City of Villages Strategy and the CAP. Additionally, while redevelopment, by its nature, causes temporary displacement, the proposed Uptown CPU would not result in the permanent displacement of residences. See also Section 6.1.3 and Section 6.5.3 for discussions on the proposed CPU's consistency with the General Plan and CAP.</p>
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	<p>B19-6 Issue 2 Neighborhood Character of Section 6.2.3, Impact Analysis, of the PEIR discusses the proposed Uptown CPU's potential impacts associated with substantial alteration (e.g., bulk, scale materials, or style) to the existing or planned character of the community. At a program-level of analysis, it is not possible to evaluate site specific shade and shadow impacts of future development and the height, design and specifications of future development is not known. However, the proposed PEIR does address compatibility between mixed-use development and single family land uses. Specifically, Section 6.2 of the PEIR, under Issue 2 addresses neighborhood character and discusses that the proposed Urban Design Element policies that would ensure compatibility with regard to bulk and scale. Additional detail was added in this section to explain how the proposed CPU Urban Design Element policies would ensure compatible transitions between higher density areas and lower density areas and avoid creation of excessive shade or shadows (e.g., by applying building setbacks and upper-story setbacks, for example).</p> <p>B19-7 Community parks and park equivalencies are discussed in Section 6.12, Public Services and Facilities. Though there would be a deficiency in park and park equivalences at build-out of the proposed Uptown CPU, the existing conditions include a deficit in parks and park equivalencies. In addition, through the proposed Uptown CPU effort, 37.40 acres of proposed new population-based park land and park equivalency sites have been identified. The policy framework provided by the proposed Uptown CPU supports acquisition and development of new public parks and park equivalencies, and encourages new private development to include recreational facilities. At this program-level analysis, it is appropriate to assume that policy support would increase the acreage of population-based parks in the CPU area at build-out. Lastly, the project does not include construction of new recreational facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact associated with the construction of new facilities in order to maintain performance objectives for parks.</p>
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<p>City of San Diego August 5, 2016 Page 3 of 5</p> <p>B19-8 The EIR’s discussion of impacts to public services and facilities is likewise flawed, as it fails to acknowledge the significant impacts associated with failing to meet the minimum park land standard. EIR at 6.12-16 – 17 & 20.</p> <p>B19-9 The EIR fails to adequately analyze traffic impacts. The EIR acknowledges that the Project would result in significant impacts. EIR at 6.3-53. Indeed, many intersections, roadway segments and ramps are operating at LOS E or worse. SB743 will soon be a requirement for California. The study does not provide for a Vehicle Miles Traveled (“VMT”) analysis. A project of this size should include a VMT calculation at a minimum.</p> <p>B19-10 The EIR notes that the traffic study recommended “improvements that would mitigate or reduce roadway segment and intersection impacts.” EIR at 6.3-48. And the traffic study notes (p. 6-1) that the recommended mitigation “would restore operations to LOS D or better at all locations.” However, the EIR notes that only <u>four</u> mitigation measures were adopted, but there is no showing that such mitigation is infeasible. It further states: “There is no funding mechanism for the remaining measures not included within the IFS.” EIR at 6.3-53. CEQA’s “substantive mandate” requires agencies to refrain from approving projects with significant effects where there are feasible mitigation measures or alternatives that can lessen or avoid those effects. <i>Mountain Lion Foundation v. Fish and Game Comm.</i> (1997) 16 Cal.4th 105, 134. “[T]he Legislature has [] declared it to be the policy of the state “that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects” <i>Uphold Our Heritage v. Town of Woodside</i> (2007) 147 Cal.App.4th 587, 597 – 98 (citations omitted).</p> <p>B19-11 The EIR and traffic study fail to analyze impacts after mitigation for freeway segments and ramp meters. However, the traffic study (p. 6-1) acknowledges that “none of the freeway impacts would be fully mitigated by the” Project. Again, there is no analysis of feasible mitigation to address these impacts.</p> <p>B19-12 The EIR claims: “No mitigation measures are identified for impacts to freeways because freeway improvements are not within the authority of the City.” EIR at 6.3-46. The California Supreme Court has ruled that an agency may not avoid analyzing and mitigating the impacts of its project merely on the basis that it did not have the authority to address such impacts:</p> <p>[I]f campus expansion requires that roads or sewers be improved, the Trustees may do the work themselves on campus, but they have no authority to build roads or sewers off campus on land that belongs to others. Yet the Trustees are not thereby excused from the duty to mitigate or avoid [the project’s] off-campus effects on traffic or wastewater management, because CEQA requires a public agency to mitigate or avoid its projects’ significant effects not just on the agency’s own property but</p>	<p>B19-8 See response to comment B18-7.</p> <p>B19-9 The City is in the process of considering how to integrate Vehicle Miles Traveled (VMT) into its transportation analyses pursuant to Senate Bill 743. However, at this time a final methodology and approach has not been adopted by the City and is not part of the City’s CEQA Thresholds. Thus, a VMT analysis was not provided.</p> <p>B19-10 The referenced measures that are not recommended are included within the Draft PEIR for purposes of identifying what measures <i>could</i> be implemented that would reduce the identified significant transportation impacts to a less than significant level. Section 6.3.5, Mitigation Framework, of the Final PEIR has been revised to clarify that these mitigation measures would be inconsistent with the proposed Uptown CPU.</p> <p>B19-11 Pursuant to Section 15126.4 of the CEQA Guidelines, mitigation measures must be fully enforceable. The mitigation measures identified to reduce impacts to freeway segments are not carried forward as recommended measures because they are not within the authority of the City and are therefore infeasible.</p> <p>B19-12 The City has not avoided analyzing and mitigating impacts of its projects based on its inability to implement freeway segment mitigation measures. Potential impacts to freeway segments resulting from the proposed Uptown CPU are appropriate disclosed in Issue 1 Traffic Circulation, f) Freeway Segments of Section 6.3.3, Impact Analysis, and Section 6.3.4 Significance of Impacts. In addition, mitigation measures that would reduce potentially significant impacts to freeway segments were identified and appropriately disclosed in Section 6.3.5, Mitigation Framework, of the PEIR. However, as previously stated, Section 15126.4 of the CEQA Guidelines requires that mitigation measures be fully enforceable. Measures are included for each significant</p>
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	<p>B19-12 (cont.)</p> <p>impact; however only those measures included within the SANDAG RP could be feasible to implement because only those improvements are supported and scheduled for future funding and implementation. Thus, as future development is proposed within the Uptown CPU area, developers could contribute fair share contributions towards those specified improvements. Language has been added to the Final PEIR as follows:</p> <p>At the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies. Fair share contributions could also be provided toward the construction of the following projects that are included in the SANDAG's Regional Plan (RP):</p> <ul style="list-style-type: none">• Operational improvements along I-8 between I-5 to SR-15 (TRANS 7.3-15)• Construction of managed lanes along SR-15 between I-805 and SR-94 (TRANS 7.3-16)• Construction of managed lanes along I-805 between SR-8 to SR-163 (TRANS 7.3-17)• Construction of managed lanes along SR-94 between I-5 to I-805 (TRANS 7.3-18)
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<p>City of San Diego August 5, 2016 Page 4 of 5</p> <p>B19-12 cont. “on the environment” with “environment” defined for these purposes as “the physical conditions which exist <u>within the area which will be affected by a proposed project.</u>”</p> <p><i>City of Marina v. Board of Trustees of the California State Univ.</i> (2006) 2006 39 Cal.4th 341, 360 (emphases in original) (citations omitted).</p> <p>B19-13 The EIR fails to adequately analyze greenhouse gas emission impacts. On April 29, 2015, Governor Brown issued Executive Order B-30-15, which establishes a “new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030” The EIR does not address compliance with Executive Order B-30-15. <i>See also Center for Biological Diversity v. Dept. of Fish and Wildlife</i> (2015) 62 Cal.4th 204, 229.</p> <p>B19-14 The EIR fails to adequately analyze water supply impacts. There is an inadequate showing of water supply for the Project. The California Supreme Court recently identified three “principles for analytical adequacy under CEQA”: (1) “CEQA’s informational purposes are not satisfied by an EIR that simply ignores or assumes a solution to a problem of supplying water to a proposed land use project”; (2) “an adequate environmental impact analysis for a large project, to be built and occupied over a number of years, cannot be limited to the water supply for the first stage or the first few years”; and (3) “the future water supplies identified and analyzed must bear a likelihood of actually proving available An EIR for a land use project must address the impacts of <u>likely</u> future water sources, and the EIR’s discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water’s availability.” <i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal.4th 412, 430 – 32 (emphasis in original) (citations omitted). The EIR fails to comply with these mandates.</p> <p>B19-15 The EIR fails to adequately analyze growth inducement impacts. The EIR claims the Project would not result in growth inducement because “the population in the proposed Uptown CPU area will grow whether or not the proposed” Project is adopted. EIR at 8-3. But this statement conflicts with the analysis of alternatives, which specifically acknowledges that the Lower-Density Alternative would result in “2,650 persons less than the proposed” Project. <i>Id.</i> at 10-34.</p> <p>B19-16 CEQA requires that an EIR “produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” <i>San Bernardino Valley Audubon Society v. County of San Bernardino</i> (1984) 155 Cal.App.3d 738, 750 – 51. “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” CEQA Guidelines § 15126.6(b). “Without meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process.” <i>Laurel Heights</i></p>	<p>B19-13 This comment makes reference to Executive Order (EO) B-30-15 (2030 Statewide GHG Emissions Goal). Section 5.5.2.2 of the PEIR provides the regulatory background for EO B-30-15. Significance thresholds used in the evaluation of greenhouse gas (GHG) impacts are discussed in Section 6.5.2, Significance Determination Thresholds. As discussed in the PEIR, implementation of the City’s Climate Action Plan (CAP) would result in Citywide GHG reductions consistent with its proportionate share of Statewide GHG emissions targets. Because the proposed Uptown CPU is consistent with the City’s CAP, it is consistent with EO B-30-15. As such, the City disagrees that the PEIR failed to adequately analyze greenhouse gas emission impacts.</p> <p>B19-14 Potential impacts to water supply are analyzed in Issue 1 Water Supply of Section 6.13.3, Impact Analysis. Appendix K, Water Supply Assessment, concludes that there is sufficient water supply to serve the proposed Uptown CPU’s water demands in normal, single-dry year, and multiple-dry year forecasts. As discussed in Appendix K, the projected level of water use associated with the proposed Uptown CPU was determined to be within the regional water resources planning documents of the City, Water Authority, and Municipal Water District, which identify current and future water supplies and necessary actions to develop these supplies. Build-out projections for the proposed Uptown CPU are consistent with the growth projections used for the City’s 2015 Urban Water Management Plan, and once adopted, the proposed Uptown CPU would be considered in the next cycle of the City’s water supply planning. Therefore, the PEIR identifies and discloses that an adequate water supply would be available to support build-out of the proposed Uptown CPU.</p>
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	<p>B19-15 While the Lower-Density Alternative would result in a reduced residential population than the proposed CPU, there would still be population growth in the community under that alternative. The fact that an alternative would result in a lower population does not contradict the conclusions of the growth inducement discussion of Chapter 8.</p> <p>B19-16 This comment is informational in nature and does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.</p>
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B19-16 *Improvement Assoc. v. University of California* (1988) 47 Cal.3d 376, 404. The EIR fails to comply.

B18-17 CEQA contains a “substantive mandate” that agencies refrain from approving a project with significant environmental effects if “there are feasible alternatives or mitigation measures” that can substantially lessen or avoid those effects. *Mountain Lion Foundation v. Fish and Game Comm.* (1997) 16 Cal.4th 105, 134; Pub. Res. Code § 21002. It “requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.” *Sierra Club v. Gilroy* (1990) 222 Cal.App.3d 30, 41. Here, the Density Redistribution Alternative meets most of the Project objectives while being the environmentally superior alternative. EIR at 10-40.

B19-18 The EIR fails to propose feasible mitigation and alternatives that can lessen or avoid the significant Project impacts. *City of Marina v. Board of Trustees of the California State Univ.* (2006) 2006 39 Cal.4th 341, 360; see also CEQA Guidelines § 15126.6(b). For example, the EIR acknowledges significant traffic impacts because the timing of traffic improvements is unknown. EIR at 6.3-53. Likewise, the Project will result in an over 100-acre shortfall of parks. Community Plan at RE-133. Yet the EIR fails to consider requiring the timing of aspects of Project development to await the construction of necessary traffic and park improvements.

B19-19 Furthermore, the Project and its objectives are defined too narrowly, thereby resulting in a narrowing of the consideration of alternatives to the Project. *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1455.

B19-20 The EIR is sufficiently lacking that the only way to fix these issues is to revise it and recirculate an adequate report.

For the foregoing reasons, Uptown United urges you to reject the Project and EIR as drafted. Thank you for your consideration of these concerns.

Sincerely,

Everett DeLano

Enc.

B19-17 This comment is informational in nature and does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.

B19-18 Pursuant to Section 15126.6, alternatives considered must avoid or substantially lessen *any* of the significant effects of a project (e.g. alternatives are not required to avoid or lessen *all* significant impacts). Therefore, the range of alternatives considered was sufficient, as each alternative analyzed would result in a reduction in the severity of at least one significant impact of the proposed CPU. Significant impacts to transportation and circulation were not able to be avoided by any alternative. The No Project Alternative, in which the adopted Community Plan would continue to guide development and no CPU would be adopted, would still result in a significant impact (and a slightly greater impact) to transportation, particularly to individual roadways segments, intersections, and freeway segments, intersections, and ramp meters. Under the proposed Uptown CPU, the Final PEIR recognizes that as future development proceeds, each individual development projects would be required to pay development impact fees (DIFs) to fund improvements identified in the IFS. Additionally, the Final PEIR has been revised to state that the City will continue to coordinate with Caltrans and SANGAG, as future project-level developments proceed, to develop potential “fair share” multi-modal mitigation strategies for freeway impacts, as appropriate (refer to section 6.3.5.3 and 6.3.5.4 of the Final PEIR). Thus, through implementation of the IFS and payment if DIF by future development projects as development proceeds, funding would be provided to proportionally fund the identified needs for public facilities such as parks and transportation improvements.

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	<p>B19-19 This comment suggests that the project objectives are defined too narrowly. However, Community Plans, by their nature, must be specific to the individual community it governs. In addition, the Uptown CPU must implement the General Plan's City of Villages Strategy and the CAP through site-specific recommendations. Therefore, the project objectives are appropriately narrow and intended to serve the specific needs of the Uptown community.</p> <p>B19-20 Comment noted.</p>
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LETTER

RESPONSE

Everett DeLano

From: NOTICE <davidapott@aol.com>
Sent: Monday, April 11, 2016 11:59 AM
To: kevinfaulconer@sandiego.gov; davidalvarez@sandiego.gov
Cc: sherrilightner@sandiego.gov; ToddGloria@sandiego.gov.; loriezapf@sandiego.gov; myrtlecole@sandiego.gov.; MarkKersey@sandiego.gov; ChrisCate@sandiego.gov; scottsherman@sandiego.gov; martiemerald@sandiego.gov; joe.lacava@gmail.com; murphyj@sandiego.gov; nsbragado@sandiego.gov
Subject: Climate Action Plan Transit Priority Area Map
Attachments: LTR TPA.pdf, _Certification_.htm

Dear Mayor Faulconer and Councilmember Alvarez:

As a planning consultant (and former Deputy Planning Director) in San Diego since 1968 and as a resident, I strongly support the strategies to achieve attainable greenhouse gas reduction targets established by the adopted Climate Action Plan (CAP) and the creation of the CAP implementation Working Group. I also support the adopted Strategic Framework Element of the General Plan. These two documents together will guide San Diego's growth in the future.

Of prime interest was the Transit Priority Area (TPA) Map included as Attachment B in the CAP. This map, along with the Strategic Framework Element, will serve during the initial phase of locating villages with high-density housing and mixed use.

A cursory review of the TPA Map, however, identified areas that do not comply with Section 21099 and 21064.3 of the California Public Resources Code; these sections were established as the basis for the Transit Priority Area Map.

Based on my finding during the cursory review, I undertook a more detailed evaluation of a number of other Transit Priority Areas.

The results of that evaluation are included in the attached letter. Please review and contact me if you have any questions.

Thank you for your courteous attention.

Sincerely,

David A. Potter
4975 Milton Street
San Diego, CA 92110
(619) 275-5120

LETTER

RESPONSE

POTTER & ASSOCIATES
PLANNING & ENVIRONMENTAL SERVICES

4975 Milton Street, San Diego, CA 92110-1252
tel: (619) 507-1415 e-mail: davidapott@aol.com

VIA E-MAIL

April 11, 2016

Mayor Kevin L. Faulconer
City of San Diego
City Administration Building
202 C Street, 11th Floor
San Diego, CA 92101

Councilmember David Alvarez, District 8
Chair, CAP Implementation Working Group
City of San Diego
City Administration Building
202 C Street, 10th Floor
San Diego, CA 92101

Re: Climate Action Plan Transit Priority Area Map

Dear Mayor Faulconer and Councilmember Alvarez:

As a planning consultant (and former Deputy Planning Director) in San Diego since 1968 and as a resident, I strongly support the strategies to achieve attainable greenhouse gas reduction targets established by the adopted Climate Action Plan (CAP) and the creation of the CAP implementation Working Group. I also support the adopted Strategic Framework Element of the General Plan. These two documents together will guide San Diego's growth in the future.

Of prime interest was the Transit Priority Area (TPA) Map included as Attachment B in the CAP. This map, along with the Strategic Framework Element, will serve during the initial phase of locating villages with high-density housing and mixed use.

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Mayor Faulconer and Councilmember Alvarez
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Basis for the Transit Priority Area Map

A key land use strategy of the CAP is to reduce vehicle miles traveled by locating a majority of all new residential development within Transit Priority Areas. The CAP defines Transit Priority Area and Major Transit Stop as follows:

SB 743 established Section 21099 of the California Public Resources Code (CPRC), which states: “Transit priority area” means “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.”

Major Transit Stop, as defined in CPRC Section 21064.3, means: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.

According to the CAP the Transit Priority Area (TPA) Map included as Appendix B is based on the adopted SANDAG 2050 Regional Transportation Plan (RTP).

Resources Consulted

In reviewing the Transit Priority Area Map, the following resources were consulted:

Existing Transit

- Existing Bus Routes: <http://www.sdmts.com/schedules-real-time-maps-and-routes/bus-routes>
- Existing Trolley: <http://www.sdmts.com/schedules-real-time-maps-and-routes/trolley>

Planned Transit

- Future Transit: SANDAG 2050 Regional Transportation, Figure 1.1 2050 Revenue Constrained Transit Network, page 2-7
- Future High Frequency Bus Service: SANDAG 2050 Regional Transportation Plan, Figure A.7 2035 High Frequency Local Bus Routes, page A-45.

Areas Not Qualifying for Transit Priority Area

A review of the areas shown in Attachment B revealed a number of areas around intersecting bus routes that do not qualify as a Transit Priority Area. The primary reason these areas do not qualify is because one or both bus routes do not have a frequency of service of 15 minutes or less

during the morning and afternoon peak commute periods. These areas should not be identified as a Transit Priority Area and should be deleted from Attachment B. See areas enclosed in red on the attached map and identified by the corresponding number.

Non-qualifying areas are discussed below.

- # 1 - *Route 50 / 105 Intersect (Clairemont Drive and Burgener Boulevard)*

The Transit Priority Area Map designates the area around Clairemont Drive and Burgener Boulevard as a Transit Priority Area. However, under current conditions neither Route 50 nor the intersecting Route 105 has a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. And according to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," neither route is slated to have a high frequency of service in the future.

- # 2 - *Route 105 / Route "Not Numbered" Intersect (Clairemont Mesa Boulevard and Moraga Avenue)*

The Transit Priority Area Map designates the area around Clairemont Mesa Boulevard and Moraga Avenue as a Transit Priority Area. Under current conditions the "Not Numbered" Route on Moraga does not exist and the intersecting Route 105 does not have a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. According to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," the "Not Numbered" Route on Moraga Avenue is slated to have a high frequency of service in the future; however, Route 105 is not slated to have a high frequency of service in the future.

- # 3 - *Route 41 / Route 105 Intersect (Governor Drive and Genesee Avenue)*

The Transit Priority Area Map designates the area around Governor Drive and Genesee Avenue as a Transit Priority Area. However, under current conditions neither Route 41 nor the intersecting Route 105 has a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. And according to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," neither route is slated to have a high frequency of service in the future.

- # 3.1 - *Genesee Avenue Between Rose Canyon and South of Route 52*

There are no qualifying areas along Genesee Avenue between Rose Canyon on the north and ½ mile north of Clairemont Mesa Boulevard on the south. Furthermore, this area encompasses Rose Canyon and San Clemente Canyon (Marian Bear Park), which are preserved as dedicated open space where no residential uses are permitted.

- # 4 - *Route 83 / Route 10 Intersect (Washington Street and Hawk Street)*

The Transit Priority Area Map designates the area around Washington Street and Hawk Street as a Transit Priority Area. Under current conditions Route 10 does have a frequency of service of 15 minutes during the morning and afternoon peak commute periods and will continue to do so in the future. However, Route 83 has a frequency of service of one hour during the morning and afternoon peak commute periods, and according to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," the route is not slated to have a high frequency of service in the future.

- # 5 - *Route 854 / Route 115 Intersect (Lake Murray Boulevard and Jackson Drive)*

The Transit Priority Area Map designates the area around Lake Murray Boulevard and Jackson Drive as a Transit Priority Area. However, under current conditions neither Route 854 nor the intersecting Route 115 has a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. And according to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," neither route is slated to have a high frequency of service in the future.

- # 6 - *Route 854 / Route 115 Intersect (Lake Murray Boulevard and Navajo Road)*

The Transit Priority Area Map designates the area around Lake Murray Boulevard and Navajo Road as a Transit Priority Area. However, under current conditions neither Route 854 nor the intersecting Route 115 have a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. And according to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," neither route is slated to have high frequency of service in the future.

- # 7 - *Route 35 / Route 923 Intersect (Cable Street and Voltaire Street)*

The Transit Priority Area Map designates the area around Cable Street and Voltaire Street as a Transit Priority Area. Under current conditions Route 35 has a frequency of service of 15 minutes during the afternoon peak commute period but not during the morning peak commute period. The intersecting Route 115 does not have a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. According to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," Route 35 is slated to have a high frequency of service in the future; however, Route 923 is not slated to have a high frequency of service in the future.

- # 8 - *Route 28 / Route 84 Intersect (Rosecrans Street and Canon Street)*

The Transit Priority Area Map designates the area around Rosecrans Street and Canon Street as a Transit Priority Area. Under current conditions neither Route 28 nor the

intersecting Route 84 has a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. According to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," Route 28 is slated to have high frequency of service in the future; however, Route 84 is not slated to have a high frequency of service in the future.

- # 9 - *Route 28 / Route 923 Intersect (Rosecrans Street and Nimitz Boulevard)*

The Transit Priority Area Map designates the area around Rosecrans Street and Nimitz Boulevard as a Transit Priority Area. Under current conditions neither Route 28 nor the intersecting Route 923 has a frequency of service of 15 minutes or less during the morning or afternoon peak commute periods. According to the 2050 RTP, and specifically Figure A.7 "2035 High Frequency Local Bus Routes," Route 28 is slated to have a high frequency of service in the future; however, Route 923 is not slated to have a high frequency of service in the future.

- # 10 - *Rosecrans Street Between Canon Street and Midway Drive*

Based on the determination that Route 28 / Route 84 Intersect and Route 28 / Route 923 Intersect are not Major Transit Stops, there should be no designation of Transit Priority Area on Rosecrans Street between ½ mile southwest of Canon Street and ½ mile southwest of Midway Drive.

This was not a comprehensive evaluation of all of the Transit Priority Areas; hence, there may also be other non-qualifying areas.

Other Areas Not Qualifying for Transit Priority Area by Virtue of Their Location

There are intersecting bus lines and transit stops that meet the technical definition of a Major Transit Stop; however, they do not further the cause of reducing greenhouse gas emissions because of their inability to support housing at that particular location. These areas should not be identified as a Transit Priority Area and should be deleted from Attachment B. See areas enclosed in red on the attached map and identified by the corresponding letter.

Areas not qualifying by virtue of location are discussed below.

- A - *Route 8 / Route 9 Intersect (Ingraham Street and West Mission Bay Drive/Sea World Drive)*

This Major Transit Stop is located with Mission Bay Park where housing is neither proposed nor permitted.

Mayor Faulconer and Councilmember Alvarez
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- *B - Transit Stop #1 in Balboa Park*

This Major Transit Stop is located on Park Boulevard at President's Way in Balboa Park where housing is neither proposed nor permitted.

- *C - Transit Stop #2 in Balboa Park*

This Major Transit Stop is located on Park Boulevard at the Zoo in Balboa Park where housing is neither proposed nor permitted.

- *D – Harbor Drive Between Pacific Highway and Harbor Island Drive*

San Diego International Airport is on the north side of Harbor Drive, and port lands are on the south side of Harbor Drive. Housing is neither permitted nor proposed in either area.

- *E – Old Town San Diego State Historic Park*

Although located adjacent to the Old Town Transit Center, the State Historic Park is intended to preserve and recreate the Mexican and early American periods. High-density housing is not compatible with the historic character of the Park.

- *F – East Side of Sixth Avenue between Upas Street and I-5*

This area is located in Balboa Park where housing is neither proposed nor permitted.

Consequences of Including Non-qualifying Transit Priority Areas

Increasing density in areas that are not consistent with the definition of transit priority area and major transit stop would be contrary to the CAP goal, which is to promote effective land use to reduce vehicle miles traveled for the purpose of reducing greenhouse gas emissions. In fact, it would have just the opposite effect by promoting growth and increased auto use in areas not sufficiently served by transit. Furthermore, land use planning under the Strategic Framework Element would be faulty if transit is inaccurately characterized.

Showing Transit Priority Areas in areas where housing is either not proposed or permitted creates a distorted view of where growth should occur.

Recommendations

The following measures are recommended to update the Transit Priority Area Map.

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Mayor Faulconer and Councilmember Alvarez
Climate Action Plan Transit Priority Area Map
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- Reevaluate each and every Transit Priority Area as shown on the map in Appendix B, correct the errors, and publish a revised version.
- Include the following notation on the revised version of the Transit Priority Area Map in Appendix B:

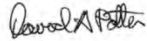
“See larger scale, community-specific Transit Priority Areas in updated community plans.”
- Work with community planning staff and prepare larger scale community-specific Transit Priority Area Map to be included in each updated community plan.

In practice, of course, it will be necessary to do more than just identify the “availability” of transit. Truly assessing a reduction in vehicle miles traveled would include (among other things): assessing when and how transit is actually used, whether there are practical incentives to encourage transit usage, and whether the land uses that are proposed for a particular area provide an appropriate mix of uses that would allow transit to be truly effective.

I hope this letter serves to improve the effectiveness of the Climate Action Plan. Please contact me if you have any questions.

Thank you, and I look forward to hearing about efforts undertaken to update the Transit Priority Area Map.


Sincerely,



David A. Potter, AICP

cc: Council President Sherri Lightner (D1)
Councilmembers Zapf (D2), Gloria (D3), Cole (D4), Kersey (D5), Cate (D6), Sherman (D7), and Emerald (D9)
Jeff Murphy, Planning Director
Nancy Bragado, Deputy Director
Joe LaCava, Community Advocate, CAP Implementation Working Group

Attachment: Transit Priority Area Map with Non-Qualifying Areas Enclosed in Red





TRANSIT PRIORITY AREA MAP - Unqualified Areas Enclosed in Red



Letter B20

UPTOWN PLANNERS

UptownPlanners.org
San Diego, CA 92103
(619) 822-5103

August 1, 2016

Mr. Jeff Murphy, Planning Director
Kurtis Steinert, Sr. Environmental Planner
City of San Diego
1010 Second Avenue, MS 413
San Diego, California 92101

**Re: Uptown Planners Recommendations on
Alternatives, Mobility and Recreation**

B20-1

The resolutions shown below were adopted by Uptown Planners on 7/19/16. These are the result of many months of document review and discussion by our group.

B20-2

A. RESOLUTION ON ALTERNATIVES in the Draft EIR

Whereas:

- 1. The proposed Uptown Community Plan Update (June 2016 version) does not incorporate years of community input.
- 2. There is insufficient mitigation (existing and proposed) to support high density and additional traffic in central Hillcrest.
- 3. The Density Redistribution Alternative includes much of the community input, and is compatible with the recommendations of the Uptown Planners.
- 4. The Density Redistribution Alternative meets the goal of locating density near major transit corridors by allowing increased densities near the Park Boulevard

B20-1

Comment noted. The City appreciates the Uptown Planner's participation in the public review process.

B20-2

Comment noted. As detailed in Chapter 4.0, History of Project Changes, of the PEIR, extensive outreach was undertaken to solicit community input. The PEIR found a significant and unavoidable impact to transportation and traffic, even after incorporation of all feasible mitigation. Multiple measures were identified to reduce impacts to transportation and traffic, though many are not recommended as they conflict with the goals and policies of the proposed Uptown CPU. The comments regarding the Density Redistribution Alternative are noted.

<p>corridor, to be served by the existing Rapid Bus Route and the planned Mid-City trolley line.</p> <p>5. The Density Redistribution Alternative has been identified as the "Environmentally Superior Alternative".</p> <p>B20-3 6. It is important to provide appropriate transitions between different types of development.</p> <p>B20-4 Resolution 1. We recommend the adoption of the <u>Density Redistribution Alternative</u>.</p> <p>2. We recommend that additional provisions be included in the Community Plan and zoning which will improve the transitions between different densities and heights.</p> <p>B20-5 B. RESOLUTION ON MOBILITY It is recommended that more of the mitigation measures proposed by the traffic consultant be added to the Mobility Element. The objective is to reduce the number of intersections and roadway segments that are projected to have "cumulative traffic related impacts".</p> <p>B20-6 C. RESOLUTIONS ON RECREATION 1. <u>Previous Resolutions</u>. We support the prior resolutions from Uptown Planners, dated 11/19/15, 2/24/16, and 5/3/16.</p> <p>2. <u>Recreation plan not acceptable</u>. The draft Community Plan Recreation Element, at the overall level, is quite inadequate as a plan for meeting the public recreation needs of the Uptown Community.</p> <p>B20-7 The plan can be viewed in two parts. a. The two Recreation Centers and the Aquatic Complex appear adequate to serve the projected population. b. The planned park acreage is completely inadequate to serve the projected population. The proposed new parks and equivalencies are not enough to keep up with the additional development, and make no reduction in the existing deficit.</p> <p style="text-align: center;">2 of 4</p>	<p>B2-3 Comment noted. This comment does indicate an inadequacy in the PEIR. The proposed Uptown CPU includes policies addressing building compatibility and transitions between new and existing development (e.g., Policies UD-4.71, UD-4.75, UD-4.80, UD-4.88, and Transition Plane Guidelines shown in Figure 4-11 of the proposed Uptown CPU). Thus, the proposed Uptown CPU does provide appropriate transitions between different types of development.</p> <p>B20-4 Comment noted. This comment does indicate an inadequacy in the PEIR. This comment offering the Uptown Planner's support of the Density Redistribution Alternative is noted. Refer to response B20-2 regarding development transitions.</p> <p>B20-5 Comment noted. As described in Section 6.3, Transportation and Circulation, many of the mitigation measures identified in the Traffic Impact Study and the Draft PEIR are not recommended for implementation because they would conflict with proposed Uptown CPU mobility element goals and policies related to providing a multi-modal transportation system that supports all types of movement, including pedestrian, bicycle and transit. Only those measures proposed in the Uptown IFS would be consistent with the proposed Mobility Element vision.</p> <p>B20-6 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B20-7 Comment noted. This comment does indicate an inadequacy in the PEIR, but makes a comment regarding the proposed Uptown CPU recreation element. The draft PEIR does disclose a park deficiency in the Uptown community in Section 6.12, Public Services and Facilities. Though there would be a deficiency in park and park equivalencies at build-out of the proposed Uptown CPU, the existing conditions include a deficit in parks and park equivalencies. In addition, through the proposed Uptown CPU effort, 37.40 acres of proposed new population-based park land and park equivalency sites have been identified. The policy framework provided by the proposed Uptown CPU also supports acquisition and development of new public parks and park equivalencies, and encourages new private development to include recreational facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts related to parks.</p>
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B20-8 3. Serving increased population. The new Community Plan must provide, at a minimum, sufficient new parks to “keep pace with the Uptown population growth”, as stated in the goal on page RE-126. That target can be easily calculated:

	Current	Projected	Increase
Population	36,750	55,700	18,950
Park standard			2.8 acres per 1000
Additional park land required to serve population increase			53.1 acres
Proposed parks and equivalencies			36.85 acres
Additional parks needed			16.25 acres

B20-9 4. Equivalencies. The above figure for “Proposed parks and equivalencies” includes a substantial count of “parks on paper”. The Uptown Planners have repeatedly objected to the “double counting” of Balboa Park as part of Uptown parks. Under no circumstances can more of Balboa Park be counted as “equivalencies” for Uptown parks. The additional parkland of 16.25 acres must be actual parkland.

B20-10 5. Park standards. It should be noted that the City’s standard of 2.8 acres of population-based parks (per 1000 residents) is a very low standard. [Nationally, the most common standard for neighborhood and community parks is 5.0 acres per 1000. When the California Quimby Act was established, it provided a standard of 3.0 to 5.0 acres. Therefore, the City of San Diego General Plan standard of 2.8 acres should be considered an absolute minimum. To accept less would be to condemn future San Diegans to park-deficient communities.]

B20-11 6. Substitution. If a specific site shown in the Community Plan is determined to be infeasible, or its acquisition is delayed indefinitely, one or more substitute sites should be identified.

B20-12 7. Park Needs Assessment Survey. We strongly object to this study – to its design and conclusions. The survey was designed to lead to certain conclusions, yet those conclusions are not believable.

B20-13 8. DMV site for Recreation. Policy RE-1.14 and the accompanying diagram show the current DMV site as proposed “Mixed Use”. Pursuant to CA Govt Code 54220, we request that any property released by the State Department of General Services be dedicated by the city for an Aquatics Center and/or Recreation Center.

B20-8 Comment noted.

B20-9 Comment noted. Parkland equivalencies are appropriate in this area due to Balboa Park’s recreational value, use and function, and public accessibility related to the Uptown community. Further, there is not adequate land available outside of Balboa Park to provide for the community’s needs.

B20-10 Comment noted. This comment does not raise an issue with the adequacy of the PEIR. The 2.8 acre per 1,000 resident standard is consistent with the City’s General Plan.

B20-11 Comment noted. Policy RE-1.2 of the proposed Uptown CPU requires the City to pursue land acquisition for the creation of new parks and recreation facilities as opportunities arise. Therefore, potential future parks are not limited to only those identified in the proposed Uptown CPU.

B20-12 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.

B20-13 Request noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.

B20-14 9. Normal Street Linear Park. We support the development of the Normal Street public right of way as a public linear park under the management of the city's Park & Rec Department.

D. QUESTIONS from Uptown Planners regarding draft EIR

Regarding the Alternatives:

B20-15 1. The population differential between the proposed Community Plan and the Lower Density Alternative changed. It increased from 810 in February 2016 to 2650 in the draft EIR. Please explain the reasons for the change in the Buildout population figures.

B20-16 2. What is the difference in potential housing units between the proposed Community Plan and the Redistribution Alternative?

Regarding the Climate Action Plan (CAP):

B20-17 1. Tell us how the draft Mobility Element meets the CAP. Include timelines.

B20-18 2. Complete the CAP Checklist for the proposed Uptown Community Plan.

Sincerely yours,

Leo Wilson

Leo Wilson
Chair, Uptown Planners

Uptown Planners letter, Community Plan Resolutions-A.docx

B20-14 Comment noted.

B20-15 Alternatives considered prior to public review may have differed from alternatives selected for evaluation in the Draft PEIR.

B20-16 As shown in Table 10-4, the Density Redistribution Alternative would result in 1,585 fewer units than the proposed Uptown CPU.

B20-17 The proposed Uptown CPU's consistency with the City's Climate Action Plan (CAP) is analyzed in detail in Section 6.5 Greenhouse Gas Emissions, of the PEIR. The Mobility Element of the proposed CPU contains numerous policies aimed at increasing pedestrian, bicycling, and transit opportunities, which is consistent with the CAP's Strategy 3 (Bicycling, Walking, Transit & Land Use).

B20-18 The City's CAP Checklist only applies to individual development projects subject to discretionary review, and would not apply to a Community Plan that requires a program level review. Note that the measures identified in the CAP Checklist would only be enforceable at the project level. As future development within the Uptown community occurs, individual projects would be required to prepare the CAP Checklist, as applicable.

LETTER

RESPONSE



Letter B21

UPTOWN PLANNERS

San Diego, CA 92103
UptownPlanners@org
(619) 822-5103

August 4, 2016

Mr. Jeff Murphy, Planning Director
Mr. Kurtis Steinert, Sr. Environmental Planner
City of San Diego
1010 Second Avenue, MS 413
San Diego, California 92101

**Re: Uptown Planners Recommendations Regarding the Draft
Environmental Report Reference to Removing Parking on India Street**

B21-1

At the August 2, 2016 meeting, Uptown Planners voted to approve the following motion regarding sections of the draft Environment Impact Report that discuss the possible removal of parking along a section of India Street:

Move that the City delete all references in the June 2016 Community Plan Update (the CPU) to the removal of parking and/or sidewalks from India Street in the section from Palm Street to Washington Street, and issue a written statement to be incorporated in the final CPU that there are neither current nor will there be future plans for such removals. The City will not act on those mitigations stated in the CUP Mobility Element Appendix C since they are not recommended. The deletions shall include but not be limited to references contained in: the CPU impact 6.3-19 (b), 6.3-38, 6.3-50; and Mobility Appendix C Table 13, and Figures 63 & 64.

Sincerely yours,

Leo Wilson

Leo Wilson
Chair, Uptown Planners

B21-1 Removal of sidewalks and parking along India Street are not recommended as part of the proposed Uptown CPU and associated discretionary actions. Note that the proposed Uptown CPU does not include recommendations for removal of parking on India Street. Policy MO-1.4 supports pedestrian improvements that promote a safe connection along Washington Street between Hawk Street and India Street. Refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).



UPTOWN PLANNERS

San Diego, CA 92103
(619) 822-5103

Letter B22

August 4, 2016

Mr. Jeff Murphy, Planning Director
Mr. Kurtis Steinert, Sr. Environmental Planner
City of San Diego
1010 Second Avenue, MS 413
San Diego, California 92101

**Re: Uptown Planners Recommendations on
Urban Design, Zoning and Public Facilities**

B22-1 The following resolution was adopted by Uptown Planners.

B22-2 **A. URBAN DESIGN** (adopted 8/2/16)

Resolution

Whereas: Most of the provisions in the Urban Design Element are too vague to be useful by themselves.

Therefore we resolve: For the policies in the Urban Design Element, the city must identify implementation provisions for each one. Where there is no implementation provision, one must be created.

B22-3 **B. ZONING**(adopted 6/7/16)

RESOLUTION regarding PROPOSED ZONING for UPTOWN

B22-1 Comment noted. The City appreciates the Uptown Planners' participation in the public review process.

B22-2 Comment noted. This comment does not identify an inadequacy in the PEIR. Section 11 of the proposed Uptown CPU discusses implementation of the CPU policies. Specific capital improvements and other projects are included in the draft Impact Fee Study, which will be regularly updated to accommodate community needs identified in the proposed Uptown CPU.

B22-3 Comment noted. This comment does not identify an inadequacy in the PEIR. As discussed in Section 6.1.4.1, Conflicts with Applicable Plans, the proposed amendment to the Land Development Code to repeal the existing Mid-City Communities and West Lewis Street Planned District Ordinances (PDOs) that serve as the community's zoning regulations would be replaced with Citywide zoning. These zones were primarily selected to be consistent with existing maximum allowed residential densities in similar PDO zones. To address differences in zoning development standards such as Floor Area Ratio (FAR), setbacks, lot coverage. Citywide zoning development standards were used since Citywide zones represent the optimal correlation between residential density and development standards. The amendment to the Uptown Community Plan Implementation Overlay Zone (CPIOZ) related to building height in specific geographic areas would supplement the Municipal Code by providing development regulations tailored to specific circumstances and /or sites within the community. Additionally, CPIOZ is being used to implement building heights that were identified in the plan update process and to establish maximum building heights where none are provided under Citywide zoning. The proposed change from the PDO to Citywide zone and amendment of the CPIOZ boundary areas would not create any conflicts or inconsistencies with the adopted Land Development Code.

<p>The Uptown Community has been served for the last 30 years by the Mid-City Communities Planned District Ordinance (PDO). The replacement of the PDO with the citywide zoning ordinance does not "provide for development compatible with the pattern of the existing neighborhoods" as specified in the current PDO.</p> <p>The proposed zoning is markedly different from the existing zoning. In many cases the proposed zoning has different height, setbacks, FAR, etc. Even where no change to density is proposed, the proposed new zones would introduce major changes in allowable development.</p> <p>In addition to the quantitative items like height and setbacks, many textual provisions in the PDO have not been addressed in the proposed zoning. An example is Architectural Features, section 1512.0304.</p> <p>The proposed zoning represents an unwarranted shift in the "PDO elimination" plan, which started before the year 2000. The Planning Dept and DSD stated that the purpose was standardization, and that all provisions in the PDO would be carried out in standard zones. Where an existing zone wasn't equivalent, assurances were given that a new zone would be created.</p> <p>THEREFORE, WE RESOLVE that the current PDO continue to provide zoning regulations for the Uptown community, or that new zones be created in the citywide zoning ordinance to reflect all the current regulations in the PDO.</p> <p>B22-4 C. PUBLIC FACILITIES(adopted 10/22/15)</p> <p>Motion 1. Adopted 10/22/15, to reaffirm the Uptown Planners motion from May 4, 2010.</p> <p>"In order to promote a useful dialogue with the City officials in the Community Plan Update planning process about the kind of development that is wanted in Uptown, Uptown Planners states its opposition in principle to any substantial increase in density which exceeds existing development being incorporated into the updated Uptown Community Plan where necessary infrastructure improvements are not adequate to support the development."</p> <p>B22-5 Motion 2. Uptown Planners supports the position of Mission Hills Heritage that the concept of "incentive zoning provisions" should be deleted [from the City's draft CP Public Facilities, Services and Safety element] as a proposed solution for addressing the infrastructure deficit.</p> <p>B22-6 Motion 3.</p> <p>Whereas:</p> <p>1. Adequate public facilities are essential to the urban quality of life in Uptown.</p> <p style="text-align: center;">2 of 4</p>	<p>B22-4 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B22-5 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.</p> <p>B22-6 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.</p>
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2. The Uptown community has endured decades of infrastructure deficiencies. These include a lack of neighborhood and community parks, lack of recreation centers, outdated fire stations and libraries, and inadequate transportation infrastructure.

3. Expansion of public facilities has not kept pace with the growing demand since the 1988 community plan was adopted. In particular, parks have become increasingly overburdened, and traffic congestion has worsened.

4. A previous resolution from Uptown Planners on 5/4/10 stated the principle that substantial increases in density, over the existing development, should not be allowed where the infrastructure is inadequate.

Resolution:

1. The Uptown Planners support the goals and principles of the General Plan relating to adequate facilities, in particular the following:

- a. Adequate public facilities available at the time of need. (PF-14)
- b. Require development proposals to fully address impacts to public facilities and services. (PF-15)
- c. Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services. (PF-15).

B22-7 **Motion 4**

The updated Uptown Community Plan must provide the following:

- a. A phasing or threshold system which links the approval of new development to the adequacy of public facilities and services.
- b. Adequate public facilities means that the facilities and services meet specific thresholds or level-of-service, at the time of need.
- c. "At the time of need" means that the facilities and services must be in place to serve new development, or guaranteed, that is, planned, scheduled and funded.
- d. The link between project approval and facilities adequacy could be accomplished by various procedures, for example, requiring relevant findings as part of the approval process.

B22-7 Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required.

LETTER

RESPONSE

e. Provisions which ensure that the community is involved in decisions about facility financing. An example is the use of Uptown DIF funds for storm sewer replacement, instead of parks and recreation centers.

Sincerely yours,

Leo Wilson

Leo Wilson
Chair, Uptown Planners

Uptown Planners Letter, 8-4-16.docx

LETTER

RESPONSE

Letter C1

From: Jeff Allen <jallen5150@hotmail.com>
Sent: Friday, August 05, 2016 11:45 PM
To: PLN PlanningCEQA
Subject: Uptown Community Plan Update, PROJECT No. 21002563 / Project No. 38081

Hello,

C1-1

I reside near Columbia and Palm streets in Middletown. I am strongly opposed to the proposal to remove the south bound lane on India St. and plans to turn all lanes into a northbound one-way. This will severely impact access into our neighborhood. I urge you to look into directing rental car return traffic onto Pacific Hiway and preserve India St for local residents/businesses and to implement traffic control measures on India St. so that pedestrians can safely cross the street to the I-5 overpass. Thank you for your consideration.

Jeff Allen

C1-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C2



Ashley Development and Real Estate
Lic. 884089
3002 Columbia St, San Diego, CA 92103
Phone: (619) 295-7113 Fax: (619) 683-3737

08/04/2016

Kurtis Steiner
Senior Environmental Planner
City of San Diego Planning Department
1010 Second Ave, MS 413
San Diego, CA 92101

Re: Uptown Community Plan Update: Project No. 21002568/SCH No. pending;
Community Area: Uptown; Council District: 3

Dear Mr. Steiner

C2-1 My name is John Ashley I have lived in Middletown San Diego for 38 years. I have built and own properties on India St, West Palm, and Columbia St, all of which are affected by these planning proposals.

C2-2 First:
The removal of the southbound lane from Sassafras to Redwood is absolutely not acceptable. This in affect would funnel all Middletown residents down to a bottleneck at Laurel St making traffic congestion much worse than it presently is. I strongly oppose this proposal.

Second:
The removal of parking and sidewalk on India St as well as several feet of Building frontage, this in affect would be a disaster. For example, my properties at 2921 India St the front entrance doors are only 11 feet from the back of the sidewalk. These doors are also down steps and in fact are 2 feet below the back of the sidewalk level. Removing much-needed parking spaces from residents who need them badly is thoughtless.

C2-3 Please note: Example, if a small owner, developer wants to develop a small 100' deep by 50' frontage lot the Planning Dept. will insist that the driveway width kept to a bare minimum to provide street parking by the owner. In addition, the planning dept. will require the following:

C2-1 Introductory comment noted. The City appreciates individual participation in the public review comment process.

C2-2 Comment noted. Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C2-3 This comment makes reference to expenses incurred by a property owner for improvements along a property's frontage. As detailed in the Findings included as an attachment to the Staff Report the mitigation measures TRANS 6.3-18 and TRANS 6.3-19 are infeasible and will not be implemented. Property improvements such as sidewalks, curb, and gutter along India Street would not be impacted by the identified mitigation measures.

LETTER

RESPONSE

<p>1. Drive way and sidewalk will have to comply with up to date handicap requirements</p> <p>2. Thus, the sidewalk kerbs, and gutters be demolished required by the city, and new driveway, sidewalk, kerbs, and gutters will be required to city codes and paid for by the owner.</p> <p>3. New landscaping be provided per city requirements and paid for by owner</p> <p>4. If the lot is situated on a corner then a handicap ramp will be required per city code and paid for by the owner</p> <p>5. All this is a great expense and inconvenience to the owner</p> <p>C2-4 The City Planning Dept. now wants to take this parking away; I regard this as shameless and irresponsible. In addition, all cars parked along the east side of India St. acts as a buffer from northbound trucks and cars speeding along India St at 50 mph to 70 mph. It is easy to image how dangerous and scary it would be for all the pedestrians and small business owners' customers along the India St., and just 3 feet away from pedestrians.</p>	<p>C2-4 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).</p>
<p>C2-5 Question: Are we now "The Middletown parking lot"?</p> <p>For the last 25 to 30 years the City of San Diego and the Port District has gradually been encouraging parking lots, and parking Structures into Middletown without any thought to residents, and much to the stress of owners.</p>	<p>C2-5 This comment does not suggest an inadequacy in the analysis of the PEIR.</p>
<p>C2-6 <u>Note: Structure now known as "Wally Park"</u></p> <p>I can't believe that the City planning Dept. allowed a huge parking structure to have the <u>entrance and exit</u> 30' from the level crossing tracks for the trolley, and the coaster. The Wally Park shuttle buses drive dangerous across two traffic lanes to the opposite side parking lot entrance which also about 30' from Trolley tracks. Wow! This causes a major traffic jam including drivers having to stop on the trolley tracks.</p>	<p>C2-6 This comment references the Wally Park parking structure and does not suggest an inadequacy in the analysis of the PEIR.</p>
<p>C2-7 <u>Note: Beautiful Car Rental Structure</u></p> <p>The City Planning Dept. gave the Port Authority Planning permission to build a huge car rental structure on the west side of pacific highway. The port authority has or had plenty of land, and could have built their own exit roadway North to Washington St. to relieve the traffic situation. However, the port of authority built a roadway extending Sassafras as egress and ingress from this huge structure, which empties 14 rental cars at a time onto Sassafras St that effectively has to cross three traffic lights including a trolley stop all cars are heading to India St causing extreme traffic congestion. In fact, the traffic lights from the Car Rental at Pacific Highway, the Sassafras St, and the India St are currently not effectively moving the traffic to prevent these congestions.</p> <p style="text-align: right;">2 Page</p>	<p>C2-7 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6). Traffic circulation issues associated with the rental car return traffic is outside of the scope of this PEIR.</p>

C2-8

Conclusion

Is it now time for the City to recompense Middletown owners and Residents

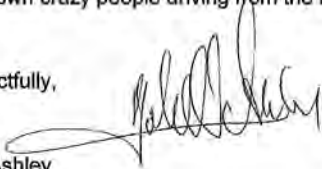
The Southbound lane should be left in place to give Middletown residents a reasonable access to their properties. A traffic light can be provided at Redwood St, which will provide safe crossing from the southbound lane to W Redwood St allowing ingress and egress from India to Redwood and Redwood to India, also providing additional U-turn access to W Spruce. The light would also reduce the speed of traffic coming north from freeway.

C2-9

West Palm

A pedestrian traffic light placed at West Palm Street will allow safe crossing to go over the bridge to Kettner Blvd to reach the Middletown Trolley Station. This light would also slow down crazy people driving from the freeway, and the airport at 70 mph on India St.

Respectfully,



John Ashley

C2-8

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

This comment also suggests installing a traffic light on Redwood Street. The Draft PEIR for the proposed Uptown CPU is a planning-level document. The goals stated in the proposed CPU's Mobility Element are to create "safe, walkable neighborhoods, which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience". The City proposes Mobility Element Policy MO-4.9 which would implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown, and Mobility Element Policy MO-7.13 which supports on-street parking on all streets in order to support adjacent uses and enhance pedestrian safety and activity. As future development occurs these policies would be implemented through construction improvements, such as new traffic lights, that would provide safer crossing for pedestrians that would be consistent with the above-mentioned policies in the proposed CPU Mobility Element.

C2-9

This comment suggests a traffic light on West Palm Street. Refer to the second paragraph in response to comment C2-9.

LETTER

RESPONSE

Letter C3

From: Betty Becker <bettybecker@sboglobal.net>
Sent: Saturday, August 06, 2016 4:50 PM
To: PLN_PlanningCEQA
Subject: Uptown Community Plan Update; #21002568/SCH No. Pending

C3-1 Traffic has increased significantly in Middletown since the opening of the Rental Car Center. Please do not make it worse by changing India Street into a one-way 3 lane thoroughfare between Washington and Laurel St. Taking away parking and sidewalks, existing building fronts and eliminating access to homes by removing the southbound lane from Sassafra to Redwood would negatively impact our community.

Use what you have--Pacific Highway--for access. Do not destroy

Thank you for your consideration.
Betty Becker
3306 Hawk St., San Diego, CA 92103

C3-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C4

3327 Hawk St.
San Diego, CA 92103
August 3, 2016

Kurtis Steiner
Senior Environmental Planner, City of San Diego Planning Department
1010 Second Ave., MS 413
San Diego, CA 92101

Re: Project Name: Uptown Community Plan Update
Project # 21002568/SCH No. Pending
Community Area: Uptown
Council District: 3

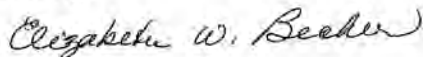
C4-1 Please read this letter! I am very concerned about the India Street proposal between Washington and Laurel. Middletown is a wonderful neighborhood. Help to keep it that way.

C4-2 The building of the Rental Car Center on Pacific Highway has caused a significant increase in traffic in our area. Pacific Highway is just that—a highway, built to handle a large volume of traffic. India Street is a residential/small business street. It is an integral part of Middletown. The proposal to remove sidewalks and parking on India as well as several feet of existing building fronts and residences would be devastating to our neighborhood and is not necessary. Pacific Highway is the logical choice of entrance and exit to and from the Rental Car Center. On the west side, Pacific Highway and Washington Street go directly to Interstate 5 North. On the east side, Pacific Highway leads directly to downtown San Diego and Interstate 5 South.

The idea to remove the southbound lane on India Street from Sassafras to Redwood is not feasible. The purpose of this road is to provide access to the many homes in Middletown. If you will look at the width of Redwood St. on your maps, you will see that it is very wide. It is built to handle all of the residential traffic for this area. At the top, Horton Ave. and Hawk St. are also very wide, merging into Redwood, for this purpose. All other ways to access our homes are small, narrow, winding residential streets. Attempting to funnel large numbers of automobiles through them would not be safe or acceptable.

A sign on Sassafras Street says "Making our neighborhoods better". Turning India Street into a one-way, 3 lane thoroughfare is not the answer. Use the Highway, Pacific Highway, for the purpose it was intended.

Sincerely,



Elizabeth Becker
Middletown Homeowner

C4-1 Introductory comment noted. The City appreciates individual participation in the public review comment process.

C4-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C5

Mr. Kurtis Steiner
1010 Second Ave MS 413
San Diego, ca 92101

Mr. Steiner,

Uptown Community Plan Update
Project Number 21002568/SCH
Uptown
Council District 3

Re; India Street between Washington and Laurel.

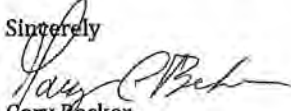
C5-1 I realize we are just a small area in the grand scheme of greater San Diego but each and every community is important. Let me ask, how can we have an impact on this project that will greatly effect our area?

C5-2 The number of houses and businesses that use the southbound lane on India Street for access has to be great. The inconvenience, time, extra mileage and added traffic on residential streets to access their homes or destinations would be a constant problem.

C5-3 The job of finding an alternate route for the airport traffic is yours and I wish you well or I feel there will be a very big uproar.

C5-4 If you go through with the planned project your bigger headache will be handling the traffic in the neighborhood streets.

I am opposed to making India Street a throughfare.

Sincerely

Gary Becker
3327 Hawk Street
San Diego, ca 92103

C5-1 Comment noted. The Draft PEIR is distributed for review to the public for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, CEQA Guidelines).

C5-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C5-3 This comment references alternate routes to airport traffic, but does not suggest an inadequacy in the analysis of the PEIR.

C5-4 This comment does not suggest an inadequacy in the analysis of the PEIR.

Letter C6

From: Tina Belinsky <tina@villagehatshop.com>
Sent: Thursday, July 28, 2016 12:11 PM
To: PLN_PlanningCEQA
Subject: re: Uptown Community Update

Mr Kurtis Steinert,

C6-1 I own the building on 3443 India Street, San Diego, CA 92103. It has come to our attention that you plan to remove all parking on our one way street, in addition to taking up to 5 extra feet of sidewalk space. I reviewed the photos and your plans. This plan is completely untenable, and as a Business woman who owns property in the Mid-town area I must reject your plan for the following reasons?

C6-2 1. I have a large parking lot adjacent to my building. My business will not be impacted as much as all the rest of the businesses that line India Street. They have no parking whatsoever. Where are there customer supposed to park? Are you suggesting that they all quit or move their businesses?

C6-3 2. My employees and customer that exit my parking lot would be subject to speeding traffic whizzing by. It is already a hazard to exit my parking lot with a parking lane as a buffer. My removing the parking lane you are endangering lives.

C6-4 3. You plan to remove 5 feet of sidewalk would put the traffic right up to most of the buildings that line the street, and appears from your pictures even venture into some of the buildings, which would require demolition. I have never seen a street where the traffic is that close to buildings before. What are you thinking?

C6-5 4. Are you aware of the volume walking traffic that uses the sidewalks on India Street? I have recently read the health and welfare of a community is related to the availability of sidewalks. How would people travel on foot? It is not as if they could walk up the next parallel street. The next parallel street is private, very steep, and not continuous. San Diego is a city that requires you own a car, because the public transportation options are so limited. I was under the impression we were moving to improve this over time, not make it worse.

C6-6 5. I have also witness numerous accidents right outside my window on the 2nd floor. More speed and more traffic will increase the possibility for accidents, and probably increase accidents that crash right into the buildings that line the street.

Please feel free to contact me, or visit me at Village Hat Shop anytime.

Thank you,
Tina Belinsky



<http://www.villagehatshop.com>
<http://www.berets.com>
vilhat@villagehatshop.com

C6-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C6-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C6-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C6-4 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C6-5 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C6-6 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C7

From: S B <llbcbiggs@gmail.com>
Sent: Saturday, July 30, 2016 6:11 AM
To: PLN_PlanningCEQA
Subject: Fwd: Uptown Community Plan Project No. 21002568
Attachments: IMG_0068.JPG; middletownnotice.pdf

C7-1 I would like to take a moment to register the strong opposition my husband and I have to the current plans involving expanding India to turn it into an Interstate 5 ramp for the airport rental car facility. In fact, we cannot understand why the city does not easily see that, if the city instead required the airport authority to build a real off ramp and took a few traffic calming measures, this area would be prime for development as an extremely close, affordable and walkable section of town.

C7-2 The area the proposal is turning into a ramp is *less than a tenth of a mile* from the Blue Line Trolley, less than a quarter mile from Little Italy, less than a mile from downtown, less than a mile from the airport, less than a mile from the bay, and right next to Interstate 5. India also flows right from downtown, through well developed Little Italy, and up to Washington. Because it historically served partially as a ramp for exiting the 5 to reach Washington, it is a busy street and significantly underdeveloped.

C7-3 As I already stated, this area abuts Little Italy, Banker's Hill and Downtown and is part of the last mile of an already constructed trolley line. Yet, in order to take public transportation from Middletown, most of the residents, who live above this noisy, unsafe, busy area, scale a steep hill, and cross two extremely hazardous streets (India and Ketter).

C7-4 This plan not only ignores primed undeveloped land at the bottom of the hill, it is about to make both of those roads even busier. Please note, there aren't even any pedestrian zebra crossings on Kettner from the highway's pedestrian bridge. Residents have to be extremely adept at real life Frogger if they want to take the Blue Line.

C7-5 The city of San Diego is spending millions of dollars building new trolley lines, focusing affordable housing along the transportation corridors we have, and attempting to convince reluctant San Diegan's to take public transportation. Yet, for some reason, they are totally blind to a walkable area just lying right under their noses because it is next to a highway that is not shielded.

This prime area of the city is significantly underdeveloped right now. Because of the current traffic, airport noise and the lack of protection from the 5, India in this area is lined with small old buildings, empty lots and businesses hanging onto the edge. While the city cannot build up because of the airport, it can certainly better utilize this district for density.

Instead of tossing away a residential/business district so close to downtown and so perfectly primed for smart growth, our city should be focusing on calming the traffic so close to a prime trolley stop, installing a sound barrier next to the highway, widening the sidewalk, placing a bike lane down India to connect Little Italy and Washington, and creating incentives for a mixture of restaurants/businesses on the first floor and mid-level and affordable housing above. There are such possibilities, and they will all be lost.

Finally, the interface between Sassafras, Kettner and India isn't working right now, and I can't see how it will work simply by making India wider and faster. I have attached a picture taken at 10:30 am at the corner of Kettner and Sassafras. This is the new norm for this intersection at all times of the day. Cars from the rental car

C7-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C7-2 Comment noted.

C7-3 Comment noted.

C7-4 Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6). The goals stated in the proposed CPU's Mobility Element are to create "safe, walkable neighborhoods, which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience". The City proposes Mobility Element Policy MO-4.9 which would implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown, and Mobility Element Policy MO-7.13 which supports on-street parking on all streets in order to support adjacent uses and enhance pedestrian safety and activity. As future development occurs these policies would be implemented, and construction improvements, such as "pedestrian zebra crossings", would provide safe crossing for pedestrians and would be consistent with the above-mentioned policies in the proposed CPU Mobility Element.

C7-5 Comment noted. This comment does not suggest an inadequacy in the analysis of the PEIR. However, please refer to the master response regarding India Street mitigation measures included in the introduction to these responses to comments. Also see the Staff Report for a discussion of the extensive public outreach that has been done regarding the proposed Uptown CPU. Also refer to Section 4.2, Community Outreach and Plan Development, of the PEIR.

LETTER

RESPONSE

facility trying to turn left onto India back up all the way down the hill and through the Kettner intersection. These guys need a real on ramp.

There is still time right now for the city to take a step back and really look at the area the project is addressing to better maximize its use. Please make the airport build its own off ramp from Pacific Highway, and instead of turning India into one, invest the money in building a sound wall, putting in a bike lane, and promoting Middletown's growth.

I would also like to point out that I am extremely concerned by a pattern in which the city is claiming extensive outreach without telling residents what is going on and lying to its residents during meetings they do find out about by stating publicly that a project is not happening the way residents fear it will even though the documents available on the county web site directly contradict this information. A similar situation arose when master plan was considering closing a portion of University that would have sealed off one of the few egresses from Middletown, if there is a "Let's just pretend our residents are too lazy to pay attention and/or to look things up," memo circulating, it isn't working.

I have included the local media in this email. For their information I have also scanned and included an update posted by a local community group in my neighborhood. That is the only outreach we've received, by the way. If it weren't for these neighbors, we wouldn't even know what was going on.

I really hope the media pick up both the story of the imminent lost opportunities on India, as well as the very different but just as important story about repeated fake proclamations of community outreach that never happened and the soft shoe shuffle of falsehoods peddled at meetings.

I also hope the message of the residents gets through. This is a bad plan. There is still time to pull back.

Shannon Biggs and Bryan Liang
2920 Union St

LETTER

RESPONSE

Middletown Update – July 26, 2016**Important Action Needed before August 8, 2016****Any questions, please email us at Middletown92103@gmail.com**

Over 150 Middletown residents crowded into the Uptown Community Planning meeting July 5th only to be told there was no intention to remove parking on India Street and the one-way access to West Spruce and Redwood Streets. However, what was never mentioned at this meeting and is buried deep within the draft Uptown Community Plan, is a mobility study which reports a much different scenario. In fact, the plan to remove parking and sidewalks on India Street, as well as several feet of existing building fronts is depicted in charts and photographs found in incorporated attachments to the Plan. Additionally, tables refer the proposed removal of the southbound lane of India Street. All of this is **contrary to what was represented** at the Uptown Planners Meeting and **more importantly, public comment regarding the Plan is due by August 8th.**

This report once adopted, dictates city planning for many years, and is very difficult to amend or change. It is during this draft and public comment period that change is possible.

Not once during this meeting did officials at the meeting bring this impending deadline or information to the attention of residents. The information is publically available, buried deep within appendix C to a Mobility Study which is an incorporated attachment the Uptown Plan.

Residents have been asking for time on the agenda of Uptown Planners to provide input to the new plan, however Uptown Planners has said their agenda is too full and August is the last meeting prior to the deadline to submit comments for this draft report. **NEXT UPTOWN PLANNERS MEETING 8/2/16 @ 6PM, we need another good turnout.**

Residents have also provided an effective way and cost efficient way to route the traffic from the residential area of Middletown to the business area. The business owners of Middletown support the proposal.

The irony of all of this is that the **existing Community Plan for Middletown** which is about 5 pages and adopted February 2, 1988 included the following objectives:

- Reduce auto/pedestrian conflicts.
- Preserve views on the western slopes.
- Improve the appearance of businesses along India Street and the public right of way.
- Maintain and strengthen the pedestrian-oriented environment within the Washing and India Street commercial zone.

Public comment is due by August 8 on the City's Plan. Written comments should be sent to:

Kurtis Steiner,
Senior Environmental Planner, City of San Diego Planning Department,
1010 Second Avenue, MS 413,
San Diego, CA 92101

Or e-mail your comments to PlanningCEQA@sandiego.gov
With the Project Name and Number in the subject line.

Please note **only written comments, received either via US Mail, hand-delivered, or via email, will be considered official comments** in the Final EIR.

PROJECT NAME: Uptown Community Plan Update
PROJECT No. 21002568 / SCH No. Pending
COMMUNITY AREA: Uptown
COUNCIL DISTRICT: 3rd

Please write or email your objections before the 8 August Deadline.

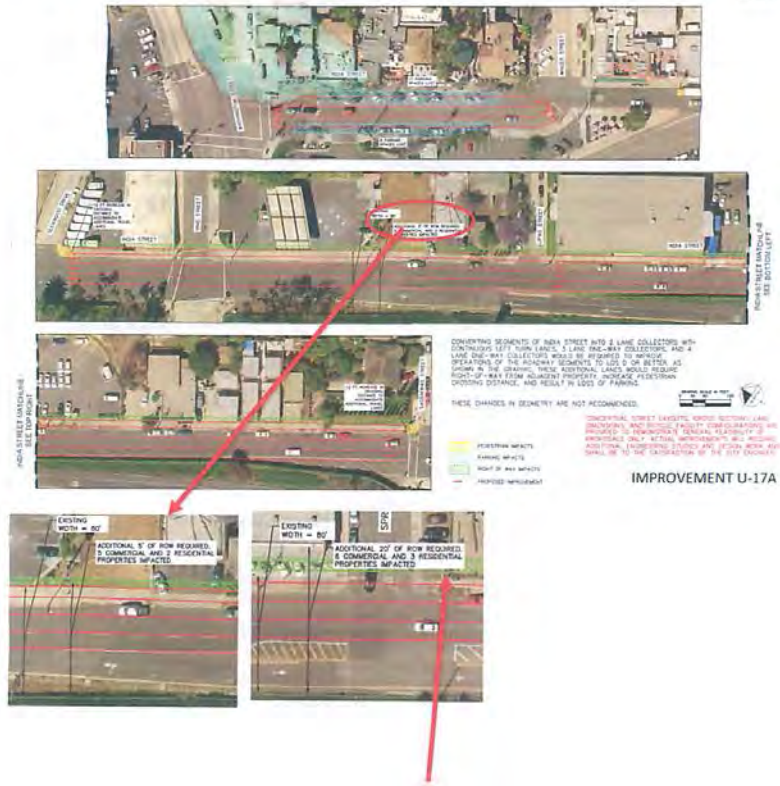
Sources:

Appendix C: Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions). The removal of the southbound lane on India Street from Sassafras to Redwood Street is included within tables 10 and 13 which show India Street from Sassafras to Redwood Streets changing from what they refer to in Table 10 as a three lane collector (two way) to a proposed three lane collector (one way) within Table 13.

The removal of parking and sidewalks on India, as well as several feet of building fronts, are depicted in charts and photographs found in the incorporated attachment:

Appendix C: Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions). Figures 63 and 64

FIGURE 63



LETTER

RESPONSE



Letter C8

From: Lydia Bilic <lbilic@cox.net>
Sent: Wednesday, August 03, 2016 10:52 AM
To: PLN_PlanningCEQA
Subject: objection to PROJECT NAME: Uptown Community Plan Update/21002568 / SCH No. Pending

I object:

- C8-1 Table 13 Summary of Improvement Evaluation Uptown: This references India St between Redwood and Sassafras as "one way Collector" and removal of parking and buildings.
- C8-2 Also, I object to any widening of India Street. The two-way collector is essential to residents of Spruce (and Redwood). the maps used throughout the Uptown plan and appendices incorrectly depict Spruce at India and connecting streets off Spruce to show several alternative routes available to the 200+ residents living on Spruce and it's spurs (Ibis, Horton, Upas, Jackdaw) for ingress and egress.

Lydia Bilic

COLDWELL BANKER WEST
 CA RE BROKER / REALTOR LIC#: 01782343
WWW.LYDIABILICHOMES.COM
 P. (619) 549-4042
LBILIC@COX.NET

C8-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C8-2 This comment references the changes to India Street. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

This comment also suggests that the maps provided in the proposed Uptown CPU incorrectly depict alternative routes on Spruce Street. The proposed Uptown CPU maps appear to be correct. West Spruce Street does connect to India Street. Access to all the other streets mentioned in the comment letter is solely from West Spruce/India Street. Because of the map's scale, the gap between West Spruce Avenue and Horton Avenue is difficult to see, but there is a gap in the figure and it was considered in the traffic analysis. However, the map in the Mobility Study does incorrectly show that a connection between West Spruce Avenue and Horton Avenue that will be corrected. While there was an error in the Mobility Study map, the model used in preparation of the analysis of potential impacts of the proposed Uptown CPU for traffic circulation did not include any connections with West Spruce Avenue that would provide additional ingress/egress to West Spruce Avenue other than India Street. Furthermore, the referenced Mobility Study Improvements (U17A and U17B) would be inconsistent with the proposed Uptown CPU polices and thus, would not be implemented due to infeasibility.

Letter C9

From: Pangilinan, Marlon
Sent: Thursday, June 23, 2016 9:04 AM
To: Steinert, Kurtis
Subject: FW: PEIR Alternatives

From: Gary Bonner [mailto:garybonner@cox.net]
Sent: Thursday, June 23, 2016 6:33 AM
To: Pangilinan, Marlon <MPangilinan@sanidiego.gov>
Cc: Leo Wilson <leo.wikstrom@sbcglobal.net>; TMullaney@aol.com; rg-daniel@cox.net; rdahl@cox.net; mat92103@yahoo.com
Subject: PEIR Alternatives

Marlon,

- C9-1 After reviewing the PEIR I have a question regarding the population figures supplied for the Lower Density Alternative. I believe the plan was previously referred to as the Community Plan without Incentive Zoning. At the Community Plan Update held on 2/2/2016 you provided data showing the Community Plan without Incentive Zoning would provide housing units of 32,190 and a projected population of 54,890. This was a population difference of 810 from the 55,700 projected in the January 2016 Draft Community Plan.
- C9-2 On page 10-34 of the PEIR the figures have changed showing a future population of 53,050 for the Lower Density Alternative while the data remains the same for the Proposed Uptown CPU, a projected population of 55,700.
- C9-3 In this day of computerized data this is not a math error. It appears the methodology has changed since February regarding the Lower Density Alternative, but the assumptions did not change for the Proposed CPU.
- C9-4 What assumptions in methodology have changed since February in calculation the data for the Lower Density Alternative and why were they changed?

Kind Regards,

Gary Bonner

- C9-1 This comment does not suggest an inadequacy in the PEIR, rather is questioning changes that occurred from previous versions of the draft Uptown CPU in relation to the version that was released for public review.
- C9-2 See response to comment C9-4.
- C9-3 See response to comment C9-4.
- C9-4 The assumptions used to estimate the community plan build-out for the draft 2015 Community Plan without Incentives that was presented at the January 2, 2016 Uptown Planners meeting initially assumed that all parcels within former incentive areas could redevelop. In determining the community plan build out for the Lower Density Alternative, the assumptions used assumed that all parcels were likely to redevelop in former incentive areas except those that were fully developed such as multi-family residential and mixed-use development near the maximum or exceeding the adopted plan density; condominiums; mid or high rise buildings with steel or concrete frame construction; service stations, schools, hospitals, churches and places of worship; parks and open space, etc. These assumptions were similarly used for the currently Proposed Community Plan and represent a more realistic approach to determining community plan build out for the Lower Density Alternative.

LETTER

RESPONSE

Letter C10

From: Gary Bonner [mailto:garybonner@cox.net]
Sent: Saturday, August 06, 2016 12:31 PM
To: Pangilinan, Marlon <MPangilinan@sandiego.gov>
Subject: Draft EIR

Marlon,

C10-1 Section 6.3.1.1 Roadway Networks, states First Avenue, Fourth Avenue and Fifth Avenue are posted at 30 miles per hour. This is incorrect all three Avenues have large segments through Bankers Hill that are posted as 25 mph. First Avenue also has a section with diagonal parking. It is not all parallel parking.

Gary Bonner

C10-1 Clarification has been added to Section 6.3.1.1, Roadway Networks, of the Final PEIR regarding the posted speed limits and parking.

Letter C11

From: Lee Buby <lsbuby@gmail.com>
Sent: Wednesday, July 27, 2016 12:37 PM
To: PLN_PlanningCEQA
Subject: PROJECT NAME: Uptown Community Plan Update, No.: 21002568 / SCH No. Pending

Intended for Mr. Kurtis Steiner.

Dear Mr. Steiner,

C11-1 As a resident of Middletown for 13 years, I have concerns regarding the subject project, Uptown Community Plan Update, project number 21002568. I am a CPA prone to objectivity and logical analysis and I would request that my points below be considered when finalizing this Update. Please do not hesitate to contact me for clarification if necessary, or if I may be of better use presenting these issues and solutions at an appropriate meeting. Thank you.

--
 Lee S. Buby, CPA
 619-750-1110

C11-2 Regarding the Routing of Northbound I-5 Rental Car Center Traffic onto India Street and down Sassafras Street (via the Sassafras Exit) and possible removal of the two-block long Southbound lane of India Street between Sassafras and Redwood Streets:

1. India Street borders a large residential area of Uptown and provides a vital access point to this area. Because of the one-way northbound nature of the majority of India Street, the two-block section of southbound lane from Sassafras Street to Redwood Street provides essential access to this area for anyone coming from I-5 South. The removal of this lane would not only add significant commute time to the residents of this area, it would also contribute significantly to the already-congested traffic at intersections of Laurel Street and Kettner Blvd./India St., the next available point at which a resident would be forced to make successive left turns to reach their homes. This would also increase traffic attempting to access this area via Columbia Street from Laurel Street, an already traffic-stressed street due to its extremely narrow lanes where people often wait at the end of a block for opposing traffic to clear before risking an accident in passing each other. This would greatly affect the property values of this area as it would go from being considered a centrally located, highly-accessible neighborhood to a relatively very inaccessible one.
2. Northbound traffic from the airport is already routed down India to reach the I-5 onramp. This makes India Street extremely busy and these vehicles consistently treat this entire street section as an onramp, accelerating to unsafe speeds. Routing Car Rental Center traffic coming from the South onto the Sassafras Exit produces a situation in which drivers unfamiliar with the area must not only quickly merge with northbound, accelerating airport traffic, but cross through this traffic in order to turn left and head down a steep hill on Sassafras Street. This is not only confusing, it is dangerous.
3. There is NO improvement that can be made to India Street that compensates for the aforementioned "crossing" of slowing rental car center traffic (non-residents unfamiliar with terrain and where they are going) with airport traffic accelerating and heading for the northbound I-5 onramp or, *perhaps even more troubling*, the short sections of westbound Sassafras Street that are punctuated by traffic lights at Kettner Blvd. and Pacific Highway and the frequent interruption of traffic by railroad crossing controls, including the prevention of orthodox operation of traffic lights at the Sassafras/Kettner intersection during those times. The back-up of traffic on Sassafras and its effects on India Street traffic are unavoidable and would only be worsened by

C11-1 Introductory comment noted. The City appreciates individual participation in the public review comment process.

C11-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

eliminating the southbound section of India Street in favor of an additional collector lane to turn left onto Sassafras, the ability to do so would be impossible without further shortening the eastbound lanes of Sassafras, already a source of congestion at this intersection.

4. There are no fueling options available to car renters being routed to the rental car center directly from the freeway through India Street to Sassafras Street. This only ensures that many drivers attempting to return their vehicles with full tanks will begin meandering around the area looking for fueling options, creating unnecessary traffic and confusion.

5. Any increases in traffic should naturally be routed through existing industrial and commercial areas before considering residential corridors.

6. The City has long neglected the maintenance of streets in both Middletown and in the industrial areas between it and the rental car center where it has chosen to route traffic, offering a final impression of blight and disrepair to visiting tourists.

7. The only logical routing and queuing area for returning to the rental car center from the South is Pacific Highway:

- a. It is underused, particularly in that area.
- b. It is desperately in need of maintenance, landscaping, and frontage aesthetics *regardless* of where the traffic is being routed from if the City wishes to leave tourists with an appropriate impression of the area.
- c. It can accommodate long queues, has long sections without traffic signals and leaves very little to confuse unfamiliar drivers.
- d. It can easily accommodate the same traffic volume that was originally routed to N. Harbor Dr. from the Hawthorne Street exit.
- e. It offers at least one refueling option between exiting and reaching the rental car center.

Regarding the Proposed removal of Parking Spaces and Other Changes to the India Street Commercial node near Washington Street:

1. Parking in this area is at a premium, not just for the commercial businesses, but for the residents in this area as well. This results in a highly pedestrian-centric corridor that is only possible because of the slow traffic along this section of India Street.
2. Traffic is only slowed because of the availability of parking spaces here.
3. Drivers wishing to by-pass this congestion (i.e. not wishing to access the residential or commercial areas reachable from this section of India Street) can easily do so by veering left at the "Y" where Northbound lanes of San Diego Avenue begin. This serves as a natural separation of the high-speed traffic wishing to continue to Washington Street or the next I-5 Northbound onramp. *However*, there is NO signage directing through-traffic to veer left at this "Y" and for whatever reason, the bypass of pedestrian and parking spot-seeking drivers available by this underused section of street is not obvious to most drivers.

LETTER

RESPONSE

C11-13 4. The businesses here are extremely desirable and would be greatly affected, possibly eventually eliminating this ever-more-popular node of restaurants that serves as the only such resource reachable by foot by residents, business, and the Washing Street trolley stop in this area.

C11-14 5. Potential logical solutions:

a. Eliminate or reduce through-traffic in this area by:

i. Installing clear signage for drivers heading to Washington Street to veer left onto San Diego Avenue, and/or

ii. Install delineators that prevent left turns onto Washington Street from India Street, and/or

iii. Closing this section of India Street to Northbound traffic from the "Y" to Washington Street, making the entire section Southbound and accessible only from Washington Street with primary egress via a right-turn-only intersection at the "Y" with San Diego Avenue and secondary egress Eastbound into the residential streets, which would improve traffic flow.

Letter C12

From: Marcia Buompensiero <lonzahn2@cox.net>
Sent: Monday, August 01, 2016 5:35 AM
To: Steinert, Kurtis
Subject: Uptown Community Plan Update/Final EIR

July 31, 2016

Kurtis Steinert, Senior Environmental Planner
 City of San Diego Planning Department
 1010 Second Ave., MS 413
 San Diego, CA 92101

RE: Uptown Community Plan Update/Final EIR
 Project No. 21002568/SCH No. Pending
 Community AREA: Uptown
 Council District: 3

Dear Mr. Steinert:

- C12-1 We are very concerned about the devastating impact that will result if the proposed Uptown Community Plan (referenced above) is adopted without modifications that address safety concerns and issues along the India Street Corridor as proposed. Specifically, we protest the current proposal to:
- Remove the southbound lane on India Street from Sassafras to Redwood Street
 - Remove parking and sidewalks on India, as well as several feet of building fronts
- C12-2 Over a twenty year period, we have witnessed a steady increase in car traffic on India Street. This is due in most part as a result of the heavy volume of traffic, routed from the airport via Harbor Drive to Laurel Street, then onto India Street in order to access the I-5 North on-ramps.
- C12-3 Posted traffic signs indicate a speed limit of "35" miles per hour. This, apparently, is viewed as merely a "suggestion" as most traffic speeds are clocked in excess of 40-45 mph and above. Residents have complained to City officials for years about the increased volume of traffic and the lack of effective traffic control (i.e., blinking caution lights, stop signs, traffic signals). To date, nothing has been done to curb the volume and speed of traffic. This is a tragedy waiting to happen!
- C12-4 Now, with the opening of the new Rental Car Center at the foot of Sassafras Street, the volume of traffic that moves east on Sassafras, turning left onto India has further increased the congestion on both Sassafras and India Streets.
- C12-5 On July 5, 2016, over 150 residents of the affected communities (Little Italy, Middletown, Mission Hills, and Five Points) crowded into the Joyce Beers Center to address the Uptown Advisory Planning Council concerning this matter. Our voices were heard and the UPC adopted two resolutions:
1. **Resolution 1:** To recommend to the San Diego City Council that immediate action be taken with respect to the proposed Uptown Community Plan:
 - a. That the proposal to remove the southbound lane on India Street from Sassafras to Redwood Street be eliminated; and

- C12-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C12-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C12-3 Comment noted. This comment does not identify an inadequacy of the PEIR.
- C12-4 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C12-5 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6). The Mobility Element of the proposed Uptown CPU supports implementation of traffic calming and safety measures with an emphasis on pedestrian and bicycle mobility within the community, including along India Street.

LETTER

RESPONSE

- b. That the proposal to remove parking and sidewalks on India, as well as several feet of building fronts be eliminated.
 - c. Further, that, effective immediately, the City of San Diego implement safety measures on India Street to slow the traffic and install signage to reroute traffic leaving the RCC to Pacific Highway so as to access the Washington Street/San Diego Avenue on-ramp to I-5 North.
2. **Resolution 2:** To recommend to the San Diego City Council that ANY long-range plans for the affected areas be devised to include routing traffic along the Pacific Highway corridor by constructing permanent improvements (such as a new on-ramp) to route traffic safely to I-5 North and any other measures that will improve safe traffic flow that does not negatively impact the safety and quality of life for the residents in the affected areas.

C12-6 **My question is:** Has the City of San Diego revised the proposed Uptown Community Plan to include ANY of the recommendations from the Uptown Community Advisory Council? If so, what are they? If not, what other options are available to the citizens of the negatively impacted communities so that we may have our voices heard?

Respectfully,

Joe and Marcia Buompensiero
 3116 Horton Ave.
 San Diego, CA 92103

- c. Hon. Mayor Kevin Faulconer and Members of the San Diego City Council (Hon. Sherril Lightner, Hon. Marti Emerald, Hon. Lorie Zaph, Hon. Todd Gloria, Hon. Myrtle Cole, Hon. Mark Kersey, Hon. Chris Cate, Hon. Scott Sherman, Hon. David Alvarez)

Hon. Ron Roberts, District 4, San Diego County Board of Supervisors.

C12-6 Development of the proposed Uptown CPU was developed with considerable public input. This public review process and subsequent public hearings are available for further public comment and input.

LETTER

RESPONSE

Letter C13

AUGUST 4, 2016

MISTER KURTIS STEINER
 SENIOR ENVIRONMENTAL PLANNER
 CITY OF SAN DIEGO PLANNING DEPT.
 1010 SECOND AVENUE, MS 413
 SAN DIEGO, CA 92101

DEAR MR. STEINER:

RE: UPTOWN COMMUNITY PLAN UPDATE
 PROJECT NO. 21002568/SCH NO. PENDING
 COMMUNITY AREA: UPTOWN, COUNCIL DISTRICT 3

C13-1 WE ARE WRITING AS PROPERTY OWNERS OF TWO 4-PLEX APARTMENT COMPLEXES, ONE LOCATED AT 1218 WEST SPRUCE STREET, SAN DIEGO, CA 92103(OWNER-OCCUPIED) AND ONE LOCATED AT 1520-1526 CHALMERS STREET (BOTH COMPLEXES SITUATED ONE BLOCK AND TWO BLOCKS OFF INDIA STREET RESPECTIVELY). WE WISH TO EXPRESS OUR CONCERNS OVER PROPOSED CHANGES TO INDIA STREET DUE TO THE RECENT RENTAL CAR STRUCTURE TRAFFIC. PLANS TO REMOVE SIDEWALKS, PARKING, AND THE SOUTHBOUND TURN LANE ON INDIA STREET TO ACCESS SPRUCE AND REDWOOD STREETS PRESENT MANY PROBLEMS AND HARDSHIPS TO OUR MIDDLETOWN NEIGHBORHOODS.

THE FOLLOWING ARE SOME OF THE ISSUES WE WOULD BE FACING AS PROPERTY/ BUSINESS OWNERS:

- C13-2 1. INGRESS/EGRESS. THERE IS NO OUTLET IN SPRUCE CANYON (OUR SPRUCE STREET PROPERTY). IF THE INDIA STREET SOUTHBOUND TURN LANE TO SPRUCE AND REDWOOD STREETS WAS DONE AWAY WITH, SPRUCE CANYON RESIDENTS WOULD HAVE TO DRIVE TO ALREADY OVERCROWDED LAUREL STREET AND BACKTRACK.
- C13-3 2. SPRUCE CANYON PARKING WILL BECOME A BIG BIG ISSUE IF INDIA STREET PARKING IS REMOVED TO BUSINESSES, SPECIFICALLY BETWEEN REDWOOD AND SASSAFRAS. WE HAVEN'T COUNTED APARTMENTS, CONDO UNITS, HOUSES, MONTESSORI SCHOOL FOR STUDENTS/TEACHERS. A HIGH PERCENTAGE DO NOT HAVE OFF-STREET PARKING. THE PERCENTAGE GOES HIGHER WHEN COUNTING HOMES, CONDOS AND APARTMENTS THAT HAVE ONE-CAR GARAGES AND TWO OR MORE CARS DUE TO FAMILY SIZE AND ROOMMATES.
- C13-4 3. THIS IS A HIGH RISK FACTOR FOR BUSINESS OWNERS WHO MAY LOSE CUSTOMERS AND ULTIMATELY THEIR BUSINESSES.
- C13-5 4. PROPERTY VALUES ARE AT RISK FOR DEVALUATION BECAUSE OF INDIA STREET TRAFFIC INGRESS/EGRESS. RENTAL PROPERTIES CAN LOSE ENHANCEMENT VALUE TO POTENTIAL RENTERS WHO WERE ATTRACTED TO THE LOCATION, LOCATION, LOCATION, AND TROLLEY ACCESS TO DOWNTOWN AND FREEWAY ACCESS NORTH, SOUTH AND EAST.
- C13-6 5. SASSAFRAS STREET IS VERY STEEP. I HAVE BEEN HERE IN THIS NEIGHBORHOOD SINCE 1973 AND HAVE WITNESSED CAR ACCIDENTS AT INDIA AND SASSAFRAS, NOT TO MENTION THE MANY BIG RIGS THAT HAVE JACK-KNIFED AT THE SAME LOCATION TYING UP TRAFFIC FOR HOURS.

- 1 -

C13-1 Introductory comment noted. The City appreciates individual participation in the public review comment process.

C13-2 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-3 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-4 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-5 Comments t. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-6 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

C13-7 6. RESIDENTS GETTING OUT OF THE AREA IN A CRISIS OR EMERGENCY VEHICLES REACHING DESTINATIONS IN LIFE THREATENING SITUATIONS (POLICE, FIRE).

C13-8 WHEN WE ATTENDED THE JULY UPTOWN COMMUNITY MEETING, WE WERE ALL MADE TO UNDERSTAND THERE WAS NO INTENTION TO REMOVE PARKING AND ONE-WAY ACCESS TO WEST SPRUCE AND REDWOOD ONLY TO FIND OUT THIS IS NOT THE TRUTH OR REALITY. WE CANNOT HELP BUT WONDER IF WE ARE GETTING RAILROADED AND/OR RAMRODDED WITHOUT ANY CONSIDERATION OF THE UPCOMING FLIGHT. (EXCUSE MY SKEPTICISM, BUT I HAVE PAPERWORK ON AN UNRESOLVED ERODING HILLSIDE MATTER ALL THE WAY BACK TO MAYOR MAUREEN O'CONNOR TO THE PRESENT WITHOUT RESOLVE.) INPUT IS NECESSARY FOR ACHIEVEMENTS TO BE MADE, SMART INPUT AND SMART ACHIEVEMENTS. THOUGHT BEFORE ACTION.

C13-9 WE WONDER IF KETTNER STREET WOULDN'T BE A BETTER ROAD ON MUCH OF THIS CHANGE. THE VINE STREET SUBSTATION WILL BE THERE. BUSINESS IS SPORADIC, AND THE HOMELESS ON THAT STREET IN THAT AREA IS THRIVING MUCH TO ALL OF OUR DISMAY. PLEASE RECONSIDER RENTAL CAR TRAFFIC PLANNING THAT HAS BECOME THE NIGHTMARE FROM HELL FOR MIDDLETOWN/INDIA STREET.

C13-10 WE HAVE HEARD MANY SUGGESTIONS. RON ROBERTS, WHO LIVES IN SPRUCE CANYON (A COMMONSENSE, MATTER OF FACT (CAN THINK ON HIS FEET KIND OF MAN) SEEMED TO HAVE SOME IDEAS AT THE MEETING IN JULY. SOME THOUGHTS THAT HAVE BEEN BATTED AROUND: REROUTING RENTAL CAR EXIT AND RETURNS TOWARD WASHINGTON STREET, BUILDING A RAMP THAT WOULD DROP RETURNS RIGHT INTO THE STRUCTURE AND DROPPING RETURNS RIGHT INTO THE STRUCTURE AND REROUTING RETURNS INTO STRUCTURE FROM SOUTHBOUND WASHINGTON STREET INSTEAD OF SASSAFRAS. I DO KNOW THE STEEPNESS OF SASSAFRAS AT KETTNER (BLIND SPOT) IS BAD (JACK-KNIFING AND ACCIDENT HAZARDS AT SASSAFRAS AND INDIA STREET. MAYBE THE TROLLEY SHOULD GO UNDERGROUND AT LAUREL OR PALM OR SASSAFRAS SOMEHOW. I DO KNOW THAT PACIFIC HIGHWAY IS IN NEED OF UPDATING AND THAT FRONTAGE ROAD (UGH) SEEMS POORLY LAID OUT. I REMEMBER THE AREA IN 1958. IT IS NO LONGER 1958.

C13-11 DON'T QUITE UNDERSTAND WHY ALL OF THIS DIDN'T GET FIGURED AT THE TIME OF THE RENTAL CAR PLANNING STAGE. IT DEFINITELY SEEMS THE CART GOT AHEAD OF THE HORSE.

THANK YOU FOR YOUR ATTENTION TO THESE SERIOUS ISSUES. PLEASE KEEP US APPRISED WELL IN ADVANCE WOULD BE A NICE GESTURE.

VERY SINCERELY,

Addie L. Burnett 8/4/16
ADDIE L. BURNETT DATE
1218 W. SPRUCE STREET, B
SAN DIEGO, CA 92103
TEL. (619) 299-5617

Donald W. Strook 8/4/16
DONALD W. STROOK DATE
6863 GLENROY STREET
SAN DIEGO, CA 92120
TEL. (619) 817-1464

abm

cc: RON ROBERTS (HAND-DELIVERED)
TODD GLORIA (HAND-DELIVERED)

C13-7 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-8 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-9 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-10 Comments noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C13-11 Comment noted. This comment does not identify an inadequacy of the PEIR; therefore, a detailed response is not required.

LETTER

RESPONSE

Letter C14

From: jchave99 <jchave99@gmail.com>
Sent: Saturday, July 30, 2016 7:09 PM
To: PLN_PlanningCEQA
Subject: Uptown community Plan Update / Council district 3 / PROJECT No. 21002568

To Kurtis Steiner,

C14-1

As a 20 year resident of Middletown, residing on 3035 Columbia street, I would like to express my strong Opposition to this ill conceived plan, hidden in section Appendix C, to remove parking and sidewalks on India street, as well as several feet of existing building fronts, as found and plainly depicted in charts and photographs, found in "incorporated attachments" to the Plan. Furthermore, the tables and documents additionally mention the proposed removal of the southbound lane of India street. This information, and plan which i am highlighting is concerning to me because it is different than what was said to us, the residents, at the Uptown Planners Meeting, while in front of 150 witnesses and residents, who showed up at this public gathering.

This proposal from the city is ill conceived and does not take into account the negative impacts on the community, its businesses and all its residents. I am 100% opposed to it, and will further express this publicly.

Joel Chavez
3035 Columbia street
San Diego, CA. 92103

Happy Connecting. Sent from my Sprint Tablet.

C14-1

This comment does not identify an inadequacy in the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C15

From: Steve Davis <stevendavisnsd@gmail.com>
Sent: Monday, August 08, 2016 12:01 PM
To: PLN_PlanningCEQA
Subject: Project Name: Uptown Community Plan Update

Kurtis Steiner
Senior Environmental Planner
City of San Diego Planning Department

C15-1

Mr. Steiner:
I am writing to you with regard to the Uptown Community Plan Update, Project No. 21002568, Community Area: Uptown, Council District: 3.
I am a long time resident of Middletown. During the nearly 20 years I have lived in this community, access to my home going south on Interstate 5 has always been the Kettner offramp, then the one way access on India St. to Redwood, where I turn left and go up the hill to my home. The Uptown Community Plan contains within it, as a possible proposal, the elimination of the one way access on India St. Eliminating that one way access would make it very, very difficult to get to Middletown. It would require going all the way downtown and then backtracking or taking Washington Street, way out of the way, to come in from the east. Any other access than India Street would be extremely inconvenient.
I attended the most recent meeting of the Uptown Planners advisory committee, and I understand that the elimination of the one way on India St. is not currently planned or proposed. Nonetheless, I am concerned that the City will re-visit this matter at some date in the future and may decide to eliminate the one-way India access. I want to voice my very strong opposition to any such action.
Steve Davis

C15-1

Comment noted. This comment does not identify an inadequacy in the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C16

From: Catrina Dulay <catrinadulay@gmail.com>
Sent: Monday, August 01, 2016 9:20 AM
To: PLN_PlanningCEQA
Subject: Concerns regarding LPTOWN COMMUNITY PLAN UPDATE / PROJECT NO. 21002568

Dear Mr. Steiner,

C16-1 I am contacting you because I am a concerned and upset resident living on India Street, so I'm very familiar with the traffic hazards and parking difficulties that take place in this neighborhood every day.

C16-2 You don't need to live in this residential (emphasis on "residential") neighborhood to understand that traffic conditions are a hazard. You simply have to be a visitor at one of the many great businesses on India Street to know that the parking and traffic conditions are awful. Imagine that you're driving home from a long day at work, most likely experiencing traffic on the freeway, and the frustration follows you all the way home because you can't find parking on your own street because business patrons have taken your parking because they don't have spaces to park. Imagine this scenario taking place every time you leave home and come back. Now take that next to the level and imagine every resident experiencing the same inconvenience, going in circles, up and down these narrow streets, looking for parking that's already scarce. On top of that, the amount of speeding that occurs on India Street is ridiculous and unsafe for anyone attempting to walk on the pedestrian bridge that provides access to the Middletown trolley station on the other side. In addition, closing the southbound India Street route to Redwood Street would cause a huge inconvenience for residents who take that route to get to their homes (myself included).

"America's Finest City"? Not if my neighbors worry about being able to safely pull out of their driveways to get to work on time. Not if businesses need to deal with the lack of parking for their customers. Not if cyclists relying on their bicycles for transportation are concerned for their safety while sharing the road with speeding drivers. Not if my fellow neighbors can't safely get to their homes and their loved ones.

As a native San Diegan who takes pride in calling this city my home, I want what's best for the people living around me and the visitors who come to enjoy the businesses on my street. I am asking you to listen to my concerns and the concerns of my neighbors. I do not approve of these changes that were proposed and I am asking you not to move forward with them.

Thank you for your consideration.

Sincerely,
Catrina Dulay

C16-1 Comment noted. The City appreciates individual participation in the public review comment process.

C16-2 Comment does not suggest an inadequacy in the analysis of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C17

From: Joe Ebner <joe_ebner@gmail.com>
Sent: Monday, August 08, 2016 2:29 PM
To: PLN Planning/CEQA
Subject: Uptown Community Plan Update - Project #21002568/SCM No Pending - Uptown Dist 3

Hi Kurtis Steiner,

C17-1 I've owned a condo at 1232 W Redwood since 2000. I think the proposed changes on India Street between Laurel and Washington would be terrible for both residential homes and commercial businesses. Not to mention knocking out the one way street between Redwood and Sassafrass going south would really mess up traffic for everyone who lives in the area.

I'm 100% AGAINST all of these changes. Plus knocking out parking for all the businesses would really impact sales for everyone further north on India.

My vote is 100% NO.

Joe Ebner

C17-1 This comment does not identify an inadequacy in the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C18

Ryan Eddings & Ana Širović
 426 Brookes Avenue
 San Diego, CA 92103

August 7, 2016

Kurtis Steinert, Senior Environmental Planner
 City of San Diego Planning Department
 1010 Second Avenue, MS 413
 San Diego, CA 92101

RE: Draft PEIR for the Uptown Community Plan Update
 Project number 21002568
 VIA E-MAIL

Dear Mr. Steinert:

C18-1 We respectfully submit comments and questions regarding the draft PEIR for the Uptown Community Plan Update. We are residents of Hillcrest and researchers in the areas of urban studies and bioacoustics.

C18-2 The main goal of these comments and questions is to ensure that the city adequately and transparently follows relevant laws and regulations, conducts comprehensive and unbiased environmental analyses, identifies and mitigates all significant effects on the environment, and uses the community plan update process to identify and mitigate problems created as a result of the current, adopted community plan. The comments and questions center on three substantial problems identified in the draft PEIR:

- 1) Inadequacy of the draft PEIR;
- 2) Inconsistency between the proposed Uptown Community Plan, the General Plan, the Notice of Preparation (NOP), and the draft PEIR; and
- 3) Procedural shortcomings.

Unless these problems are addressed before issuing the final EIR, the city will likely open itself to costly and time-consuming litigation.

Inadequacy of the Draft PEIR

C18-3

PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question
2.0 – Environmental Setting	2-1 – 2-62	Many subsections within Chapter 2.0 do not describe current conditions, as CEQA Guidelines 15125 require. Some of these deficiencies are noted in comments below. Please remove all unnecessary information that does not describe existing conditions from these subsections and be sure that existing conditions (on the ground) are adequately described.	CEQA Guidelines 15125; 15125(a): "The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives."

C18-1 Comment noted.

C18-2 This introductory comment is noted and responded to in the following responses.

C18-3 This general introductory comment is noted. The specific areas of concern are detailed in comments C18-4 through C18-15 and responses are provided to those comments below.

C18-4

PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question
2.3.1.1 - Existing Land Uses	2-6 - 2-9	The land use descriptions from page 2-6 to page 2-9 seem to be describing conditions from the adopted community plan, not existing conditions. Table 2-1, and Figure 2-4 also seem to describe land uses according to the adopted community plan, not according to physical conditions (although Table 2-1 may be existing conditions). Additionally, there is no appropriate map showing existing (on the ground) densities and uses to be able to substantiate the claims made on pages 2-8 and 2-9. According to CEQA Guidelines, descriptions in this section should be of the physical environment when the NOP is published. This should be corrected since this is the baseline for comparing the significance of impacts. Additionally, this error may call into question impact findings in later chapters. Please justify the adequacy of this section, given CEQA Guidelines 15125.	According to CEQA Guideline 15125(a), "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."
2.3.1.1 - Existing Land Uses	2-6 - 2-9	Where did the information for Table 2-1, Figure 2-4, and subsections a, b, c, and d come from? The contradictions between the table, figure, and subsections are too numerous to name outright, but how, for example, does one reconcile the fact that Figure 2-4 shows the area around 5th and University as Mixed Used (73-110 du/ac) when, in fact, there are very few residential units in this area and, furthermore, that Table 2-1 does not even list Mixed Use as a category?	CEQA Guideline 15125(a)

C18-5

C18-4 The PEIR evaluates potential impacts against the appropriate baseline of existing conditions. Section 2.3.1 of the PEIR describes the land uses within the Uptown CPU. The land uses described in Table 2-1 are from the City of San Diego Planning Department and represents the actual number of acres associated with actual land uses on the ground. The subheader in that table that states "General Plan Land Use Category" has been revised to state "Land Use" to clarify that the land uses and acreages shown are actual "on the ground" land use not General Plan Land Uses. The Draft PEIR included a Figure 2-4 that provided a graphic representation of land uses based on the adopted Uptown Community Plan. While this figure generally provides information about land uses that are on the ground, since the land use designations generally represent existing conditions, there are some areas where the figure did not represent existing conditions. To better describe existing conditions, Figure 2-4 has been revised to show existing land uses from SANDAG, not land use designations. The text based discussions that followed Figure 2-4 in the Draft PEIR do represent a description of on the ground land uses, as they provide a more detailed narrative of actual land uses for each type of use (residential, commercial/mixed-use, etc.).

C18-5 Table 2-1 in the PEIR represents the number of acres associated with actual land uses on the ground. Figure 2-4 that was provided in the Draft PEIR was revised in the Final PEIR to show existing land uses based on SANDAG data. The original Figure 2-4 included in the Draft PEIR represented the land uses envisioned through implementation of the adopted Community Plan and thus, showed the area around University Avenue and 5th as Mixed-Use with a residential density of 75-110 du/ac. Regardless of the updated figure, both the Draft and Final PEIR provide an adequate representation of existing physical conditions in the Uptown CPU area and the environmental analysis is based on the appropriate baseline of existing physical conditions.

C18-6	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	C18-6 The City used an adequate baseline in its environmental analysis in Chapter 6.0. In most cases, the information in Chapter 2.0, Environmental Setting is a general description of existing conditions and more specific environmental baseline information is included within the specific subject area analysis section in Chapter 6 and/or is included with a technical report, if applicable.
	2.3.1.1 - Existing Land Uses	2-6 - 2-9	The Land Use - Existing Conditions subsection (6.1.1) of the Environmental Analysis Chapter (6.0) of the PEIR states, "The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0 respectively." Given that Chapter 2.0 lacks an adequate description of the existing environmental land use setting and that Chapter 6.0 does not include such a description, what environmental land use information did the city use as its baseline for the environmental impact findings in Chapter 6.0?	CEQA Guideline 15125(a): "This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guideline 15125(c): "The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context."	
C18-7	2.3.1.1 - Existing Land Uses	2-9	The PEIR states, "Descriptions of the categories from the City's General Plan Land Use and Community Planning Element (Table LU-4) that are applicable to the Uptown community are presented in Table 5-1, General Plan Land Use Categories. Application of these categories for consistency with the General Plan Land Use and Community Planning elements is accomplished with approval of individual community plan updates." As the categories alluded to above do not represent existing conditions, how does this information fulfill the requirements of CEQA Guidelines 15125?	CEQA Guidelines 15125	C18-7 The stated information is not provided as existing condition information but is provided as a cross reference to the reader to explain that the existing land uses described in the chapter are distinguishable from the General Plan categories that are described in Table 5-1.

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	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
C18-8	2.3.2.1 - Existing Context and Urban Form	2-9 - 2-13	Characteristics of the urban form, such as existing heights, setbacks, street widths, densities, styles and vegetation, are missing from the description of the Urban Form. Furthermore, these characteristics must be described in sufficient detail to differentiate the various neighborhoods and sections of neighborhoods where these characteristics vary. For example, heights throughout areas that are currently commercially zoned in Hillcrest generally do not exceed three stories, with limited exceptions. Multi-family areas of Hillcrest have heights are generally in the three to four story range. These descriptions are necessary for environmental impact analysis. Subsection b. simply states what has influenced the built form; it is <i>not</i> a description of the existing built form. Please justify the adequacy of this section, given CEQA Guidelines 15125.	CEQA Guidelines 15125	C18-8 The discussion of built form and development is intended as an overarching description of the Uptown CPU area. The City recognizes that individual areas within the community differ greatly. The PEIR incorporates by reference the proposed Uptown CPU, which includes more extensive descriptions of the built environment and form for each of the Uptown neighborhoods. Refer to the proposed Uptown CPU, Section 1.1 Community Plan Profile for these detailed descriptions.
C18-9	2.3.2.1 - Existing Context and Urban Form	2-9 - 2-13	The Visual Effects and Neighborhood Character - Existing Conditions subsection (6.2.1) of the Environmental Analysis chapter (6.0) of the PEIR states, "The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0 respectively." Given that Chapter 2.0 lacks an adequate description of the existing environmental context and urban form setting and that Chapter 6.0 does not included a description of the existing environmental setting, what environmental context and urban form information did the city use as its baseline for the environmental impact findings in Chapter 6.0?	CEQA Guideline 15125(a): "This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guideline 15125(c): "The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context."	C18-9 Refer to response to comments C18-6 and C18-8.
C18-10	2.3.3 - Transportation and Circulation	2-13	PEIR states, "In addition, SR-163 traverses the Uptown Community Plan area, resulting in the use of local roads for trucking and transport of goods between freeways." Is SR-163 considered a "local road" in this context or is this suggesting that trucks use	CEQA Guidelines 15125(c)	C18-10 This sentence has been clarified to read: "Truck transport of goods occurs within the CPU area on these freeways and on local roads."

	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
			surface streets to transport goods between freeways?		
C18-11	2.3.3.2 - Public Transportation	2-13 - 2-14	The description is not of existing physical conditions, but rather of planned conditions (though it is not clear which plan is referenced). For example, BRT and streetcar services do not exist in Uptown. Furthermore, there is no description of the current bus service, lines, and frequencies that exist today. This should be changed to reflect current conditions to the extent that descriptions can serve as a baseline for environmental impact analysis. Please update this subsection or justify the adequacy of this subsection, given CEQA Guidelines 15125.	CEQA Guidelines 15125	C18-11 The introductory paragraph of Section 2.3.3.2 indicates that the Uptown CPU area is served by the trolley (adjacent to the CPU area) and bus service. The remaining information in this section provides information about these different types of transit services and is included to provide context to the analysis included in Section 6.3.3, Issue 2. Additional information about these existing conditions related to transit is provided in Section 6.3.1 of the PEIR.
C18-12	2.3.3.4 - Bicycle Facilities	2-14 - 2-15	The description is not of existing physical conditions in Uptown, but rather is one of the types of bicycle facilities that exist in general. Furthermore, there is no description of the current bicycle facilities in Uptown, including their locations, distances, and conditions. This should be changed to reflect current conditions to the extent that descriptions can serve as a baseline for environmental impact analysis. Please update this subsection or justify the adequacy of this subsection, given CEQA Guidelines 15125.	CEQA Guidelines 15125	C18-12 The information in this section provides context to the analysis related to bicycle facilities provided in Section 6.3.3, Issue 2 of the PEIR. Additionally, Section 6.3, Transportation and Circulation of the PEIR includes additional information about the existing conditions related to bicycle facilities (Section 6.3.1.6.b.), indicating that Class II (Bicycle Lanes) and III (Bicycle Route) facilities are provided on Fourth, Fifth, and Sixth avenues, as well as on portions of downtown streets, and there are no bicycle connections north to Mission Valley and Class III bicycle routes providing the only existing connections to the west (one on Presidio Drive to Old Town and one on Laurel Street to Midway).
C18-13	2.3.3 - Transportation and Circulation	2-13	PEIR states, "The Uptown Community Plan area is identified in the General Plan's Land Use and Street System map... Figure LU-2." This is not true. In fact, no community plan areas are identified in the referenced map. Appropriate maps with roads, transit lines, and bike lanes are necessary to understand the location of all transportation infrastructure in Uptown and how circulation is impacted. Please update this statement or justify the adequacy of the statement and the adequacy of section 2.3.3, given CEQA Guidelines 15125.	CEQA Guidelines 15125	C18-13 The Uptown CPU area is included within the referenced General Plan Figure LU-2; however, the figure does not specifically call out the boundaries of the Uptown CPU area. The text in the PEIR Section 2.3.3 does provide existing conditions information relative to freeways within the CPU area and describes the main roadways in Section 2.3.3.1. Refer to response to comments C18-11 and C18-12 regarding existing conditions for transit and bicycle facilities.

LETTER

RESPONSE

	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
C18-14	2.3.4 – Air Quality	2-16 – 2-18	The air quality subsection describes regional air quality from a location that is more than 1.5 miles from the nearest Uptown border. The subsection neither describes general air quality in Uptown, nor specific areas of concern like alleys where sensitive receptors like residences are in very close proximity to substantial sources of pollution like heavy diesel trucks. This should be changed to reflect current conditions to the extent that descriptions can serve as a baseline for environmental impact analysis. Please update this subsection or justify the adequacy of this subsection, given CEQA Guidelines 15125. Additionally, please describe the environmental setting that was used as a baseline for the environmental analyses in Chapter 6.0.	CEQA Guidelines 15125	C18-14 A description of the conditions in the air basin is appropriate because air quality is regulated at a basin level and factors across the basin including meteorological conditions and pollutants emitted in other locations affect basin-wide air quality. Also, as stated in Section 2.3.4.3, there is no current methodology for directly measuring diesel particulate concentrations but the California Air Resources Board estimates diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in San Diego County. Nonetheless, the analysis contained in Section 6.4 of the PEIR does address exposure of sensitive receptors and includes an analysis of potential localized carbon monoxide hot spot impacts under Issue 3 of Section 6.4.3 of the PEIR.
C18-15	2.3.6 - Noise	2-20 - 2-24	The entire noise section is a listing of noise and sound definitions and does not contain any description of the current noise environment in Uptown. There are no quantitative, physical measures of noise characteristics presented in this section. This should be changed to describe current conditions and nothing more. Please update this subsection or justify the adequacy of this subsection, given CEQA Guidelines 15125. Additionally, please describe the environmental setting that was used as a baseline for the environmental analyses in Chapter 6.0.	CEQA Guidelines 15125	C18-15 The existing conditions used as the baseline for the noise analysis is included in Section 6.6.1 of the PEIR. The information included in Section 2.3.6 is background information intended to provide additional context to the analysis. A clarifying statement was added to the Final PEIR, Section 2.3.6 to refer the reader to the existing conditions discussion for noise in Section 6.6.1 of the PEIR.
C18-16	3.0 – Project Description	3-3 – 3-18	Contrary to CEQA Guidelines 15150, subsections 3.4.1.2 (Mobility Element), 3.4.1.3 (Urban Design Element), 3.4.1.4 (Economic Prosperity Element), 3.4.1.5 (Public Facilities, Services, and Safety Element), 3.4.1.6 (Recreation Element), 3.4.1.7 (Conservation Element), 3.4.1.8 (Noise Element), 3.4.1.9 (Historical Preservation Element), and 3.4.1.10 (Implementation) attempt to incorporate the Uptown CPU by reference, instead of actually describing these crucial elements of the CPU. As a result, Chapter 3.0	CEQA Guidelines 15150(f): "Incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand."	C18-16 The proposed Uptown CPU is a main project component analyzed in the Draft PEIR. It would not be appropriate to restate the information within the Uptown CPU within the body of the PEIR, as this would make the document extremely lengthy and difficult to navigate. Thus, incorporation by reference is an appropriate approach in this case. The Uptown CPU itself does not contribute to the analysis contained within the PEIR; rather it is a component of the project analyzed in the PEIR.

	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
			(Project Description) is inadequate for supporting the environmental analyses presented in Chapter 6.0. Please update these subsections with descriptions of the CPU or justify their adequacy according to CEQA Guidelines 15124 and 15150(f).		C18-17
C18-17	3.0 – Project Description	3-3 – 3-18	The wording of the subsections suggests that the project under consideration by the EIR is the production of a CPU document, as opposed to the production of an urban form with environmental consequences. The wording should explicitly describe the project’s intended results to inform the environmental analyses, as opposed to describing the general content of the CPU document.	CEQA Guidelines 15124: “The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact...”	The PEIR project description includes various sections to describe the various elements of the project. The sections of the document referenced by the comment are intended to describe the policies laid out in each element of the proposed Uptown CPU. Section 3.6 of the project description describes the result of build-out of the proposed CPU in Tables 3-8 through 3-10. Tables 3-9 and 3-10 describe the anticipated change in residential units and commercial square footage within the plan area compared to the existing condition as a result of build-out of the Uptown CPU area.
C18-18	6.1.3 – Land Use, Impact Analysis	6.1-2 – 6.1-12	The PEIR states that the Uptown CPU, the General Plan, and the City of Villages Strategy are consistent. Please see the section below for comments and questions regarding the inconsistency of the Uptown CPU with the other documents.		C18-18
					Comment noted.
C18-19	6.2.3 – Neighborhood Character, Impact Analysis	6.2-4 – 6.2-5	Given the lack of an adequate description of existing conditions regarding urban form (see comment for 2.3.2.1 - Existing Context and Urban Form), the Impact Analysis is inadequate for determining changes in neighborhood character. Characteristics of the urban form, such as existing heights, setbacks, street widths, densities, styles and vegetation, are missing from the descriptions of existing condition and expected conditions resulting from the CPU. The impact analysis indicates that there are no significant impacts, though a comparison of existing conditions on the ground to the urban design element of the CPU suggests that there will be substantial increases in building heights, a reduction in setbacks in many places like alleys where potentially noisy and polluted urban canyons may develop, and a substantial change in floor area ratios. Please describe		C18-19
					Refer to response to comment C18-8. A reference was added in Section 6.2.3 of the PEIR, under Issue 2, to direct the reader to Section 1.1 of the proposed Uptown CPU for specific discussions of the characteristics of each neighborhood within the Uptown CPU area. The analysis does recognize that the proposed Uptown CPU would result in an intensification of land uses and would be subject to growth and change. Section 6.2.3 Issue 2 of the PEIR was also revised to add additional descriptions of how the proposed CPU would change the physical characteristics of the CPU area. Essentially, most change would occur on sites that are undeveloped or underdeveloped, which would limit the extent that implementation of the proposed Uptown CPU would change the character of an entire area due to the built-out nature of the plan area. New development with increases in height, bulk, and scale would be expected to occur in areas of the community that have been already identified for higher intensity development and have already been developing at a higher intensity than the surrounding existing development as part of the existing or evolving character of the area, such as in areas within Bankers Hill/Park West along Fifth and Sixth avenues where the adopted and proposed CPU allow High to Very High

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	<p>C18-19 (cont.)</p> <p>Residential densities and building heights up to 150 feet. The analysis describes how the potential impacts of these changes and intensification would be addressed by the requirement that future development comply with proposed Uptown CPU policies intended to ensure neighborhood compatibility such as through the application of building transitions and upper-story stepbacks and through application of Design Guidelines by Building Type included in the proposed Urban Design Element. At a program level of analysis, the PEIR finds these project elements would reduce potentially significant aesthetics impacts to less than significant.</p>
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PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question
		the objective measures, existing conditions, and planned conditions used to determine that there would be no significant impact, or alternatively, please update the section to reflect an adequate impact analysis.	
C18-20 6.6.1.1 Noise Measurements	Table 6.6-1	Sampling for data presented in this table was not sufficient to "provide a characterization of the variability of noise throughout the Uptown CPU area." 15 min recordings during one time are not sufficient to understand the level of variability in noise that may occur. Also, 15 min measure is too short to capture well true 1-h Leq. Given that these measurements seem aimed primarily at traffic noise, lack of measurements during rush hour is notable. On the other hand, selected measurement locations do not represent the full variability of noise conditions that are relevant for the community. For example, no measurements were collected in central, mixed use areas around University/ Robinson or in alleys in commercial areas, or at noise-sensitive receptors, even though some of these are likely areas with substantial noise contributions from various stationary sources of noise (deliveries, trash services, HVAC use, etc.).	
C18-21 Section 6.6.1.5. Existing Stationary Noise	6.6.-4	The PEIR states, "Stationary sources of noise within the Uptown CPU area are due to the normal activities associated with a given land use. ... Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise." Flawed logic in this paragraph suggests that noises that occur from normal use cannot be sources of significant noise. For example, a neighbor's party can substantially increase	

C18-20 The six noise measurement locations are an adequate sample size to construct an acceptable noise model because they are representative of the range of noise environments that occur throughout the project area. The noise measurement locations were chosen to represent the general noise environment in the project area and are sufficient to identify major noise sources and to characterize typical noise levels in the project vicinity. The measurement locations provide an adequate sample of traffic noise, which is the dominant noise source in the CPU area. Based on noise measurement guidance published by Caltrans, a noise measurement representing an hourly equivalent noise level does not need to last the entire hour. As long as noise levels do not change significantly, a shorter time period is sufficient to represent the entire hour of interest. The recommended length of measurements depends on traffic volumes and how much the noise level fluctuates, and generally ranges from 10 to 30 minutes and is an acceptable procedure. Because vehicle traffic noise in the CPU area is a relatively steady noise source, 15 minutes is a sufficient time to establish that the measured value adequately represents the noise source. The 15-minute duration is adequate for representing a 1-hour average noise level. Furthermore, the noise measurements taken in the CPU area primarily function as a tool to calibrate and validate the traffic noise model. Selected measurements included traffic counts which were required to validate the vehicle classification mix used in the analysis. This measurement should not be mistaken for representing the baseline ambient noise levels of the site. Although noise measurements were not conducted during peak hour, the vehicle classification mix observed is representative of the peak hour. The analysis of future vehicle traffic noise impacts is not based on the existing noise measurements; rather, it is based on the future daily traffic volumes on the roadways. These volumes were used to calculate the community noise equivalent level, which is a time-weighted 24-hour average noise level.

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	<p>C18-21 The PEIR identifies stationary sources of noise that are typical of given land uses. These examples of noise sources are not intended to be all inclusive. The City regulates excessive and annoying noise within City limits through enforcement of the Noise Abatement and Control Ordinance of the City's Municipal Code. As discussed in the FEIR, regulations in the Noise Abatement and Control Ordinance are in place to control noise and reduce noise impacts between various land uses. Given implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant.</p>
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	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
C18-22			noise levels above what is allowed. Or idling delivery truck can easily surpass regulated noise levels. Both events would require mitigation or could result in nuisance complaints. Lack of consideration of stationary noise sources throughout the Noise Analysis for Community Plan Updates could be a result of this flawed thinking and needs to be amended.		C18-22 Comment noted. Appendix F of the FEIR includes the detailed methodology for creation of the noise contours. The figure label is intended to describe that the contours shown represent existing conditions. No revision to the PEIR is required.
		Figure 6.6-2 (Page 6.6.-5)	Figure caption misrepresents what is shown. Contours plotted are not "existing noise contours"; they are modeled contours calculated using assumptions that were based on currently available traffic patterns and FHWA Traffic Noise Model.		
C18-23	6.6.4 Impact Analysis	6.6-7 – 6.6.24	No details are presented to understand assumptions that went into the 2035 traffic noise analysis models. Noise Analysis document does not present how they differ from current conditions. Therefore it is not possible to evaluate how the results presented relate to the CPU. Noise Ordinance Compliance: There were no measures or models presented to evaluate potential impact of new plan on likelihood of noise ordinance compliance. This would be of particular concern in residential areas that are bordering commercial and other uses area. Why were mitigation measures only considered in terms of construction? Why not consider mitigation of other noise sources?		C18-23 More technical information regarding noise model assumptions are included within a technical appendix to the PEIR (Appendix F). Modeling at a program level of analysis to determine compliance with property line limits is not possible because this is an analysis that must occur at a project level considering the applicable land uses, existing and proposed structures and noise levels. The analysis provided in Section 6.6.4, Issue 4 is adequate because it demonstrates that noise policies, as contained in the General Plan Noise Element, the proposed Uptown CPU, and regulations in the Noise Ordinance are in place to control noise and reduce noise impacts between various land uses. Mitigation was not required for this issue because the existing regulatory framework would be implemented.
C18-24	6.6.4 – Impact Analysis	6.6-7 – 6.6.24	Cumulative impacts of noise were not considered quantitatively. The models all separated traffic, rail, and airplane noise. No consideration of commercial use impacts or stationary impacts were conducted, and combined contributions of multiple noise sources at any given location were also not quantified.		C18-24 The entire analysis in Section 6.6.4 is cumulative in nature because it is based on traffic noise levels at build-out of the proposed CPU and traffic is the main noise contributor in the CPU area. Airport noise and rail noise is discussed separately because these noise sources occur within discrete areas of the CPU area and different methodologies are required.

	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question	
C18-25	Appendix F, Table 3	29	Table 3 purports to present "City of San Diego noise and land use compatibility guidelines" but is not consistent with such Table 4-K in California Environmental Quality Act Significance Determination Thresholds from the City of San Diego	California Environmental Quality Act, Significance Determination Thresholds, City of San Diego	C18-25 Table 3 summarizes the noise and land use compatibility guidelines established in the 2008 General Plan. It is also noted in Appendix F that in 2015, the City Council approved a General Plan amendment to the Noise Element to change the guidelines for park uses. Table 3 has been updated to reflect the most recent General Plan amendments. The City is using the General Plan Noise Element for determining noise and land use compatibility. These compatibility levels are consistent with the levels shown in Table K-4.
<p><u>Inconsistency between the proposed Uptown Community Plan, the General Plan, the Notice of Preparation (NOP), and the draft PEIR:</u></p>					
C18-26	<p>Various parts of the EIR erroneously state that the land use plan and land use designations in the Uptown Community Plan Update are consistent with the General Plan (for example, see PEIR Section 3.1, Introduction, p. 3-2, and PEIR Section 6.1.3, Impact Analysis, p. 6.1-2). The inconsistency between the General Plan and Uptown CPU is evidenced by the fact that much of the land in Uptown has been designated as Neighborhood Commercial and Community Commercial with overlapping designations as Neighborhood or Community Villages in the CPU. These overlapping commercial zones and Village designations, however, conflict with the General Plan's policies and goals, as will be demonstrated below. Thus, the Planning Department's use of these designations in Uptown is contrary to the City of Villages strategy as well as the General Plan.</p>				
C18-27	<p>The City of Villages Strategy (Strategic Framework) states, "...there are no land use or zoning inconsistencies between the General Plan and any given community plan because the General Plan does not change community plan land use designations. The community plans are the final arbiter on issues of land use, density, and intensity." This does not explicitly mean, however, that the city and community planners have free reign over land use designations. Such an interpretation would render both the City of Villages Strategy and General Plan Policies meaningless. The authority of the City of Villages Strategy and General Plan over community plans is demonstrated by the fact that the Land Use section of the General Plan states, "It will be the role of the community plans to refine General Plan goals and policies into site-specific recommendations that will guide the development of each community" (p. LU-13). This demonstrates that community plans may refine goals and policies of the General Plan. Nowhere in the General Plan, however, does it state that Community Plans can contradict the General Plan.</p>				
C18-28	<p>Contradicting policies in Community Plan Updates and the General Plan should be reconciled through an amendment of land use policies in the General Plan, which was not recommended as part of the Uptown CPU. The proposed amendment to the General Plan only includes incorporation of the Uptown CPU (for example, see PEIR Section 3.4, Project Description, p. 3-3). General Plan Policy LU-C.1.c. states, "Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles."</p>				
C18-29	<p>General Plan Policy LU-B.1. explicitly describes the latitude planners are given in designating land uses and deviating from General Plan Designations:</p>				
C18-26	<p>Comment noted. The City does not agree that the use of the Neighborhood Commercial and Community Commercial designations are contrary to the City of Villages strategy. The Community Commercial and Neighborhood Commercial land use designations in the proposed community plan are consistent with the City of Villages Strategy because these land use designations provide the flexibility for stand-alone commercial uses to continue to provide goods and services within Uptown's community and neighborhood village areas as well as the opportunity for creating mixed-use development.</p>				
C18-27	<p>Comment noted. These comments do not raise an issue with regard to the adequacy of the PEIR. Please refer to response to comment C18-26 for a discussion of the proposed CPU's consistency with the City of Villages strategy.</p>				
C18-28	<p>Comment noted. The City does not agree that there is a conflict between the proposed Uptown CPU and the General Plan. Refer to Section 6.1, Land Use, and Section 6.5, Greenhouse Gas Emissions, which provide discussions on the proposed Uptown CPU's consistency with the General Plan.</p>				
C18-29	<p>Comment noted. These comments do not raise an issue with regard to the adequacy of the PEIR. The General Plan does not require compliance with the land use designations in Table LU-4;</p>				

Use the recommended Community Plan Designations identified on Table LU-4 so that over time, all community plans will use a common nomenclature to describe similar land uses and densities.

a. Use community plan text and graphics to provide greater specificity than is provided on Table LU-4, as needed.

1. Identify the lower and upper ends of the allowable density ranges in community plans, with environmental review.
2. Allow community plans to analyze and define a more narrow residential density range within the ranges established on Table LU-4.
3. Use icons to identify various types of institutional uses.
4. Establish standards for population density and building intensity for each land use designation as community plans are updated.

Policy LU-B.1. thus states that residential densities must remain within the ranges established in Table LU-4. At least one zone proposed for Uptown deviates from the Designations in Table LU-4:

CPU Zone	CPU Density (du/ac)	General Plan Designation	General Plan Density (du/ac)
CC-3-9	109	Community Commercial	0 - 74

C18-30

General Plan Land Use Policy LU-A.1.c. states that the designation of Neighborhood, Community, and Urban Village Centers must be consistent with the goals of the General Plan. Community and Neighborhood Villages are described in the following way (see General Plan p. LU-7):

Community and Neighborhood Village Centers should be located in almost every community plan area. They are community- and neighborhood-oriented areas with local commercial, office, and multifamily residential uses, including some structures with office or residential space above commercial space. Village Centers will contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership. Community and Neighborhood Village Centers range in size from just a few acres to more than 100 acres. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers. Community Village Centers may also have a more significant employment component than a neighborhood village.

In Table LU-4, a Neighborhood Village is further described as providing "...housing in a mixed-use setting and convenience shopping, civic uses as an important component, and services serving an approximate three mile radius." A Community Village is described as providing "...housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed." Table LU-4 also describes a new "Multiple Use" Designation, which both Neighborhood Village and Commercial Village fall under. In both cases, residential development in Villages is required.

C18-31

Each of these village descriptions tends to favor a community and housing orientation over a commercial orientation. By contrast, a Community Commercial Designation, "Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses." This designation explicitly places a preference on commercial

C18-29 (cont.)

rather they are listed as "Recommended Community Plan Land Use Designation." Additionally, the footnote in Table LU-4 General Plan and Community Plan Land Use Categories under General Plan Density Range (du/ac) indicates that residential density ranges will be further refined and specified in each community plan. Furthermore, General Plan Policy LU-B.1.a and LU-B-1.a.1 state respectively to use community plan text and graphics to provide greater specificity than is provided on Table LU-4, as needed and identify the lower and upper ends of the allowable density ranges in community plans, with environmental review. The CC-3-9 zone is being used to tailor particular areas within the Uptown Community designated for Community Commercial – areas that are characterized with community commercial serving uses and mixed-use development that allows very high residential density.

C18-30

Consistency with the City of San Diego General Plan City of Villages Strategy is provided in Section 6.1.3, Issue 1 of the PEIR. Refer to response C18-26.

C18-31

Comment noted. The City does not agree that inappropriate and unnecessary information was included in the PEIR.

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<p>C18-32</p> <p>C18-33</p> <p>C18-34</p>	<p>uses over residential uses. Furthermore, Commercial Land Use is described in detail in the Economic Prosperity Element of the General Plan (pp. EP-13 to EP-16) and is generally associated with regional and subregional employment zones.</p> <p>Even if one successfully argues that commercial Designations are appropriate for Uptown, it is reasonable to also argue that the current extent of commercial designations in Uptown is excessive and that the majority of areas labeled as Villages in the CPU should be designated multiple use instead of commercial. Commercial designations are contrary to the City of Villages strategy, which defines a village as “the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated” (General Plan, p. 5F-3). Further support of Village Designations in more community-oriented areas versus explicitly commercial areas is the suggested placement of Multiple Use zones throughout the more established urbanized neighborhoods in San Diego on General Plan Figure LU-2. Areas with commercial designations in Figure LU-2 include Mission Valley and the Midway District, which have far more intensive commercial uses than any part of Uptown.</p> <p>In order to support Village development in San Diego, the General Plan explicitly requires planners and the City Council to define, adopt, and apply a new “Multiple Use” Designation. The General Plan states that the Multiple Use category “will emerge within the central urbanized communities and downtown area (Additional areas of multiple use development would be anticipated as community plans are updated and village sites are designated.)” (General Plan p. LU-5). As of now, the Multiple Use Designation has not yet been adopted into the Land Use Code, though as the General Plan suggests, this should not stop planners from defining and implementing the designation. As a starting point, the following description could be used for Multiple Use zones in the Land Use Code:</p> <p><i>The purpose of the multiple use zones is to provide housing, services, civic uses, and open spaces in a mixed-use commercial and residential setting with a pedestrian orientation and emphasis on alternative means of transportation to mitigate negative transportation impacts of growth. The multiple use zones also explicitly recognize the sharing of space between residential and commercial uses and include mechanisms like appropriate setbacks and development incentives to mitigate conflicts between commercial and residential interests.</i></p> <p>Given the inconsistencies between the Uptown Community Plan Update, the General Plan, and City of Villages Strategy described above, please further clarify how the PEIR can claim that these documents are consistent in their current form.</p> <p>Furthermore, please clarify how Community Commercial and Neighborhood Commercial Designations can be used consistently with Village Designations?</p> <p>Finally, please describe the process that led to the inclusion of the Commercial designations in the CPU over Multiple Use designations. Was the Multiple Use designation suggested to the community for use in the Community Plan Update? If so, when was it suggested and why was the suggestion disregarded?</p> <p>Procedural Shortcomings:</p> <table border="1"> <thead> <tr> <th>PEIR Section</th> <th>Page(s)</th> <th>Comment/Question</th> <th>Legal Basis for Comment/Question</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question					<p>C18-32 This comment does not suggest an inadequacy of the PEIR. However, the City does not agree that commercial designations are contrary to the City of Villages Strategy. Rather, commercial land uses strategically along transit and pedestrian/bicycle corridors and near residential uses supports mixed-use communities.</p> <p>C18-33 This comment does not suggest an inadequacy of the PEIR. While no specific “Multiple Use” designation is called for in the proposed Uptown CPU, several land use designations, such as Community Commercial, allow for mixed residential uses, thus supporting multiple use zones.</p> <p>C18-34 The City does not agree that there are inconsistencies between the proposed Uptown CPU, General Plan, and City of Villages Strategy. Refer to Section 6.1, Land Use, and Section 6.5, Greenhouse Gas Emissions, which provide discussions on the proposed Uptown CPU’s consistency with the General Plan and the General Plan’s City of Villages Strategy. See response C18-33 regarding multiple use zones.</p>
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C18-35

PEIR Section	Page(s)	Comment/Question	Legal Basis for Comment/Question
Entire document		CEQA Guidelines suggest that draft EIRs of unusual scope and complexity should normally be less than 300 pages. Although the period to respond to the draft EIR was extended to 60 days, the length and inclusion of inappropriate and unnecessary information made this an unnecessarily burdensome review process. Although this issue is not necessarily contrary to CEQA rules or guidelines, it does call into question the motives and qualifications of the city in preparing a clear, concise, and accurate EIR document.	CEQA Guidelines 15141: "The text of draft EIRs should normally be less than 150 pages and for proposals of unusual scope or complexity should normally be less than 300 pages."

Thank you for consideration of these comments and questions. Please let us know if you would like further clarification on any of the items described above.

Sincerely,



Ryan Eddings



Ana Širović, Ph.D.

C18-35

Due to the complexity of the proposed Uptown CPU, the EIR length, though longer than the length suggested by the CEQA Guidelines, was appropriate to disclose all potential environmental impacts. Additionally, the City provided the public with additional time beyond the required 45 days to review and consider the information contained within the PEIR.

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Letter C19

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VIA ELECTRONIC MAIL ONLY

July 17, 2016

City Council of the City of San Diego
 Planning Commission of the City of San Diego
 Mayor Kevin Faulconer
 202 "C" Street
 San Diego, CA 92101

Re: Uptown Community Plan Update
 Proposed Designation of a Presidio Hills Potential Historic District

C19-1 Dear Members of the City Council, Members of the Planning Commission, and Mayor Faulconer:

We have lived at 4303 Altamirano Way in Mission Hills since 1999. We and many of our neighbors oppose designation of 59 homes located on Altamirano Way, Marilouise Way, Presidio Drive, Arista Street, and Cosoy Way as the "Presidio Hills Potential Historic District". Further, we and many of our neighbors oppose designation of these homes as a "Historic District". Finally, we oppose designation of our "heavily altered" home as a "potential contributor" to a "potential historic district".

C19-2 City regulations currently in place already burden homes over 45 years old with building and development review not applicable to other homes within the City. These regulations have the potential to result in an involuntary or voluntary designation of any individual home as "historic", thereafter limiting repair, maintenance, and improvement of the home.

C19-3 If the "Presidio Hills Potential Historic District" were approved as provided in the draft Uptown Community Plan Update (the "Update") and the accompanying draft regulations, a home determined not to be historic during an over-45-year review, would nevertheless be subject to additional review to determine whether it is a "potential contributor" to a "potential historic district". If the City made that determination, the proposed repairs, maintenance, and/or improvements to the front 2/3rds of the home would be limited. As

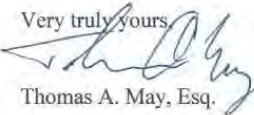

C19-1 Comment regarding the opposition of the Presidio Hills Potential Historic District and the identification of the home at 4303 Altamirano Way as a potential contributor structure is noted. However, it should be understood that neither the Presidio Hills Potential Historic District, nor the property at 4303 Altamirano Way will be designated as a result of the proposed CPU or the establishment of the supplemental regulations for potential historic districts.

C19-2 Comment noted. This comment does not raise an issue with regard to the adequacy of the PEIR. The existing Historical Resources Regulations provide protections for properties 45 years old or older which appear eligible for designation as individually significant resources. The proposed supplemental development regulations to the Historical Resource Regulations are proposed to avoid significant and irreversible impacts to potential historic districts, which are not protected by the existing regulations. The proposed supplemental regulations would only apply to residential structures that have been identified as a contributing resource to the Potential Historic District. Properties that have been significantly altered would likely be found to be non-contributing, and the proposed supplemental regulations would therefore not apply.

C19-3 This comment does not identify an inadequacy of the PEIR. Contributors to a historic district must be constructed within the identified period of significance of the historic district, relate to the theme for which the district was identified as being significant, and retain sufficient integrity to convey the significance of the district. Therefore, contributing structures would not arbitrarily include non-historic homes that do not contribute to the historic significance of a district. As such, while a structure within a potential historic district that is over 45 years of age may be subject to additional evaluation, if it is determined to not be historic it would not be considered a contributor.

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<p>a result, non-historic homes would be subject to historic regulations, all without substantive or procedural due process considerations, and for an unlimited period of time.</p> <p>C19-4 The City through its Historical Resources Board (the “HRB”) already has vehicles in place pursuant to which individual homeowners may obtain historical designation status for their homes. We do not oppose those existing regulations. By the same token, the City through its HRB already has vehicles in place pursuant to which property owners within an area may work together to provide a majority vote to obtain “Historic District” status when the City determines by substantial evidence and through a publicly noticed process that the proposed area qualifies for that status. We do not oppose that voluntary process.</p> <p>C19-5 We do oppose designation of a “Presidio Hills Potential Historic District” based on no more than the preliminary analysis provided in the Update and the draft environmental impact report for the Update. We oppose the establishment of the 59 homes as a “potential historic district” without the consent of at least a majority of the homeowners, and without the thorough analysis that must be completed prior to designation of any area as a “Historic District”.</p> <p>C19-6 We also oppose designation of our home as a “potential contributor” to a “potential historic district”. The Draft Historic Resources Survey Report (the “Draft Report”) appended to the Update lists our home as a “potential contributing resource”, while at the same time describing it as “heavily altered”. The Draft Report classifies the architectural style of our home as “Minimal Traditional” and does not list this style among the six “resource types” that are “contributing resources” to the proposed “Presidio Hills Potential Historic District”.</p> <p>City Historical Resources Staff have reviewed documentation that we have provided and told us that despite the language of the Draft Report, our home is not a “potential contributing resource”. Nevertheless, Staff have told us that the Draft Report is in final form for Planning Commission and City Council decision and that the Status Code for our home (5S3: Appears to be individually eligible for local listing or designation through survey evaluation) will not be corrected to indicate that our home is not a “potential contributing resource”. The Planning Commission should not recommend approval and the City Council should not approve any documentation with known inaccuracies.</p> <p>C19-7 We respectfully request that the City remove the “Presidio Hills Potential Historic District” from any consideration as such in the Update.</p> <p>Very truly yours,  Thomas A. May, Esq.</p> <p> Cynthia L. Eldred, Esq.</p> <p>cc: Marie Lia, Esq.</p> <p>2</p>	<p>C19-4 Comment noted. This comment does not identify an inadequacy of the PEIR. The process to apply for and establish a Historic District is not proposed to change.</p> <p>C19-5 Comment noted. The Presidio Hills Potential Historic District will be designated as a result of the CPU or the establishment of the supplemental regulations for potential historic districts. Designation of the district will require an intensive level survey and processing consistent with the requirements of the HRB’s District Procedures, which includes an opportunity for property owners to voice their position on the designation of the district, and a separate public hearing process.</p> <p>C19-6 Comment noted. Neither the Presidio Hills Potential Historic District, nor the property at 4303 Altamirano Way will be designated as a result of the CPU or the establishment of the supplemental regulations for potential historic districts. The Historic Resources Survey will be used as an informational tool and baseline for future, property-specific analysis at the time a building permit application is submitted. If it is determined based on that property-specific analysis that the building does not contribute to the potential significance of the district – either due to alterations or other factors – then it would not be subject to the new supplemental development regulations.</p> <p>C19-7 Comment noted.</p>
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LETTER

RESPONSE

Letter C20

Date: August 5, 2016

To: Kurtis Steinert, Senior Environmental Planner,
City of San Diego Planning Department

RE: Uptown Community Plan Update,
Project NO: # 21002568/SCH NO. *Pending* (# on public notice)
#380611 (# on document)

From: Carol Emerick

C20-1 My comments address the issues listed in the introduction to the DPEIR for the Uptown Community Plan Update.

PEIR Introduction: "The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

C20-2 Now that I am informed, I would like to **I.** address the significant environmental effects that could result if the project is approved, **II.** identify possible ways to minimize the significant effects and **III.** describe reasonable alternatives to the project.

C20-3 **I.** Significant environmental effects from approval of the UCP June 2016 are seen in the areas of
 1. Land Use and Character of the Neighborhoods
 2. Transportation
 3. Noise
 4. Historical Resources
 5. Parks and Libraries

C20-1 Comment noted.

C20-2 Comment noted.

C20-3 Comment noted. Contrary to the comment, the PEIR identified impacts related to land use and community character (Section 6.1, Land Use) and parks and libraries (Section 6.12, Public Services and Facilities) would be less than significant.

C20-6

In the PEIR UCPU, "Table 3-9 describes the existing and proposed residential development anticipated from application of land uses shown on the proposed Uptown Land Use Map on vacant and underutilized parcels, according to analysis undertaken for the CPU". Uptown Community Plan Update PEIR Page 3-31

In the PEIR UCPU, **Table 3-9** Residential Development: Existing and at Proposed CPU Build-out

	Existing Development		Proposed Plan Build-out		
Single-Family Units 1	7,540	33 %	5,520	17%	(2,020) (27) % Decrease
Multi-Family Units 2	15,620	67 %	27,180	83%	11,560 74% INCREASE
Total Housing Units	23,160	100%	32,700	100%	9,540 41% INCREASE
Household Population	36,750		55,700		18,950 52% INCREASE

Notes: 1 Includes detached single-family, multiple-unit single-family, 2 Includes residential units in mixed-use development. Source: City of San Diego 2016"

AA

According to the proposed 2035 build-out, Uptown will change from single family units to predominantly multi-family units .

C20-7 **Single-family homes will not be prevalent in 2035 in Uptown.**

5.1.1.1 Land Use and Community Planning Element

"Community Plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the Community Plans." Uptown Community Plan Update PEIR Page 5-4

The predominant character of Uptown is not currently multi-family units.

In the PEIR UCPU, Table 6.1-1 Proposed Uptown CPU Policies Related to Land Use

LU-2.4 **Preserve existing single-family homes** and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.

LU-2.5 Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.

C20-6

This comment restates information contained in the Draft PEIR and does not identify an inadequacy in the PEIR. The comment makes a statement that single-family homes will not be prevalent in 2035 in Uptown. However, to be clear, existing single-family areas such as those that existing in Mission Hills and University Heights are not expected to change significantly since these areas are largely built-out and the proposed Uptown CPU would apply residential-low land use designation.

C20-7

Comment noted. Refer to response to comment C20-6. Single-family areas are not expected to change to multi-family areas under the proposed CPU because the existing single-family areas in the CPU area are largely fully developed parcels that could not accommodate new multi-family development. Additionally, redevelopment of single-family areas is not anticipated to occur since it would not make financial sense to tear down existing single-family homes in favor of a small multi-family development that could be accommodated under a residential-low land use designation.

C20-8

3.6 Plan Build-out

"The proposed CPU does not specify or anticipate when build-out would occur ... build-out is assumed to occur in 2035. "DPEIR Land Use "

Earlier Uptown Community plans stated build-out occurred in 1930.

"Uptown had been largely built out by the 1930's"

UCP Draft June 2015, p. HP-142

Since build-out occurred in 1930 in Uptown, it would now be more accurate to say build-up for the future density that is predicted.

There is no more out, only up.

"Future development realized under the proposed land use map is referred to as **build-out**. The proposed CPU does not specify or anticipate when build-out would occur, as long-range demographic and economic trends are difficult to predict. However, for facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035." UCPU PEIR, Page 3-30

~~~~~

C20-9

**NEW ZONES**

In order to achieve higher density the planning department added new zones that allow buildings to be 150' high. Build-out occurred in 1930. All that is left is to build up.

The chart entitled UPTOWN-RECOMMENDED ZONE DESIGNATIONS-MARCH 2016 is a perfect example of major zone changes that allow build-up .

The chart shows the very-high zone designation of RM-4-10 has no height limit. The CPOZ charts show 150' heights will be allowed in some neighborhoods.

C20-8

Comment noted. The comment does not make any statements that would conflict with the information in the Draft PEIR.

C20-9

Comment noted. The comment does not make any statements that would conflict with the information in the Draft PEIR.



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C20-10 **2016 March** In a chart published by the City of San Diego, entitled **Uptown-Recommended Zone Designations-March 2016** there are 21 zones listed.

**New zones** have been added to the development tool box. There are **11 footnotes** that explain the zone designations.

Footnote #9 states "**New zones** to achieve mixed use density of 73 and 109 du/ac." This designation was given to three zones, RM3-9, CC3-8 and CC3-9. Two zones, RM-4-10 and CC3-9 had a **0** maximum height. How high can those buildings go?

Footnote #11 states "Maximum building height and allowances will be dictated by CPIOZ for particular areas within the Uptown Community." CPIOZ allows 150' heights. So much for city-wide zoning. Hillcrest, is the particular area within the Uptown Community, that will get the 150 foot buildings, high in the sky.

C20-11 **2016 June** Now, there are only **2 footnotes** at the end of the MARCH chart **NOW entitled** **Uptown-Recommended Zone Designations-June 2016**.

In the box heading the column entitled "Max Height" there is Footnote #2 that states "Maximum building heights will be superseded by CPIOZ." CPIOZ allows for 150 foot heights.

The only people who benefit from 150 foot heights are the developers. There is less land cost and more profit per unit. There is more bang for their buck.

Now, 2016, the new goal is to increase units on each lot by building up into the sky. The taller the structure, the more profit is generated.

See Incentive Zoning Analysis, the report prepared by AECOM for the city of San Diego, September 25,2014

C20-10 The comment does not identify an inadequacy in the PEIR. As discussed in Section 6.2.3, Impact Analysis, of the PEIR, under the high-rise building policies, areas within the Uptown CPU area could be permitted to develop with buildings up to 100 feet in height; however, these areas would be covered by a Community Plan Implementation Overlay Zone (CPIOZ) Type B (see Figure 6.1-3 in Section 6.1, Land Use). Within the CPIOZ areas, projects would be subject to a discretionary review process that would implement the proposed Uptown CPU policies and recommendations, particularly those related to building height consistent with the Urban Design Element. Specially, CPIOZ-Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. CPIOZ-Type B identifies areas within the community where discretionary approval is granted through a Process 3 Site Development Permit for development that does not exceed 150 feet in Bankers Hill/Park West, 120 feet in central Hillcrest, and 100 feet in Hillcrest east of the SR-163. Proposed Uptown CPU Urban Design Element provides design guidelines by building types to control massing and ensure compatible transitions. Building setbacks and upper-story stepbacks are recommended to address massing and compatibility where more intense development is located adjacent to lower height buildings (refer to Urban Design Element policies related to development transitions). These policies and guidelines would ensure taller buildings would not adversely impact surrounding lower intensity properties through neighborhood incompatibility or through creation of excessive shade or shadows.

C20-11 Allowing higher buildings in certain areas furthers the goals of the General Plan's City of Villages Strategy and the City's Climate Action Plan (CAP) by increasing residential density along pedestrian, bicycle, and transit corridors. The City is obligated to implement both the City of Villages Strategy and the CAP as a tool to reduce greenhouse gas emission; this strategy also reduces traffic congestion and increase housing availability in the City.

C20-12 **Table S-1 Summary of Significant Environmental Impacts**

"Would the project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?"

The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character and impacts would be less than significant. "

**Impact Level After Mitigation** **Less than Significant**

Uptown Community Plan Update PEIR Page S-10

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA

Really ?????

C20-13 The June 2016 UCP introduces zoning for buildings that are **150'**. **That would not be consistent with the existing neighborhood character**. In Hillcrest, where 30 foot buildings are average, 65 foot buildings are being introduced, but 150' buildings are not consistent with the neighborhood.

**150' buildings are NOT consistent with the existing neighborhood character. Impacts will be significant.**

What happened to the desire to preserve neighborhood character that is discussed in the 1974, 1988, 2015 and 2016 community plans?

**Please see the sections in the DPEIR for the Uptown Community Plan Update on Transportation, Parks, Historical Resources and Noise, to understand the significant impacts of 150' buildings and higher density.**

C20-12 Comment noted. The comment does not make any statements that would conflict with the information in the Draft PEIR.

C20-13 As stated in response to comment C20-10, proposed Uptown CPU Urban Design Element provides design guidelines by building types to control massing and ensure compatible transitions. Building setbacks and upper-story setbacks are recommended to address massing and compatibility where more intense development is located adjacent to lower height buildings (refer to Urban Design Element policies related to development transitions). These policies and guidelines would ensure taller buildings would not adversely impact surrounding lower intensity properties through neighborhood incompatibility or through creation of excessive shade or shadows. 150-foot buildings under the CPIOZ-Type B would require discretionary review prior to development permit approval by the City, which would include a review of the Urban Design Element and require building consistency with the design policies included.

C20-14 In the DPEIP there is another element of a description of a zone that does not appear in the UCPU, June 2016 zone matrix.

**+ Land Use Designations with a +**

Table 5-1 General Plan Land Use Categories

Residential – Very High None Provides for multi-family housing in the highest density range.  
**75+ du/ac**

“Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a Community Plan without causing the need for amending the General Plan, upon evaluation of impacts.”

Uptown Community Plan Update PEIR Page 5-2

C20-15 **There is no asterisk in the UPTOWN COMMUNITY PLAN June 2016**  
**UPTOWN COMMUNITY PLAN June 2016**

TABLE 2-3: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS

Residential – Very High None Provides for multifamily housing with a very high density range.  
 74-109 RM-4-10 zone 3.60 FAR

LU-28

Why do the zone designation descriptions keep changing ????

C20-14 See response to comment C20-15.

C20-15 Table 5-1 of the PEIR refers to land uses under the General Plan and Table 2-3 of the proposed Uptown CPU refers to land uses under the proposed Uptown CPU. Refer to Section 3.2, Relationship to General Plan, of the PEIR for a discussion on how the General Plan and Community Plan work together to guide development in the community.

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                 |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| C20-16 | <p><b>2. Transportation</b><br/> <b>Transportation and Circulation</b><br/>                 "Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps? "<br/>                 Uptown Community Plan Update PEIR Page S-11 - Page S-18 Eight pages of impacts.</p> <p><b>Impact Level After Mitigation</b>                      <b>Significant and Unavoidable</b></p>                                                                                                                                                                                                                                                                                                                                                                                    | C20-16 Comment noted. This comment does not identify an inadequacy of the PEIR. |
| C20-17 | <p><b>3. Noise</b><br/>                 "Would the project result in or create a significant increase in the existing ambient noise levels?<br/>                 Would the project result in an exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?"<br/>                 Uptown Community Plan Update PEIR Page S-21</p> <p><b>Impact Level After Mitigation</b>                      <b>Significant and Unavoidable</b></p> <p>"Would the project result in the exposure of people to significant temporary construction noise? "<br/>                 Uptown Community Plan Update PEIR Page S-24</p> <p><b>Impact Level After Mitigation</b>                      <b>Significant and Unavoidable</b></p>                                                                                                                                                 | C20-17 Comment noted. This comment does not identify an inadequacy of the PEIR. |
| C20-18 | <p><b>4. Historical Resources</b><br/>                 "Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?"<br/>                 Uptown Community Plan Update PEIR Page S-26</p> <p><b>Impact Level After Mitigation</b>                      <b>Significant and Unavoidable</b></p> <p>"Would implementation of the project result in a substantial adverse change in the significance of a prehistoric archeological resource, a religious or sacred use site, or disturbance of any human remains, including those interred outside of formal cemeteries? "<br/>                 Uptown Community Plan Update PEIR Page S-28 - Page S-39</p> <p><b>Impact Level After Mitigation</b>                      <b>Significant and Unavoidable</b></p> | C20-18 Comment noted. This comment does not identify an inadequacy of the PEIR. |

C20-19 **5. Public Services and Facilities**

"Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?"

**Park and Recreation**

"Regarding park and recreational facilities, **there is an existing and projected deficit in population based parks, which is an adverse impact, but not considered significant** at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide **policy support for increasing the acreage of population based parks in the CPU area, but does not propose construction of new facilities.** Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required."

Uptown Community Plan Update PEIR Page S-46 - S-47

**Impact Level After Mitigation** **Less than Significant**

C20-20 Wow ! So nice to hear the city will provide policy support for increasing the acreage of population based parks, but disappointing to learn the city does not propose construction of new facilities or parks. Therefore, the impact is less than significant since there won't be any.

That explains why one of the top priority items in the 2003 Uptown Public Facilities Financing Plan, 6 acres of park space, has not become a reality for Uptown. See page 14 of the Uptown Public Facilities Financing Plan, 2003.

So the options for new parks are

- 1. DIF funds, that cover a fraction of what is considered adequate, or
- 2. How about naming rights for green spaces? There could be Gateway Park or Atlantis Green Space. Maybe a Pernicano's Park.

C20-19 Comment noted. This comment does not identify an inadequacy of the PEIR.

C20-20 Comment noted, the comment does not identify an inadequacy in the PEIR. Community parks and park equivalencies are discussed in Section 6.12, Public Services and Facilities. Though there would be a deficiency in park and park equivalencies at build-out of the proposed Uptown CPU, the existing conditions include a deficit in parks and park equivalencies. In addition, while the proposed Uptown CPU does not propose any individual project, 37.40 acres of proposed new population-based park land and park equivalency sites have been identified through the proposed Uptown CPU effort. The policy framework provided by the proposed Uptown CPU supports acquisition and development of new public parks and park equivalencies, and encourages new private development to include recreational facilities.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>C20-21 <b>Libraries</b><br/>                 *Although a new library is planned for the Uptown CPU area, the proposed Uptown CPU and associated discretionary actions does not include construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant, and no mitigation is required.<br/><br/>                 Uptown Community Plan Update PEIR, Page S-47<br/><br/> <b>Impact Level After Mitigation</b> <span style="float: right;"><b>Less than Significant</b></span><br/><br/>                 That explains why another one of the top priority items in the 2003 Uptown Public Facilities Financing Plan, p.14, a library, has not become a reality for Uptown.<br/><br/>                 ^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^</p> | <p>C20-21 Comment noted. This comment does not identify an inadequacy of the PEIR.</p>                                                                                                                                                                                                                                 |
| <p>C20-22 <b>One more item....</b><br/><br/>                 The <b>1974 Uptown Community Plan</b>, page 92, states <b>undergrounding of utilities</b> should be done <b>“immediately”</b>. We are still waiting, 42 years later. We have been paying on our utility bill for undergrounding, since 1972, 44 years.<br/><br/>                 The most current information on the city web site states that undergrounding of utilities in the area of Robinson and Front Street will occur in 2024, <b>50 years after the community plan was adopted.</b><br/><br/>                 “...the proposed Uptown CPU contains policies supporting utility undergrounding and undergrounding is currently underway in the Uptown community.”<br/>                 Uptown Community Plan Update PEIR Page 6.13-5</p>                                                                                                           | <p>C20-22 Comment noted. This comment does not identify an inadequacy of the PEIR.</p>                                                                                                                                                                                                                                 |
| <p>C20-23 Good to know.<br/><br/>                 Mitigation of significant impacts can take many decades and generations.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>C20-23 Comment noted. The proposed Uptown CPU is intended to provide a long-range guide for future physical development of the community for decades to come. Mitigation would be enforced at the project level as individual projects are proposed and implemented in accordance with the proposed Uptown CPU.</p> |

LETTER

RESPONSE

|                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>C20-24    <b>II. Minimize the significant effects</b></p> <p><b>Please take the next few years to discuss the changes in density that have carelessly and recklessly been added, willy nilly, here and there since June 2015, with no consideration for the detrimental effects, of the significant and unavoidable impacts, the increased density will cause in Hillcrest.</b></p> | <p>C20-24    Comment noted. This comment does not identify an inadequacy of the PEIR. While significant and unavoidable impacts to transportation and traffic, noise, historical resources, and paleontological resources were identified, all feasible mitigation at the program level was identified and recommended. Future projects would be subject to the applicable mitigation identified in the PEIR, and may require subsequent environmental review pursuant to CEQA to analyze potential impacts at the project level.</p> |
| <p>C20-25    <b>Until the transportation elements of the 1974 Uptown Community Plan listed on pages 55-72 are addressed, as well as all the other significant impacts affecting Uptown, historical resource issues, libraries and parks, and noise please delay build-UP.</b></p> <p>~~~~~</p>                                                                                         | <p>C20-25    Comment noted. See response to comment C20-24.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>C20-26    <b>III. Reasonable Alternative</b></p> <p><b>Please adopt the Density Redistribution Alternative for the Uptown Community Plan. It is a reasonable alternative to the project, the June 2016 plan.</b></p> <p>Thank you for consideration of my concerns.</p> <p><i>Carol Emerick</i></p>                                                                                 | <p>C20-26    Comment noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



LETTER

RESPONSE

Letter C21

Planning Department  
Uptown Community Plan Update EIR

RE: Project No. 21002568 response

Planning Department,

C21-1 Comments and responses are provided below for the EIR.

Project Name: Uptown Community Plan Updates

Final PEIR Comments the stated project above:

- C21-2 1. We support the main project plan densities in the PEIR along with the higher densities listed in "10.4 Density Re-distribution Alternative", (the multiple "City of Villages" core concept).
- C21-3 2. We feel the main project addresses the Climate Action Plan goals and objectives.
- C21-4 3. To address the crisis in affordable housing height and densities need to be in place accommodate below market units.
- C21-5 4. Keeping densities at an appropriate level is essential to place-making and smart growth.
- 5. We support the vision of the Gateway Council for the Hillcrest Core and the heights and densities required for that vision to happen.

Ian Epley  
i.e., Design and Hillcrest CDC  
3939 First Avenue  
San Diego, CA 92103

C21-1 Comment noted. The City appreciates your participation in the public review process.

C21-2 Comment noted.

C21-3 Comment noted. This comment does not identify an inadequacy of the PEIR. The proposed Uptown CPU Policy LU-1.1 provides guidance for providing affordable housing by stating the following: "Provide a variety of land use types to accommodate both affordable and market rate housing and commercial opportunities."

C21-4 Comment noted. This comment does not identify an inadequacy of the PEIR.

C21-5 Comment noted.

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Letter C22

Planning Department  
Uptown Community Plan Update EIR

RE: Project No. 21002568 response

Planning Department,

- C22-1 Comments are provided with an EIR question at the end of comments. Due process, it is one of the fundamentals of our society.
- C22-2 So when the Historical Resource Staff over stepped and overreached to recommend creating Potential Historic districts without due process, it would have the same effect of shutting down progress in a community. And while this may be fine for nimbyists and no-growthers, the rest of the community should not be penalized. Everyone seems to talk about certainty that historic districts would bring, but because of the potential aspect of historic districts, building would be held in limbo, because the rules for building are the same, whether an established district or potential.
- C22-3 We have, ad nauseam, illustrated why historic districts are bad planning policy from non-sustainability, drives up housing costs, only benefits the wealthy, circumvents housing for families and affordable housing, etc.
- C22-4 While a Historic Resources Board can be constructive working with historic resources, trying to save virtually everything is tantamount to supporting no growth.
- C22-5 The Climate Action Plan, (CAP) adopted by the City Council and the Uptown Planners board requires a policy toolbox that is agile enough to let a community progress for a vital, sustainable future.
- C22-6 There is no room for policies based on romantic notions of old or that prosper the preservation industry. There is already an established process for proposed districts to go through to be adopted or not.
- C22-7 The following is a response to the recommendations put forward by the Uptown Planners Historic Resources
  - Historic policies taken out of the EP should remain out, there is no evidence of historicity and economic prosperity, in fact there are many studies to proof the opposite.
  - We recommend that the City Council , as in the past, not adopt the Uptown Historical survey, due the subjectivity of identifying potential historic resources
  - That the Uptown HRC drop the idea of a historic district in Hillcrest. Various organizations have already established that the National Main Street program is the vehicle for historic resources.

- C22-1 Comment noted. The City appreciates your participation in the public review process.
- C22-2 Comment noted. The comment does not raise an inadequacy in the PEIR. The Historical Resources Survey prepared for the project identified 19 potential historic districts containing a total of approximately 2,600 properties and roughly 2,000 contributing resources. Four additional Potential Historic Districts were identified by the community through the public outreach process. However, these potential historic districts have not been designated, and would only be designated after they “are intensively surveyed, verified, and brought forward for designation consistent with City regulations and procedures (6.7-25), which include workshops, public hearings and noticing.” Suspension of development would not be required to protect potential historic districts because amendments to the Historical Resources Regulations would provide clear and consistent supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation. See Section 6.7.4, Issue 1 of the PEIR. Development that does not comply with the development requirements of the supplemental development regulations may still be processed with a Neighborhood Development Permit.
- C22-3 Comment noted. The comment does not raise an inadequacy in the PEIR.
- C22-4 Comment noted. This comment does not raise an inadequacy of the PEIR.
- C22-5 Comment noted. The comment does not raise an inadequacy in the PEIR. The project would be consistent with the City CAP as described in Section 6.5.3 c. of the PEIR.

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- That the board reject recommending the City Council to adopt an interim/conservation zone. This would keep the community in stasis.
- In the 'Overlay Strategy for Potential Historic Districts: Concerns and Solutions' section, we recommend rejecting all 5 solutions based from the concern that these are draconian and would be disastrous for any progress in Uptown especially Hillcrest.
- Historic districts do nothing to promote benefits of a community's future. They just fulfil the needs of preservation's hobby.

Ian Epley, Former Chair of Uptown Planners

lepley1@gmail.com

C22-6 Comment noted. The comment does not raise an inadequacy in the PEIR.

C22-7 Comment noted. The comment does not raise an inadequacy in the PEIR.

Letter C23

Planning Department  
Uptown Community Plan Update EIR

RE: Project No. 21002568 response

Planning Department,

- C23-1 Comments are provided with an EIR question at the end of comments.
- C23-2 As a former chair of the Uptown Planners Group, I would like to make an argument against the policy of Potential Historic Districts (PHDs) that have been written into the *Historic Resources Element* of the Uptown Community Plan Update. The Historic Resources staff is overreaching in its attempt to establish PHDs' in many areas of the Uptown Community. The problem with this policy is that it goes against the City of San Diego's current due process of determining a historic district. The *potential* aspect of the PHD would carry the same rules and restrictions as if the historic district were already adopted. Waiting for a PHD to be adopted into a bone fide historic district (which may or may not happen), would remove certainty to business owners and homeowners and leave them in limbo when it comes to improving one's property. This has been the reason for the *Uptown Historical Survey* not being adopted due to the subjective nature of determining the potential nature of historicity.
- C23-3 We are appreciative that both the mayor's office and Uptown Planners have taken the lead initiative for the Climate Action Program (CAP). (*The Uptown Planners also recommended adoption*). The goals of the CAP would be much easier to achieve without the restrictions that would be placed on our neighborhoods by a PHD. One of the consequences of the restrictive PHDs would result in re-investment in our neighborhoods virtually coming to a halt. Adaptive re-use or strict historic restoration is very expensive and without agile adaptive planning tools, there would be less incentive to accomplish the goals of the CAP. Another consequence of the PHD would be the lack of affordable housing construction. Affordable housing and multi-family housing are essential components in lowering the carbon foot-print of the CAP, and accommodating the City of San Diego General Plan, Smart Growth planning, and Transit Oriented Development (TOD). As an example, San Francisco has infamously suffered from the effect of Historic Districts, brought to our attention through documentaries and planning studies.
- C23-4 PHDs also go to the respect of property rights. Imagine a homeowner across the street from an area that has been determined to be a PHD. While he/she can repair a front door or window without a City of San Diego building permit, the person across the street in the PHD not only has to pay for a permit, but also must obtain the approval of the historic resources police to make sure the door is appropriate (another subjective decision). This is analogous to the City of San Diego acting as a "Home-Owners Association" (HOA), with more sustainable and energy efficient ones, thus making it more difficult to achieve the carbon foot-print goals of the CAP. According to the Hillcrest Business Association (HBA), virtually all of the business and property owners are against the implementation of a PHD. The HBA, in lieu of PHDs, is already working

- C23-1 Comment noted. The City appreciates your participation in the public review process.
- C23-2 Comment noted. The comment does not raise an issue with regard to the adequacy of the PEIR. Designation of a Potential Historic District would not carry the same rules and restrictions as if a Historic District was approved. Suspension of development would not be required to protect potential historic districts because supplemental development regulations would assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation. See Section 6.7.4, Issue 1 of the PEIR which explains that Historical Resources Regulations would provide supplemental development regulations to address how and where modifications can be made on residential properties identified as potentially contributing to specified potential historic districts. Development that does not comply with the development requirements of the supplemental development regulations may still be processed with a Neighborhood Development Permit.
- C23-3 Comment noted. The comment does not raise an issue with regard to the adequacy of the PEIR. None of the potential historic districts are located within designated Transit Priority Areas; thus, they could not cause an inconsistency with the CAP.
- C23-4 Comment noted. The comment does not raise an issue with regard to the adequacy of the PEIR.

LETTER

RESPONSE

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| <p>the National Main Street program, a program that allows a community to have the toolbox to adapt to the future while embracing the past. The program has had great success in North Park.</p> <p>C23-5 There is a detailed process at the City of San Diego in place to address the adoption of a historic district. If there is a groundswell of neighborhood support to the adoption said district, then that's how it should play out, not from the top down but from the neighborhood up. We would recommend the concept of PHDs be removed from the Uptown Community Update Draft and emphasize the process for establishing historic districts that presently exists through the Historic Resources Board.</p> <p>C23-6 Question: Can or will the financial impact be studied or quantified in the EIR due to the loss of property tax to specific historic districts due to the increase in Mills Act applicants thus reducing funds for neighborhood infrastructure improvement?</p> <p>Ian Epley, past chair of Uptown Planners<br/> i.e., Design<br/> 3939 1<sup>st</sup> Avenue<br/> San Diego, CA 92103<br/> Ph. 619 780.8992<br/> Fax 619 299.4250<br/> Cell 619 757.4888<br/> <a href="mailto:iepley1@gmail.com">iepley1@gmail.com</a></p> | <p>C23-5 Comment noted. The comment does not raise an issue with regard to the adequacy of the PEIR.</p> <p>C23-6 Comment noted. The comment does not raise an issue with regard to the adequacy of the PEIR. Implementation of the Uptown CPU would not require or directly result in an increase in Mills Act applicants; thus, such an analysis is not warranted.</p> |
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Letter C24

**From:** Matthew Evert <mjevert@yahoo.com>  
**Sent:** Monday, August 08, 2016 7:14 PM  
**To:** PLN, PlanningCEQA  
**Subject:** Uptown community plan update 21002568/sch

Hi city of San Diego planning dept,

C24-1 I am writing on behalf of myself and my tenants on living on Columbia St. I live in the section of Middletown that is really only accessible by the two way section of India at that services redwood at and Columbia street from the north side. It is my understanding that the city is considering removing this section of roads and all the street parking on India st. I feel this is extremely unfair to residents who have been living or have owned homes in the area since before the airport was constructed and since before more traffic has developed with the moving of the parking lots to the east side of the airport. We already have to car the city parking abatement at least twice a month to report people parking their cars for 5-21 days in our neighborhoods while they travel out of the city via our airport. Having even less parking available will only make this worse. Additionally, traffic is already bad on Kettner to get to Laurel St, sending locals that way will only further congest that bottleneck and further frustrate the local residents. Please consider other alternatives that don't involve further adding to the frustrations of the local Middletown community and promote a better place for all people to live and not just the benefactors of this proposed change to India street.

- Matthew Evert  
Columbia and Palm St.

Sent from my iPhone

C24-1 Comment noted. The comment does not identify an inadequacy in the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C25

**From:** G Fairbourn <garyfairbourn@cox.net>  
**Sent:** Sunday, July 31, 2016 8:55 AM  
**To:** PLN, PlanningCEQA  
**Cc:** prnader@cox.net  
**Subject:** Objections to Uptown Community Plan Update Project No. 21002568

Good day:

- C25-1 I am in strong objection to the removal of the South bound lane on India from Sassafras to Redwood. I use this lane every day and its removal would severely impact how I access my home on Union Street.  
  
I am also in strong objection to the removal of parking on the short segment of India between Washington St. and Winder St. This is a slow moving segment of road and allows parking for the local businesses. If you remove the parking it will severely impact the businesses. I bet you have not provided an alternate parking scheme for these businesses.
  - C25-2 Instead of trying to make North bound India all one way with more lanes for the cars, why don't you focus on trying to slow down the cars that speed through this 35MPH zone. Don't make it easier for them to speed.
  - C25-3 I would like to know what your final plan would look like. Can you send me some information?
- Thanks,  
  
Gary Fairbourn  
2855 Union Street  
garyfairbourn@cox.net

- C25-1 Comment noted. The comment does not identify an inadequacy in the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C25-2 The recommendation provided in this comment is consistent with Policy MO-1.14 of the proposed Uptown CPU, which supports traffic calming treatments on residential streets where excessive speeding occurs.
- C25-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).



LETTER

RESPONSE

Letter C26

**From:** tim gahagan <tgahagan1@yahoo.com>  
**Sent:** Friday, August 05, 2016 2:40 PM  
**To:** Murphy, Jeff; PLN\_PlanningCEQA  
**Cc:** Tim Gahagan  
**Subject:** Uptown Community Plan Update PROJECT No. 21002568

Mr. Jeff Murphy, Planning Director  
 Mr. Kurtis Steinert, Sr. Environmental Planner

City of San Diego Planning Department,  
 1010 Second Avenue, MS 413,  
 San Diego, CA 92101

Re: Uptown Community Plan Update PROJECT No. 21002568

C26-1 The Mobility Study for Uptown included many mobility mitigation ideas that were left out of The Proposed Community Plan. Efficient mobility is a necessary underpinning of San Diego's "City of Villages" concept and for justifying increased density in existing urban areas deemed "Transportation Priority Areas".

Why were so many important mitigation solutions left out of the proposed Community Plan?

By what method, were the decisions made to leave out these identified mobility solutions?

C26-2 Given the increased congestion possible in Uptown's already clogged streets, by what method did the city conclude that Green House Gasses would decrease with increased density? And what methods for greenhouse gas assessments were used for the various plan alternatives?

C26-3 Increased density is associated with greenhouse gas production in much of the world. Given the current mobility conditions and minimally planned and funded improvements, and given the existing transit ridership trajectories in San Diego County, isn't it also possible that greenhouse gasses will increase, from the existing base with the city's plans for increased density?

C26-4 Funding has not been secured for all the Proposed Plan mobility solutions such as the trolley. Shouldn't the city ensure these mobility solutions be provided BEFORE the density comes, in order to increase the chances that greenhouse gas reduction will actually occur?

Regards  
 Tim Gahagan  
 3794 Herbert Street, San Diego, CA, 92103  
 619-315-7058

C26-1 All identified mitigation measures were evaluated pursuant to Section 15126.4 of the CEQA Guidelines and chosen based on feasibility and ability to reduce identified significant impacts. Refer to Appendix C, Mobility Study, of the PEIR for the feasibility of the identified improvements. Policies included in the proposed Uptown Mobility Element are elements of the project; and thus, not included as mitigation measures. For example, the proposed Uptown Mobility Element has a focus on multi-modal improvements that would benefit pedestrian, transit, and bicycle commute options in the community. A number of specific improvements are identified in the proposed Uptown Infrastructure Fee Study (IFS) and the proposed Uptown CPU provides the policy support for implementation of these improvements.

C26-2 Section 6.5.1.1, Methodology and Assumptions, of the PEIR and Section 4.2, Methodology and Assumptions, of the Greenhouse Gas Analysis (Appendix E-1) provide a discussion of the method used to determine impacts related to greenhouse gas emissions. The same methodology used to assess impacts of the proposed Uptown CPU were used to assess impacts of the alternatives. Please refer to response B2-2 for details regarding the methodology for assessing GHG emission impacts.

C26-3 See response to comment C26-2. As discussed in Section 6.5, Greenhouse Gas Emissions, of the PEIR, increasing residential density and commercial uses along pedestrian, bicycle, and transit corridors can decrease vehicle miles traveled (VMT) as trips between land use types are shorter and may be accommodated by alternative modes of transportation.

LETTER

RESPONSE

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|  | <p>C26-4    The City does not have authority over the planning, development, or funding for trolley improvements. However, the proposed Uptown CPU includes a number of policies that would support coordination between the City and SANDAG and the Metropolitan Transit System (MTS) on transit improvements (refer to policies MO-3.1 to MO-3.12). Additionally, the City's CAP includes goals for GHG reductions that are monitored by the City annually. CAP Chapter 3 which provides for annual monitoring and reporting to ensure CAP reduction targets are met. As shown on pages 42 and 43 of the CAP, the annual monitoring and reporting would identify any potential deficiencies in reductions and the CAP could be amended to address those deficiencies.</p> |
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Letter C27

**From:** Jason Galetti <jason.galetti@gmail.com>  
**Sent:** Tuesday, August 02, 2016 9:45 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update Project No. 21002588/SCH No. Pending

To whom it may concern:

C27-1 I am a resident of Middletown and currently reside in the Terracina complex off the intersection of India and West Spruce.

This email is to document, as a matter of record, that as a citizen of the Middletown 92103 community I object to the recommendations of this proposal, do not agree with the study findings.

The current study proposal to turn India into a three lane highway is incredibly concerning especially with the recent issues that have been occurring due to the rental car center and the traffic being routed up Sassafras to India Street.

Specifically, the removal of the southbound lane on India would create a tremendous burden on those who rely on it for access to our homes. Furthermore, making a right hand turn from West Spruce onto Northbound India is already dangerous due to the volume and speed of traffic. Turning this road into a 3 lane highway will only make it worse for those trying to turn onto India Street. This will be come an even more hazardous intersection and represents a health and safety hazard to the citizens of Middletown who live off of W. Spruce, Itis, Horton Ave, W. Upas, and Jackdaw St.

This proposal plan seems short sighted and without any consideration of the existing neighborhoods and revenue and tax generating businesses in the Middletown area. A study, done in conjunction with the citizens impacted by the proposal, should be conducted and provide a greater array of proposals.

C27-2 Additionally, why isn't Pacific Highway being utilized? It's equipped for heavy traffic. City planners could have the rental car exit turn left onto Pacific Highway, then right on Washington, then left on San Diego Ave to access the 5 Freeway. Why make changes to a local neighborhood to accommodate rental car traffic, when instead the business roads that have already been established could be utilized?

Please take into consideration that you're disrupting an entire neighborhood to accommodate tourists when there are well equipped roads in place.

Thank you for your time

Concerned resident,

Jason Galetti

C27-1 Comment noted. The City appreciates your participation in the public review process. The comments do not indicate a specific inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C27-2 Comment noted. Pacific Highway is outside of the Uptown CPU area. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which includes a discussion on the Rental Car Center.

LETTER

RESPONSE

Letter C28

**From:** Tracee Galetti <tracee.galetti@yahoo.com>  
**Sent:** Tuesday, August 02, 2016 4:41 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update Project No. 21002568/SCH No. Pending

To whom it may concern:

C28-1 I am a resident and homeowner in Middletown and currently reside in the Terracina complex off of the intersection India and West Spruce.

C28-2 This email is to document as a matter of record, that as a citizen of Middletown 92103 community I definitely Object to the recommendations of this proposal. I do not agree with the study findings.

The current study proposal to turn India into a three-lane one-way highway is Extremely concerning and inconsiderate as it is already difficult to turn right heading north due to the speed of traffic with 2 lanes and someone's nearly impossible to get all the way over into the left turn lane already. I can't even imagine an extra lane to turn out and try to be in the immediate left. This will become even more dangerous and hazardous to the citizens that live in this community.

C28-3 The proposal plan seems to be without the consideration of the existing community which includes homeowners and businesses that have been around for many years. I am a born and raised in San Diego and the recent traffic with the rental car access and freeway signs to exit Sassafras has already made it hard enough but I cant imagine this change.

Also, why cant Pacific Highway be better utilized as it is already equipped for heavier traffic? Please take the neighborhood and businesses into consideration that would be VERY negatively affected by the change if this occurs.

Thank you for taking the time to read this email.

Concerned 92103 homeowner,

Tracee Galetti

C28-1 Comment noted. The City appreciates your participation in the public review process.

C28-2 Comment noted. This comment does not indicate a specific inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C28-3 Comment noted. Pacific Highway is outside of the Uptown CPU area. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which includes a discussion on the Rental Car Center.

LETTER

RESPONSE

Letter C29

**From:** Tom Gauld <tomgauld@gmail.com>  
**Sent:** Monday, August 08, 2016 1:27 PM  
**To:** Mayor Kevin Faulconer; Councilmember Todd Gloria; PLN\_PlanningCEQA; Pangillinan, Marlon  
**Subject:** Objection to Proposed Final Plan for Uptown Neighborhood and Hillcrest

Dear Elected Officials and City Planners;

- C29-1 The Uptown Planning Group has worked tirelessly over the past 7-years to analyze our neighborhood and discuss the community needs with residents.  
  
All this hard work and due diligence resulted in the submittal of a 2015 draft Community Plan that preserves our historic neighborhood, its sense of community and walkability score.
  - C29-2 Sadly, as a result of lobbyists and absentee property owners who have blighted the neighborhood with poorly maintained buildings and lack of investment, our neighborhood is facing the potential of having high density forced into an already over-congested traffic area. The property owners will leave town with their profits and leave the residents to deal with the traffic congestion and the pollution.
  - C29-3 The mountain views to the east and the natural light that flows through historic Hillcrest are key attractions to living, dining, shopping and recreating in the neighborhood. These qualities are now under threat by the proposed 100-200 foot buildings. This is a density that is more suited to downtown San Diego and not a pedestrian orientated historic neighborhood.
  - C29-4 Hillcrest already deals with severe traffic congestion during peak-time rush hours. Traffic flow from east to west is regularly gridlocked during rush hour and the recent installation of additional stop signs along Robinson Avenue has exacerbated the issue.
  - C29-5 This traffic congestion reduces the critical response time for the emergency vehicles that service the numerous medical facilities that drive the economic engine of the neighborhood. High rise buildings with underground parking garages and multiple ingresses/egresses will add to the traffic congestion and potentially have catastrophic consequences by preventing emergency medical and fire vehicles from reaching their destination in a time critical manner.
  - C29-6 It is admirable that the City of San Diego is looking to enhance public transportation and biking routes. However, Hillcrest is, and always will be, a neighborhood where the majority of residents work in the professional employment centers that are not served by viable public transport options (UTC, Torrey Pines Mesa, Sorrento Valley, Miramar). Adding high density to the core of Hillcrest will dramatically increase the number of cars and associated pollution and traffic congestion. The back-up of traffic will ultimately overflow onto the 163 and 5 freeways and this will have huge consequences for traffic flow on 163, the 5 and 805.
  - C29-7 I respectfully request that you preserve the physical and community character of historic Hillcrest by SUPPORTING THE PLAN SUBMITTED BY THE UPTOWN PLANNING GROUP and saying NO to the lobbyists and absentee property owners that have blighted our neighborhood. Please don't allow the absentee property owners walk away from our neighborhood with huge profits while residents are left to live with the catastrophic consequence of over-development, pollution and traffic congestion.
- Sincerely,  
 Tom Gauld  
 475 Redwood Street, Unit 408  
 San Diego, CA 92103

- C29-1 Comment noted.
- C29-2 Comment noted. This comment does not suggest an inadequacy in the PEIR.
- C29-3 Refer to PEIR Section 6.2. As discussed in the PEIR, the Urban Design Element of the proposed Uptown CPU includes numerous policies that would direct future development in a manner that ensures the physical attributes of the community will be retained and enhanced, and views of open space would be maintained. Policies UD-4.70 through UD-4.92 of the proposed Uptown CPU address development height, massing, and transitions that would guide future development to be compatible with the existing surrounding development. More intense development would be subject to setbacks and upper-story stepbacks to address massing and compatibility where adjacent to lower height buildings. In addition, Policies UD-1.1 through UD-1.11 address the preservation of views, canyons, and natural open space in the Uptown Community. Zoning and Land Development Code regulations would further ensure development occurs in keeping with the character of the community. Based on these considerations and the numerous other design policies included in the proposed Uptown CPU, impacts related to substantial alterations to the existing character and natural views of the area would be less than significant.
- C29-4 Comment noted. This comment does not suggest an inadequacy in the PEIR.
- C29-5 Section 6.12.3, Impact Analysis, discusses potential impacts to emergency response times resulting from the proposed Uptown CPU. As discussed in this section, implementation of the proposed Uptown CPU and associated discretionary actions would result in an increase in overall population, which could result in a change in

LETTER

RESPONSE

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|  | <p>C29-5 (cont.)</p> <p>response times. However, future facilities would be planned based on adopted General Plan Public Facilities Element standards detailed in Chapter 5.0, Regulatory Framework (Section 5.12.1.3) of the PEIR. The proposed Uptown CPU and associated discretionary actions do not propose the construction of fire/life safety facilities. However, the proposed Uptown CPU contains a policy framework that addresses maintaining the high level of fire protection throughout the Uptown community. Additionally, as future development is proposed within the Uptown CPU area, individual projects would be subject to payment of Development Impact Fees (DIF), which would provide facilities financing in accordance with Municipal Code Section 142.0640. The Uptown GPU CPU includes a comprehensive update to the existing Impact Fee Study (IFS) that will define applicable DIF fees for future development, including funding for fire/life safety facilities.</p> <p>C29-6</p> <p>The proposed Uptown CPU assigns density to plan for growth that will complement existing land use patterns and encourage use of alternative forms of transportation. The PEIR does recognize significant and unavoidable impacts to freeway facilities would occur with buildout of the CPU. The Final PEIR has been revised to recognize that significant impacts to freeway facilities could be partially mitigated by transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies. Fair share contributions could also be provided toward the construction of the projects that are included in the SANDAG's San Diego Forward: the Regional Plan, including:</p> |
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LETTER

RESPONSE

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|  | <p>C29-6 (cont.)</p> <ul style="list-style-type: none"><li>• Operational improvements along I-8 between I-5 to SR-125 (TRANS 6.3-34)</li><li>• Construction of managed lanes along SR-15 between I-5 and I-805 and between I-8 and SR-163 (TRANS 6.3-35)</li><li>• Construction of managed lanes along I-805 between SR-15 and SR-163 (TRANS 6.3-36)</li><li>• Construction of managed lanes along SR-94 between I-5 and SR-125 (TRANS 6.3-37)</li></ul> <p>C29-7    Comment noted. All comments will be considered during the decision-making process.</p> |
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Letter C30

SHARON L. GEHL  
 4301 Hermosa Way  
 San Diego, CA 92103  
 (619) 299-9606  
 slgehl@cox.net

August 1, 2016

Kurtis Steinert, Senior Environmental Planner  
 Marlon Panglilan, Senior Planner  
 The City of San Diego  
 1010 Second Avenue, MS-413  
 San Diego, CA 92101

Re: **Draft Program Environmental Impact Report (PEIR)—Uptown Community Plan Update (Project No. 380611 / SCH No. Pending) Comments on the Density Redistribution Alternative**

Dear Mr. Steinert and Mr. Panglilan:

C30-1 I have closely followed and participated in the process of Updating the Uptown Community Plan from the beginning seven years ago and provided recommendations.

Because I think neither the proposed Uptown Plan Update, nor the current Adopted Plan adequately meet the objectives of the General Plan and the City's Climate Action Plan, I support the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative described in the PEIR, with the addition of the increase of density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac.

C30-2 I would like to comment further on the adequacy of the Uptown community Plan Update:  
**Uptown Community Plan, June 2016 Draft, Would Reduce Supply of New Housing**

The stated intent of updating the 1988 Uptown Community Plan is to conform with the recently adopted General Plan, which calls for a "City of Villages" that encourages future growth in village centers that combine residential and commercial, encourage walking, biking, and the use of public transportation as a way to reduce greenhouse gas emissions, promote local businesses, and create a sense of community.

The Uptown Community Plan proposes instead to reduce residential densities around the village centers and along the main transit corridors as a way to protect the upper middle class

C30-1 Comment noted.

C30-2 This comment does not raise an issue with regard to the adequacy of the PEIR. The City does not agree that the proposed Uptown CPU would reduce residential densities at village centers and along transit corridors. While the proposed Uptown CPU would reduce residential density in some areas, it would also increase density in others. Lower residential densities in some areas are required to ensure that the bulk and scale of development maintain the existing neighborhood character as well as public views of canyons and open space. These areas are also generally less served by transit and mixed uses. The proposed land uses locate the highest intensity uses along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments in the community. Commercial and other employment-generating uses are also used strategically by the proposed Uptown CPU to encourage commercial uses along transit corridors. This transit-oriented development pattern is necessary to meet the goals of both the General Plan's City of Villages Strategy and the City's Climate Action Plan (CAP).

LETTER

RESPONSE

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| <p>C30-3</p> <p>“Neighborhood Character” from new residents who would live in multifamily middle class housing in Uptown.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C30-3</p> <p>Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. The proposed Uptown CPU and associated discretionary actions are intended to provide guidance on orderly growth and redevelopment in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the proposed CPU would reinforce a mixed-use urban environment that supports transit and pedestrian activity and would allow for an increase in residential density over what currently exists. The proposed reduction in density in some areas would ensure that the neighborhood visual character is maintained, as detailed in response to comment C30-2. Lastly, the proposed Uptown CPU would designate land uses to accommodate growth, although additional housing units would not be built without demand.</p> |
| <p>C30-3</p> <p>Lowering residential density is intended to <u>reduce</u> the growth in the housing supply, and as we know, housing is about supply and demand. There is demand for more middle class housing in Uptown and Mission Hills, more people do want to live here. The intent of downzoning the community is to keep new people from moving to the area by reducing the supply of new housing. The whole proposed Uptown Community Plan is based on discrimination against people who are a different social class or younger or have different aesthetic tastes.</p>                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>C30-4</p> <p>The last time the city updated the Uptown Community Plan in 1988, they also reduced residential densities. The result since the 1990 census has been an average growth rate of only .4% for the community during a period when the City as a whole had a .9% growth rate. While the plan did succeed in shifting some new residential growth away from the canyons and to the commercial areas and transportation corridors, no one anticipated the sharp drop in the average number of residents per housing unit that reduced the growth rate as a whole. The current adopted Land Use densities have not been high enough to produce the infill development that the City of San Diego General Plan and Climate Action Plan call for. Reducing densities further as a way to prevent an increase in the housing supply, would likely result in near zero population growth for the community.</p> | <p>C30-4</p> <p>Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. The proposed Uptown CPU is intended to serve as a long-term plan for the physical development of the Uptown community and to manage and address future growth through build-out of the community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>C30-5</p> <p>Reductions in residential densities in Uptown would be contrary to the City of San Diego’s recently adopted General Plan goal of increasing infill urban development. The City is not proposing that we restrict the growth of the Medical complex or other job centers in Uptown, or that we try to discourage new commercial development; only that new employees and customers live outside of the area and drive in. This is not good city planning, it is contrary to the recommendations in the City’s Climate Action Plan, it is not good for the environment, for property values, or for the City’s tax income. Reducing the number of units that can be built on a property reduces the value of that property and city revenue from property tax. Reducing population growth also reduces local City sales tax income.</p>                                                                | <p>C30-5</p> <p>Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. Development in the Uptown CPU area will generally occur as infill projects, focusing on vacant or under-utilized parcels or previously utilized lots rather than on undeveloped land with high natural resource values. The proposed Uptown CPU would plan for growth within the community and would allow development of additional units beyond what currently exists. See response to comment C30-2 regarding the proposed Uptown CPU’s consistency with the General Plan’s City of Villages Strategy and the CAP. See also PEIR Section 6.1.3 and Section 6.5.3 for discussions on the proposed CPU’s consistency with the General Plan and CAP.</p>                                                                                                                                                                      |
| <p>C30-6</p> <p>To fulfill the General Plan goal of encouraging infill development rather than sprawl, densities in the urban areas need to be increased enough to make infill development cheaper than sprawl.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>C30-6</p> <p>Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. See response to comment C30-2 regarding the distribution of densities in the proposed Uptown CPU.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

C30-7 **Adopted Community Plan Statistics**

**Residential Population**

| Uptown District |        |        |                         |
|-----------------|--------|--------|-------------------------|
| Census          | 1990   | 2015   | Percent Change per Year |
|                 | 35,167 | 38,868 | .4%                     |

| San Diego |           |           |                         |
|-----------|-----------|-----------|-------------------------|
| Census    | 1990      | 2015      | Percent Change per Year |
|           | 1,110,549 | 1,368,061 | .9%                     |

**Residential Housing Units**

| 2015 Uptown Community Planning Area |                     |                       |                                |                         |
|-------------------------------------|---------------------|-----------------------|--------------------------------|-------------------------|
| Total Population                    | Total Housing Units | Percent Single Family | Percent Single Family Multiple | Percent Multiple Family |
| 38,868                              | 23,197              | 20%                   | 13%                            | 67%                     |

| 2015 City of San Diego |                     |                                |                                |                         |
|------------------------|---------------------|--------------------------------|--------------------------------|-------------------------|
| Total Population       | Total Housing Units | Percent Single Family Detached | Percent Single Family Multiple | Percent Multiple Family |
| 1,368,061              | 526,762             | 39%                            | 14%                            | 45%                     |

Data from SANDAG online "Profile Warehouse", and SANDAG staff.

Note that Uptown has added less than 100 housing units per year with the current low 1988 Community Plan Land Use densities. Another way to look at it is, we've averaged only 8 units per month for the last 25 years. That hasn't been enough to keep up with natural population increases or normal demand for new housing, which is estimated to be an average of 1 ½ % annually in highly desirable Uptown.

C30-7 Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER.

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| <p>C30-8 We should allow enough housing to be built for the number of new babies, less the number of people who die each year; and for normal demand for housing from people who weren't born in Uptown, but want to live here.</p> <p>Intentionally lowering densities and heights so that less than 8 units can be built each month in the future is just wrong. We should instead put the densities back to what they were before the 1988 Plan lowered them to keep new people out.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>C30-8 Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. See response to comment C30-2 regarding the distribution of densities in the proposed Uptown CPU.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b><u>Housing Demand</u></b></p> <p>C30-9 Since the current Adopted Land Use regulations have resulted in little growth in the last 25 years, it can be assumed that lower allowed residential density would result in a further reduction in the growth of housing units.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>C30-9 Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. The CPU and associated discretionary actions would designate planned land uses and zoning that would accommodate future development within the CPU area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C30-10 There isn't a lack of demand for housing in Uptown, rather the rise in the cost of living shows that supply hasn't kept up with demand. City proposals to reduce residential densities further in the Plan Update would likely lower the future growth rate closer to zero. Uptown is a job center where we should allow market rate housing that can pencil out, where we should allow people to live close to jobs in the medical complex, and close enough to walk or bike to neighborhood businesses. Pushing housing out of the area would create more commuter traffic and be contrary to the City's Climate Action Plan which calls for more housing in "Transit Priority Areas" within one-half mile of major transit stops. Instead this Draft Plan proposes limiting the growth of housing within one-half mile of major transit stops in Uptown.</p> <p>Some of the changes that we've seen in Uptown since the current community plan took effect in 1989 have made the community better. Projects like the Vibra Hospital and Village Hillcrest Shopping Complex on 5th Ave. have added jobs, stores, restaurants, and much needed public parking in the core of Hillcrest. We've also added housing near our village centers and public transit. There is no reason to stop making changes that have worked.</p> <p>But because current city regulations for Uptown have resulted in little actual growth, proposals to reduce the amount of new housing and jobs near our village centers would likely lower the future annual growth rate closer to zero. We actually need to increase the amount of new housing near jobs, public transit, and stores; for the sake of the environment and to lower the cost of housing. More people living close enough to walk or bike to stores, restaurants and work, would mean less traffic and therefore less greenhouse gases.</p> | <p>C30-10 Though single- and multi-family residences would be reduced at build-out of the proposed CPU compared to build-out of the adopted Community Plan at year 2035, the proposed Uptown CPU is not proposed to reduce or inhibit population growth in the community. Compared to existing land uses, while build-out of the proposed Uptown CPU would result in a reduced number of single-family residences, it would increase the number of multi-family residences located in proximity to transit. Increased commercial uses along transit and pedestrian corridors would also result compared to both existing conditions and build-out of the adopted Community Plan. Development in the Uptown community would generally occur as infill projects, focusing on vacant or under-utilized parcels, along major transportation corridors.</p> <p>As discussed in response to comment C30-2, the reduction in densities in some locations is not intended to reduce population growth. Rather, the residential density distribution included in the proposed Uptown CPU is consistent with the goals of the General Plan's City of Villages Strategy and the CAP by promoting a mix of uses and higher residential densities in close proximity to transit and pedestrian corridors.</p> |
| <p>C30-11 General Plan goals may say that we want infill development, but if Land Use regulations require that new development be built at existing densities, or in the case of Uptown, at lower densities yet, infill won't pencil out; and new development will continue to be in the suburbs.</p> <p style="text-align: center;">4</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>C30-11 Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| <p><b><u>Mission Hills</u></b></p> <p>C30-12 One area where the 1988 Plan has apparently created a problem is in the residential areas on Reynard Way that would be reduced in density. While six projects were built along that street in the ten years before density was reduced in 1988, nothing has been built there in the 24 years since. The current allowed density level and building heights are too low to make it economically feasible to redevelop old apartment buildings along that street. Reducing the level further would simply compound the problem. The City actually needs to raise the allowed density and building heights to make it worthwhile to build the hillside retaining walls that are now required for any new construction on many Reynard Way lots. Failure to do so will result in these older buildings continuing to decline.</p> <p>C30-13 Density reductions in multi-family areas remove an incentive to redevelop older, unattractive apartment buildings. Reduction in residential density especially along Reynard (which is a public transit route) would diminish opportunities to revitalize this portion of Mission Hills.</p> <p>C30-14 Bus Route 83 runs right down Reynard Way to downtown in one direction and the Hospital complex in the other direction, with a number of stops along the street. Residents can get to work in 10 minutes no matter which direction they go. This is a perfect place to put new housing. The only problem with Route 83 is that it only runs once an hour. Over 10 years ago it ran every 20 minutes, but the frequency was cut because there weren't enough customers to warrant more frequent after service after densities after the 1988 plan reduced population growth in Mission Hills to essentially zero.</p> <p>C30-15 Another place where proposals to downzone properties will be particularly damaging is on the south side of University Ave. between Eagle and Ibis St. The properties on this heavily traveled street would be rezoned from the already too low "duplex", to "single family". University is used by commuters as a freeway bypass to avoid Hwy 8. This is not the place to require single family housing.</p> <p>The "duplex" zoned housing around the higher density Village Center of Mission Hills should be maintained as a transition between the downtown area and the single family zoned areas further out.</p> <p><b><u>Uptown</u></b></p> <p>C30-16 The proposed down-zoning of Uptown is an effort to prevent normal population growth. It is contrary to good city planning principles, contrary to the City of San Diego's City of Villages Master Plan and planning policy, and contrary to state law.</p> | <p>C30-12 Comment noted. The comment does not raise an issue with regard to the adequacy of the PIER. See response C30-12.</p> <p>C30-13 Multi-family residential densities along Reynard Way, a noted transit route, would not be reduced under the proposed Uptown CPU. As shown on Figure 3-4, Proposed Uptown Land Use – South, of the PEIR, Reynard Way between Sutter Street and Curlew Street would be surrounded by Residential – Medium High (30-44 dwelling units per acre [du/ac]) land uses. Figure 2-4, Land Uses under Adopted Community Plan – Uptown, of the PEIR shows that the same area is designated as Medium High Density Residential (29-44 du/ac). Other land uses along Reynard Way in the proposed Uptown CPU include Neighborhood Commercial (which allows 0-44 du/ac), Residential – Medium (16-29 du/ac), and some Residential – Low (5-9 du/ac). These uses would not result in lower densities compared to build-out of the adopted Community Plan as shown on Figure 2-4.</p> <p>C30-14 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C30-15 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C30-16 See response to comment C30-2 and C30-9.</p> |
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| <p>C30-17 The proposed down-zoning of Uptown will lower the property values for over 1,000 property owners and will therefore also lower the future property tax income for the City of San Diego. No planned growth means no developer impact fees to spend in Uptown and no need for the city to spend money on upgrading Uptown facilities. If the population is supposed to go somewhere else, then money for upgrading community facilities should go somewhere else too.</p>                                                                                                                                                                                                                                                                                         | <p>C30-17 Comment noted. This comment does not suggest an inadequacy in the PEIR. See response to comment C30-10. Build-out of the proposed Uptown CPU would allow for an increase in Uptown's population and would not inhibit development in the community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>C30-18 What is particularly inexplicable is the proposal to down-zone many streets and neighborhoods beyond the average existing densities, making the majority of buildings on many streets non-conforming.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C30-18 Comment noted. This comment does not suggest an inadequacy in the PEIR. See response to comment C30-2 regarding the pattern of residential densities proposed in the CPU.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>C30-19 No one is proposing that we limit of jobs or commercial businesses in Uptown, all the City Planning Department is proposing is that new employees and future customers not be allowed to live close by, that they have a to drive into the neighborhood, adding more traffic to our major streets. We actually need to add more housing close to jobs to lessen future traffic, especially housing close to the hospital complex, so that more people can walk to work.</p>                                                                                                                                                                                                                                                                                      | <p>C30-19 Comment noted. This comment does not suggest an inadequacy in the PEIR. See response to comment C30-2 regarding the pattern of residential densities and other land uses proposed in the CPU.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C30-20 Limiting the supply of housing close to public transit, jobs and stores in Uptown is not good for the environment or the poor. There will be more traffic, pollution, and parking problems if more people have to drive long distances to jobs in Uptown, rather than walk to work or a restaurant. Limiting housing supply will, over time, push people with less money and those on fixed incomes out of the community.</p>                                                                                                                                                                                                                                                                                                                                    | <p>C30-20 Comment noted. See response to comment C30-2 regarding the pattern of residential densities and other land uses proposed in the CPU. This density distribution is intended to reduce traffic, pollution, and parking problems by encouraging transit and pedestrian travel through the location of higher densities and commercial uses along transit corridors.</p>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b><u>Mobility Element</u></b></p> <p>C30-21 The City's Climate Action Plan assumes that each Community will do its part to reduce greenhouse gas emissions, by increasing the amount of housing within one-half mile of public transit. Public transit needs customers, which means people need to live, work and/or shop near enough to transit stops to use it. Public transit also needs to be convenient enough to use. Increasing rather than decreasing the amount of housing and jobs within one-half mile of a major public transit stop, as the CAP proposes, would increase transit use. This is another reason that densities should be increased rather than decreased. Reducing densities will mean fewer customers to support public transportation.</p> | <p>The City General Plan states that the City of Villages emphasis on transit-oriented development, among other City of Villages and citywide strategies, is consistent with environmental justice goals. The proposed CPU is intended to implement the City of Villages strategy, and furthers the goals specified under Section I, Environmental Justice, of the General Plan's Land Use and Community Planning Element by providing a combination of land uses that improve mobility, emphasize the existing diversity of the community, and support future growth and prosperity in the plan area. In addition, Policy LU-2.3 of the proposed Uptown CPU addresses the development of adequate housing for those with special needs such as those with low income.</p> |
| <p>C30-22 If the new Community Plan intends future growth in population to be primarily outside of the Uptown district, emphasis should be placed on the mode of transportation that those commuting in from outside of the district use the most, the automobile. The mobility element needs to look for ways to accommodate the planned increase in automobile traffic in Uptown. Sufficient public parking should be provided to meet increased future needs.</p>                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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|  | <p>C30-21 See response to comment C30-2 regarding the pattern of residential densities and other land uses proposed in the CPU as a method to implement the General Plan's City of Villages Strategy and the CAP. In addition, the Mobility Element of the proposed Uptown CPU includes numerous policies (Policies MO-1.1 through MO-3.12) aimed at strengthening the Uptown community's pedestrian, bicycle, and transit facilities and service.</p> <p>C30-22 Policies MO-4.1 through MO-6.4 of the proposed CPU's Mobility Element address the need for a safe and efficient street and freeway system within the Uptown community and between neighboring communities. Additionally, Policies MO-7.1 through MO-7.21 address parking management strategies specific to the community's needs.</p> |
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| C30-23 | <p><b><u>Sustainable Design Strategy</u></b></p> <p>The Sustainable Design Strategy should recommend that older energy inefficient housing near “Village Centers” and transportation corridors be replaced with energy efficient multifamily housing. Just as older cars that get low mileage are bad for the environment, older buildings with little or no insulation and single pane windows are bad for the environment. Just as new cars are designed to use less gasoline, newer buildings are designed to use energy and produce less greenhouse gas.</p>                                                                                                                                                                                                     | <p>C30-23 Comment noted. The proposed Uptown CPU contains several policies in its Conservation Element that address sustainable development in the community. However, the policies do not address existing buildings with regarding to energy efficiency as the CPU would guide future development and redevelopment rather than existing structures. The City’s CAP does include measures to address energy efficiency of existing homes.</p> |
| C30-24 | <p>The City’s <i>Climate Action Plan</i> and the United States Environmental Protection Agency (EPA) Smart Growth recommendations, such as those on <i>Location Efficiency and Housing Type</i>, should be used to reduce the impact of development on Global Climate Change by planning for energy efficient multifamily housing near public transit. The EPA states that, “How and where we construct our communities has an enormous effect on our energy consumption. Buildings and transportation together account for about 70 percent of energy use in the U.S. and are responsible for 62% of U.S. Greenhouse gas emissions.”<br/> <a href="http://www.epa.gov/dced/location_efficiency_BTU.htm">http://www.epa.gov/dced/location_efficiency_BTU.htm</a></p> | <p>C30-24 Comment noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                    |
| C30-25 | <p><b><u>Building Heights</u></b></p> <p>The City of San Diego should not reduce building heights below what they were before the Interim Height ordinances. Reducing heights is another way of reducing densities and encouraging sprawl. Density is better for the environment. Uptown already has tall buildings, more of the same would fit in esthetically with what already exists. Because Uptown is on a high mesa, the views can be delightful. It makes sense to build something tall here. Taller buildings, like the ones in downtown, can be more affordable per unit.</p>                                                                                                                                                                              | <p>C30-25 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                           |
| C30-26 | <p>The Vibra Hospital and Village Hillcrest Shopping Complex on 5th Ave., is a good example of why we need flexibility in building heights. The Vibra Hospital is tall like the Mercy Hospital across the street, while the stores on 5th are at a lower scale appropriate to 5th Ave., and under it all is public parking that benefits the whole area. The complex also includes a public open space, restaurants, a movie theater, and recreation, (i.e. a gym). That’s a lot of infrastructure added to the community.</p>                                                                                                                                                                                                                                       | <p>C30-26 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                           |
| C30-27 | <p>Without the tall hospital, we would have had fewer jobs and customers in Uptown, and the public parking garage would not have penciled out. We need flexibility in building heights in Uptown to make everything work for the benefit of the community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>C30-27 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                           |

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| <p><b><u>Public Facilities, Services &amp; Safety Element</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>C30-28 The City has said that future population growth can be shifted from Uptown to Downtown and Mission Valley where there are, presumably, sufficient public facilities like parks and libraries. When we consider public facilities, we should consider all facilities that serve the public.</p>                                                                                                                                                                                                                                                                                                                         | <p>C30-28 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>C30-29 There are a large number of underutilized public facilities in Uptown and Mission Hills. Our local businesses, restaurants, religious institutions, and bus system don't have enough customers; they could use more. If we do need to upgrade or repair any infrastructure, it's cheaper to repair and expand what we have than to build everything brand new in a suburb 50 miles away.</p>                                                                                                                                                                                                                           | <p>C30-29 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>C30-30 Saying that we can't allow housing to grow because of a "lack of infrastructure", is just an excuse to prevent growth. There may have been a problem with facilities in the 1980s, but the City has been steadily replacing water and sewer lines in Uptown for years.</p>                                                                                                                                                                                                                                                                                                                                             | <p>C30-30 Comment noted. This comment does not suggest an inadequacy in the PEIR. As future development is proposed within the Uptown CPU area, individual projects would be subject to applicable Development Impact Fees for public facilities financing in accordance with Municipal Code Section 142.0640. In addition, the proposed Uptown CPU Public Facilities, Services, and Safety Element includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing include public facilities and services prioritization as well as fire-rescue, police, wastewater, storm water infrastructure, waste management and recycling, libraries, schools, public utilities, and healthcare services and facilities, all included within the proposed Uptown CPU.</p> |
| <p>C30-31 All new projects pay DIF fees toward infrastructure and facilities improvements. Most of the money for the new Lewis Street pocket park in Mission Hills came from the One Mission project (Paseo de Mission Hills). If we say that new projects and population should go somewhere else, than DIF money and new parks should go somewhere else too.</p>                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><b><u>Potential Historic Districts</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>C30-32 The City of San Diego is proposing putting 26 Potential Historic Districts (PHDs) in the Community Plans for Uptown, North Park, and Golden Hill. These would not be actual legal historic districts, only "potential" districts. The City would then apply supplemental regulations to them that would create de facto historic districts; without first doing the research necessary to establish whether an area actually meets city standards for a historic district, or allowing property owners to vote on whether or not they want to be in a historic district and subject to the additional regulations.</p> | <p>C30-31 Comment noted. See response to comment 30-30.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C30-33 The City historic staff says that if they don't apply restrictions now, before they do the necessary studies, some property owners might chose to make changes to their property that could preclude them from being a "contributing property" to a possible future historic district. The result could be that some of the PHDs might no longer have the minimum 50% contributing properties needed for a future historic district.</p>                                                                                                                                                                               | <p>C30-32 Comment noted. The Historical Resources Survey identified 19 new potential historic districts and the community identified four potential historic districts that were determined to meet the National Register standards for determining district boundaries and that appear to meet at least one of the City's local designation criteria for historical sites. Refer to Appendix G-2, Historical Resources Survey Report, for the results of the research conducted on these districts. The amended Historical Resources Regulations are intended to provide supplemental development regulations for the potential historic districts until they are</p>                                                                                                                                                                                                                                     |
| <p>C30-34 The reality is, of the 26 PHDs encompassing over 3,300 properties; only 2, with about 62 properties combined, are close to tipping from plus 50% to negative 50%. Those two PHDs have about 62 properties total and are not in Uptown. Why should the owners of over 3,300 properties be encumbered because the City historic staff is worried that they might not be able to someday get control of 62 properties in North Park?</p>                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>8</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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|  | <p>C30-32 (cont.)<br/>         formally evaluated and designated. These supplemental development regulations would address how and where modifications can be made on residential properties identified as potentially contributing to specified Potential Historic Districts. Without these amended regulations, future development has the potential to substantially degrade or destroy resources potentially contributing to a potential historic district, which would result in significant and irreversible impacts. Should a potential historic district or potentially contributing property be evaluated and found ineligible, the protections would not apply.</p> <p>C30-33 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C30-34 Comment noted. This comment does not suggest an inadequacy in the PEIR. See response to comment C30-32.</p> |
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| C30-35 | <p>The City does not need to put PHDs in the community plan and apply restrictions to over 3,300 properties; they have time to wait and do things the normal way. But if meanwhile, a property owner did make changes that a preservationist would not approve of, that means that they are voting to not be in a future historic district. They should have the freedom to make that choice.</p>                                                                                                                                                                                                                                                          | C30-35 | <p>Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> |
| C30-36 | <p>There would be <u>no financial benefit</u> to being in a PHD. Because they would not be actual historic districts, properties would not qualify for Mills Act tax subsidies to compensate for the additional restrictions; owners couldn't even put up a plaque. But because of the supplemental PHD regulations, PHDs would still have all of the financial <u>disadvantages</u> of being in a real historic district.</p>                                                                                                                                                                                                                             | C30-36 | <p>Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> |
| C30-37 | <p>The proposed restrictions on properties in the PHDs would likely lower their value. Because there would be less owners could do to upgrade them to keep them functional, fewer people would want to buy them. Owners would be required to tell potential buyers that the property was in a PHD and subject to supplemental regulations.</p>                                                                                                                                                                                                                                                                                                             | C30-37 | <p>Comment noted. See response to comment C30-32.</p>                          |
| C30-38 | <p>The regulations would also add to the cost of getting a building permit. City staff would decide, based on an unofficial preliminary survey, whether or not owners would be required to give them an historic report on their property that would cost thousands of dollars. Staff would then use that report to decide if the regulations that they wrote would apply to a property and how they would apply. If an owner did not agree with staff's decision, they would have additional costs to hire experts and lawyers and appeal what the city staff decided.</p>                                                                                | C30-38 | <p>Comment noted. See response to comment C30-32.</p>                          |
| C30-39 | <p>Experts have estimated that it could take over 20 years before necessary historic studies could be done on all of the 26 PHDs and it could be determined whether or not the areas would actually qualify as historic districts. Only then would property owners be allowed to vote on whether they actually want their property to be in a historic district and subject to restrictions.</p>                                                                                                                                                                                                                                                           | C30-39 | <p>Comment noted. See response to comment C30-32.</p>                          |
| C30-40 | <p>Many people like to live in old houses that have been upgraded with modern amenities to meet modern needs, but few people want to live in museums. That's why the <u>majority</u> of property owners in Uptown, North Park, and Golden Hills who have done major remodels or built new houses over the years, did not choose to do them in a way that would be allowed by the PHD regulations. This is precisely why the City historic staff wants to put PHDs in the Community Plans and apply regulations without allowing owners to vote. They know that the majority of owners would not do things their way if they had the freedom to choose.</p> | C30-40 | <p>Comment noted. See response to comment C30-32.</p>                          |
| C30-41 | <p>Most people are against forcing historic designation on others against their will. The City should be against it too. They should not put PHDs in the Community Plans and apply supplemental regulations to them that would create de facto historic districts. The financial damage they would do to the owners of thousands of properties far outweigh any possible reason to put them in the Plans.</p>                                                                                                                                                                                                                                              | C30-41 | <p>Comment noted. See response to comment C30-32.</p>                          |

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| C30-42 | <p>The PHDs would also mean lowered property values, less tax revenue for the City, less economic activity, less new construction, and more money spent on Mills Act tax subsidies which lose money for the city, despite what some people might wish.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                         | C30-42 | Comment noted. See response to comment C30-32.                                                          |
|        | <p><b><u>Potential Historic District Statistics</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |        |                                                                                                         |
| C30-43 | <p>There are 26 total Potential Districts in the Uptown, Greater North Park, and Greater Golden Hill Community Plans, with approximately 3319 total structures, of which a total of 1807 are potentially contributing, and a total of 870 are “unknowns” that haven’t been studied yet. If the 2677 potential contributing properties plus “unknowns” all got Mills Act contracts, at a typical \$10,000 yearly subsidy, it would cost taxpayers throughout the state \$26,770,000 a year.</p>                                                                                                                                                                                                                     | C30-43 | Comment noted. See response to comment C30-32. This comment does not suggest an inadequacy in the PEIR. |
| C30-44 | <p>The cost to the City of doing the historic studies on the Potential Historic Districts will be substantial. Since the largest proposed district has 458 properties, while the smallest has 11, we can assume that the cost will vary. City staff estimates have varied from \$80,000 to \$170,000 each. If it costs \$80,000 to do the historic studies of each potential district, times 26 potential districts, the cost would be \$2,080,000. If it costs \$170,000 to do the historic studies of each potential district, times 26 potential districts, the cost would be \$4,420,000.</p>                                                                                                                  | C30-44 | Comment noted. This comment does not suggest an inadequacy in the PEIR.                                 |
| C30-45 | <p>If the 3319 properties in the Potential Historic Districts are worth a minimum of \$500,000 each, the value of the properties negatively affected by these regulations would be a minimum of \$1,659,500,000.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | C30-45 | Comment noted. This comment does not suggest an inadequacy in the PEIR.                                 |
|        | <p><b><u>Economics of Historic Preservation</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |        |                                                                                                         |
| C30-46 | <p>While everyone likes the idea of “historic preservation”; the problem is most people don’t like it enough to spend money on it, which is why historic preservation is rarely sustainable financially. The overwhelming majority of historic museums throughout the United States don’t have enough customers to pay the bills. That’s why they are always asking for donations, for volunteers, and for taxpayer money. The likelihood of losing money is also why it is difficult to impossible to give away an old building that needs to be moved to another site, like the Henry B. Jones Residence located on the grounds of Scripps Mercy Hospital. The land is what has value, not the old building.</p> | C30-46 | Comment noted. This comment does not suggest an inadequacy in the PEIR.                                 |
| C30-47 | <p>When the City forces historic designation on a building it lowers the value of the land, because it limits what can be done with the property. Few owners would voluntarily put historic designation on their property in San Diego if they weren’t bribed with a large Mills Act tax subsidy. Only 5 to 6 properties came before the Historic Review Board annually before Mills Act subsidies became a popular option. The City, County, and State of California all lose money on these subsidies, and on Historic Districts.</p>                                                                                                                                                                            | C30-47 | Comment noted. This comment does not suggest an inadequacy in the PEIR.                                 |

LETTER

RESPONSE

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| <p>C30-48 Second point; The City does not get any value in exchange for these large tax subsidies for high income housing. The average person walking or driving through Mission Hills or any other part of Uptown can't tell which houses have historic designation or are part of a Historic District unless they see a plaque. It all looks the same. The Tax subsidies do not make any difference. Most people with million dollar houses take care of their properties; they don't need tax subsidies for maintenance. It is questionable whether anyone who can afford to own a house should be subsidized by the City, when the City can't afford to give subsidies to all of the low income residents who need help.</p> | <p>C30-48 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>C30-49 Third point; historic preservationists and property owners have different goals. Preservationists want to turn buildings into museums that reflect a "historically significant period", or person, which they can use to illustrate a story. (Note it is not necessary that the story be accurate, only that someone will pay to hear it; hence the prevalence of Ghost Tours.)</p>                                                                                                                                                                                                                                                                                                                                    | <p>C30-49 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>C30-50 While preservationist want drafty single pane windows left in place as part of a museum display, homeowners want homes that are comfortable and functional for their families. They might want to replace drafty windows with energy effect double pane windows, add a dishwasher, a second bathroom, a third bedroom, or a bigger closet. Changing and adapting buildings to meet new needs is what people have done throughout history. While pretending that a building is "historic" and has never changed, (hide that dishwasher), may be fashionable among preservationists; a building that changes over time to meet new needs is actually more accurate historically.</p>                                     | <p>C30-50 Comment noted. This comment does not suggest an inadequacy in the PEIR. Note that window replacements within the original openings of historic buildings are exempt from requiring a building permit. In addition, development that does not comply with the supplemental development regulations would be possible with issuance of a Neighborhood Development Permit with deviation findings and mitigation.</p>                                                                                                                                                                                                                                                                                                     |
| <p>C30-51 Fourth Point; old buildings are bad for the environment, because they need more energy to heat and cool than would an equivalent sized new house that meets modern Title 24 energy requirements. The environmental review should estimate the environmental damage caused by the high percentage of energy inefficient old structures in the Plan Update communities and question all proposals to discourage or prevent property owners from replacing or remodeling them.</p>                                                                                                                                                                                                                                        | <p>C30-51 A historic building designation would not necessarily prevent a property owner from making the energy efficiency retrofits that owners of non-eligible older buildings are able to make. As noted in response to comment C30-50, window replacements within the original openings of historic buildings do not require a building permit, and are therefore not subject to the new supplemental development regulations. In addition, development that deviates from the Historical Resources Regulations would not be prohibited, but would require a Neighborhood Development Permit, which would include reasonably feasible measures to protect and preserve the integrity of the potential historic district.</p> |
| <p>C30-52 Last point; there would be no need to have historic districts if owners actually wanted to live in museum houses. The City is proposing to put "Potential Historic Districts" in the Community Plan precisely because they know that the majority of owners don't want to live in historic districts.</p>                                                                                                                                                                                                                                                                                                                                                                                                              | <p>C30-52 The City must adhere to the federal, state, and local laws and regulations pertaining to the protection historic resources described to Section 5.7, Historical Resources, of the PEIR. In addition, Section 5024.1(g) of the Public Resources Code states that even a resource that is not listed in, or determined eligible for listing in, the California Register, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA. The</p>                                                                                                                                                                           |
| <p>C30-53 When property owners extensively remodel, rebuild, or replace old buildings with something more energy efficient, their properties increase in value, they raise the value of nearby houses, and pay more in property taxes. Preventing owners from rebuilding or replacing energy inefficient blighted houses is bad for the environment, bad for neighborhood character, bad for the local economy, bad for workers, bad for property values, and bad for the City's tax base.</p>                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

LETTER

RESPONSE

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|  | <p>C30-52 (cont.)<br/>City is proposing to implement supplemental development regulations for potential historic districts as part of the CPU in order to protect these potential historic resources.</p> <p>C30-53 Comment noted. See response C30-51.</p> |
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LETTER

RESPONSE

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| <p>C30-54 The City's <i>Climate Action Plan</i> stresses the need to update buildings to be more energy efficient. Historic preservation is contrary to that, therefore Potential Historic Districts should not be included in this Community Plan nor in any other Community Plan.</p>                                                                                                                                                                                                                         | <p>C30-54 Comment noted. See response C30-51.</p>                                                                                                                                                                                                                                                        |
| <p><b><u>Conclusion</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                          |
| <p>C30-55 The City of San Diego should not lower existing residential densities to keep new people from moving into Uptown. It would be discrimination based on social class and/or age. The City of San Diego should not support discrimination.</p>                                                                                                                                                                                                                                                           | <p>C30-55 Comment noted. See response to comment C30-20.</p>                                                                                                                                                                                                                                             |
| <p>C30-56 Many areas in Uptown should actually have their allowed residential densities increased near community centers and public transit lines to meet present and future community needs. Urban areas like Uptown are where we should allow market rate housing that can pencil out, where we should allow people to live close to jobs in the Medical Complex, and close enough to walk or bike to neighborhood businesses. We do not need more commuter traffic.</p>                                      | <p>C30-56 Comment noted. See response to comment C30-2.</p>                                                                                                                                                                                                                                              |
| <p>C30-57 Instead of trying to keep new people from moving to Uptown, the City should allow Uptown to share responsibility to provide housing that accommodates normal growth and shifts in population with other communities.</p>                                                                                                                                                                                                                                                                              | <p>C30-57 Comment noted. See responses to comments C30-9 and C30-10.</p>                                                                                                                                                                                                                                 |
| <p>C30-58 Using City laws and regulations to keep new people from moving into the neighborhood by preventing the supply of housing from keeping up with the demand for housing may be good for some people's definition of upper middle class "neighborhood character", but it is bad for the environment, bad for traffic, and just plain wrong. We need to allow middle class people who work and shop in Uptown to live here too. Telling them to drive in from somewhere else just makes traffic worse.</p> | <p>C30-58 Comment noted. See responses to comments C30-9 and C30-10.</p>                                                                                                                                                                                                                                 |
| <p>C30-59 As we learned in Economics class, the cost of housing, like any other commodity, is a matter of supply and demand. When cities pass laws to prevent the construction of more middle class multifamily housing, it not only pushes young families out of the area, it makes the cost of renting or buying housing more expensive everyone in San Diego County. That means more of our money goes to housing costs and less is left for the rest of our life.</p>                                       | <p>C30-59 Comment noted. See responses to comments C30-2, C30-9, and C30-10.</p>                                                                                                                                                                                                                         |
| <p>C30-60 We can have both nice neighborhoods and new neighbors. There is plenty of room for new apartments and condos in San Diego within walking distance of public transit, jobs, and local restaurants; if only we allow it.</p>                                                                                                                                                                                                                                                                            | <p>C30-60 Comment noted.</p>                                                                                                                                                                                                                                                                             |
| <p><b><u>Questions on PEIR:</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                          |
| <p>C30-61 Can the City of San Diego legally "Preserve the neighborhood character" of Uptown by preventing the construction of market rate middle class housing?</p>                                                                                                                                                                                                                                                                                                                                             | <p>C30-61 While the City aims to preserve the neighborhood character of Uptown through the proposed CPU, it would not prevent construction of market rate, middle-class housing. The proposed Uptown CPU includes policies that address both the needs of neighborhood character and housing demand.</p> |

Letter C31

Comments on Mobility element of Uptown Community Plan Update

**Streets**

- C31-1 The obvious and most effective mitigation is not included in the current draft: make University and Robinson a one-way pair through the core of Hillcrest. Here's how it might work:
- C31-2 **Convert Robinson Avenue to one-way eastbound traffic from Front Street to 5<sup>th</sup> Avenue.**
  - Reverse the stop signs at Front and Robinson so that traffic proceeding south(east) on Front will have right-of-way when turning left onto Robinson.
  - Redirect the #10 bus eastbound to Albatross-University-Front-Robinson.
  - Redirect the #11 bus eastbound to turn right at Robinson instead of University.
  - Remove the bus stop at the northeast corner of 1<sup>st</sup> & Robinson and replace with one on Robinson just east of 1<sup>st</sup> Avenue.
  - Create a bus stop at 4<sup>th</sup> and Robinson.
  - Route the #10 and #11 buses to turn left at 5<sup>th</sup> Avenue, stop at the current stop for the #1 and #120 buses at 5<sup>th</sup> and University, and turn right on University and continue with their current routes.
- C31-3 **Convert University Avenue to one-way westbound service between 5<sup>th</sup> Avenue and Front Street.**
  - Remove the eastbound bus stops at 3<sup>rd</sup> and University and 5<sup>th</sup> and University.
  - Westbound #10 and #11 bus service will continue on current routes and stops.
  - Recovered street real estate can be made available for bicycle and or parking enhancements as needed.

By diverting some of University Avenue traffic to Robinson, you accomplish the following:

  - One-way streets provide real estate to make left and right turns free of conflicting oncoming traffic.
  - Pedestrian safety enhanced by knowing which way to look for oncoming cars.
  - Enhanced commercial value of properties fronting on Robinson.
- C31-4 **Reconsider mitigation on 1<sup>st</sup> Avenue between Washington and Laurel.**

The street is not wide enough for a continuous two-way left turn lane. Creating three narrow lanes will make it impossible for cars to pass bicycles without lane violation and maintain the 3 foot separation now mandated.

- C31-1 Comment noted. Refer to the following responses addressing the suitability of the suggested mitigation.
- C31-2 This comment suggests how Robinson Avenue could be converted to a one-way eastbound street to mitigate traffic impacts. However, the suggestion is not accompanied by any specific studies or justification as to how it would address an impact. Any recommended operational improvement projects would require analysis at a project level. A transportation technical study would need to be conducted for review and approval by Development Services Department and Transportation and Storm Water Department.
- C31-3 This comment suggests how University Avenue could be converted to a one-way westbound street to mitigate traffic impacts. However, the suggestion is not accompanied by any specific studies or justification as to how it would address an impact. Any recommended operational improvement projects would require analysis at a project level. A transportation technical study would need to be conducted for review and approval by Development Services Department and Transportation and Storm Water Department.
- C31-4 As proposed, the Uptown CPU is not recommending the implementation of a continuous left turn lane along First Avenue between Laurel Street and Washington Street because it would increase pedestrian crossing distance and impact sidewalks which would conflict with the proposed Uptown CPU pedestrian oriented policies that support a pedestrian scale environment and enhanced pedestrian amenities. Additionally, it would conflict with Mobility Element Policy MO-7.13 that supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Additionally, the proposed bicycle network recommends a Class III bike route along the entire length of First Avenue within the community planning area. A Class III bike route is located on shared roadways that accommodate vehicles and bicycles in the same travel lane.

LETTER

RESPONSE

C31-5

**Parking**

Eliminate the time limit on parking meters. Require drivers to check in and check out when they arrive and leave. Instead of making overtime an infraction, charge users for the difference between check-in and check-out time. In order to promote turnover, increase the rate after an initial period so that a person who parks at a meter all day will pay more than s/he would at the nearest commercial off-street facility.

- This will eliminate the unnecessary shaming that parking violations cause, and if a luncheon or a medical appointment runs a bit overtime, it will not invoke draconian penalties.
- This will also reduce the need for parking enforcement personnel.
- It offers a potentially more fair treatment of disabled and non-disabled use of metered spaces. Disabled and non-disabled vehicles could pay the same rate for time up to the base period and either be allowed to stay for the day or be charged the base rate for overtime, whichever is considered the more equitable.

C31-5

Comment noted. This comment does not identify an inadequacy in the PEIR; therefore, a detailed response is not required. All comments will be considered during the decision-making process.

Letter C32

August 8, 2016

Kurtis Steinert  
Senior Environmental Planner  
City of San Diego Planning Department  
1010 Second Avenue, MS 413  
San Diego, CA 92101

Subject: Comments of Draft Program Environmental Impact Report for  
PROJECT NAME: Uptown Community Plan Update  
PROJECT NO. 21002568 / SCH No. Pending

Dear City Staff and Decision Makers:

C32-1 We have reviewed the Draft Program Environmental Impact Report for the Uptown Community Plan Update (UCPU) dated June 10, 2016 ("PEIR") and submit the following comments:

**COMMENTS ON EXECUTIVE SUMMARY**

C32-2 **Section 5.3: Areas of Controversy**

The PEIR states that there are no clear-cut areas of controversy. This is false. The following land use recommendations for University Heights were approved by Uptown Planners on June 7, 2016:

- 1. Change the zoning for the San Diego Unified School District site and the multi-family residential areas between Park, Maryland, Adams and Tyler from RM-2-5 to RM-1-3 to reflect current zoning (MCCPD-MR1500) and to provide for a height limit of 30 feet that is compatible with the pattern of the existing neighborhoods.
- 2. Change the zoning for the small parcel located at the northwest corner of Park Blvd. and El Cajon Blvd. from CC-3-5 to CN 1-3 that is compatible with the pattern of the existing neighborhoods.

C32-3 In a letter to Marlon Pangilinan dated December 1, 2015, UHCA states:

"A small parcel of land along Park Blvd adjoining this larger piece of land is currently used as office space and designated "Office/Residential" allowing 4-5 du/ac. The new plan proposes 0-74 du/ac for that parcel. A vast majority of our residents want to keep the current designation for the school district property and amend the smaller property to a 0-29 du/ac designation."

This record of opposition to key aspects of the Uptown Community Plan Update (UCPU) should have been noted in Section 5.3.

C32-1 Comment noted. The City appreciates your participation in the public review process.

C32-2 Comment noted. General clarification regarding comments received has been added to Section 5.3, Areas of Controversy, of the Final PEIR. Regarding land use recommendation #2, the related zoning has been changed to CC-3-4 which allows the same density and height as the CN-1-3 zone, but will allow community serving uses.

C32-3 The City does not agree that the proposed zoning would result in incompatible development. As discussed in Section 6.2.3 of the PEIR under Issue 2, proposed Uptown CPU Policies specifically address development height, massing, and transitions that would guide future development to be compatible with the existing surrounding development. Refer to the proposed Uptown CPU policies UD-4.70 through UD-4.92. See also response to comment C32-2 above that addresses the referenced "smaller property."

COMMENTS ON CHAPTER 3: PROJECT DESCRIPTION

3.4.2 Land Development Code Amendments

- Section 3.4.3.2 b. *RM Zones* states that “The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities and provide for residential development that is compatible with the pattern of existing neighborhoods.” Yet, the conversion of the current Mid-City PDO MR-1500 zone to the new Citywide RM-2-5 zone, which applies to several neighborhoods in UH, allows up to 33% more in height and 145% in Floor Area Ratio, which is not compatible with the pattern of these existing neighborhoods.

COMMENTS ON CHAPTER 6: ENVIRONMENTAL ANALYSIS

Section 6.1: Land Use

C32-4 Section 6.1.3 *Impact Analysis* does not provide a “plan-to-ground” analysis as stated on page 1-5 of the PEIR. The goals and recommendations of the UCPU are concluded on page 6.1-5 of the PEIR to be “consistent with development design guidelines, other mobility and civic guidelines, and programs in accordance with the general goals stated in the General Plan” without any supporting documentation or analysis.

C32-5 Consistency with the General Plan policies in Section 6.1.3.a *City of San Diego General Plan* should include detailed analysis of issues related to General Plan policies listed in Section 5.1.1.1 on page 5-4, including that planned density of residential land uses is not completely within appropriate locations. As examples, an analysis will reveal the following:

- The UCPU is not consistent with the third listed goal for “Community plans that maintain or increase planned density of residential land uses in appropriate locations” because stakeholders have informed the City during the planning process that the density proposed for the residential areas between Park, Maryland, Adams and Tyler is not appropriate, nor is the density proposed for the small parcel located at the northwest corner of Park Blvd. and El Cajon Blvd.
- The UCPU is also not consistent with Project Objective 4 on page 3-3, which states “Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.” The RM-2-5 zoned proposed for specific areas carved out between Park, Maryland, Adams and Tyler allow for a height up to 40 feet. However, the proposed zones for the commercial corridor along Park and the east-west corridors along Madison, Meade and Monroe only allow up to 30 feet in height.

C32-4 The PEIR does present a plan-to-ground analysis. The comment suggests that the PEIR makes a conclusion about consistency with the General Plan without any supporting documentation or analysis. However, following Table 6.1-2, there are several pages of discussion of each element of the proposed Uptown CPU with discussion regarding how the relevant element and proposed policies are consistent with the General Plan. Regarding a plan-to-ground analysis, the threshold for this issue area requires an evaluation of consistency with the applicable plans in order to identify if any indirect or secondary environmental impacts could occur, but the baseline remains existing conditions. Since the proposed Uptown CPU was shown to be consistent with the General Plan, no physical environmental impacts would result related to inconsistency with the General Plan and no indirect or secondary environmental impacts would occur.

C32-5 The proposed Uptown CPU is consistent with the General Plans’ goal to maintain or increase planned density of residential land uses in appropriate locations. The CPU furthers this goal by proposing changes in densities that are intended to promote a multi-modal transportation network and meet the needs of the community. The City does not agree that the Uptown CPU is not consistent with the project objectives. The proposed Uptown CPU is also consistent with the CPU objectives to preserve neighborhood character as discussed in response to comment C32-6.

C32-6 Section 6.2: Visual Effects and Neighborhood Character

Section 6.2.3 *Impact Analysis, Issue 2 Neighborhood Character*, lacks a meaningful analysis of the impacts of the Citywide rezoning on existing neighborhood character. These aspects of the UCPU will indeed result in a "substantial alteration (e.g. bulk, scale, materials or style)" to the existing character of University Heights, and the resulting significant impacts must be disclosed to decision makers and stakeholders. As examples, an analysis will reveal the following:

- On page 6.2-4 *Neighborhood Character*, the PEIR states that "The proposed Urban Design Element of the proposed Uptown CPU would also provide policies addressing commercial and mixed-use development, and residential in-fill development. Implementation of these policies would provide specific policy support to ensure that the bulk and scale of development is not out of character with the existing environment. However, structures built to the allowable height of 40 feet and a Floor Area Ratio of 1.35 in an area of historic-age single-family homes and two-story apartment complexes would by definition result in a substantial change in bulk and scale to the existing character. This is a significant impact no amount of setbacks or design features can avoid.
- On page 6.2-7, the PEIR offers as rationale for non-significance "since the CPU areas are already urbanized and include existing development of the type that would be further developed under the CPUs. Future development in accordance with the CPU areas is likely to take place on infill sites in previously developed locations. Each proposed CPU (Golden Hill, North Park, and Uptown) contains policies to ensure that any new development is consistent with the existing character and protects public views. The proposed policies address consistency in setbacks, height and bulk, landscaping, design, historic character, and natural features such as canyons and hillsides."

While it is true that much of the UCPU area is already developed, the residential buildings typically do not exceed two stories in height and many are of historic age, so they reflect consistent low-rise scale, are made of historic materials such as stucco and irreplaceable types of wood, and are built in Craftsman or Revival styles. New development on the very few vacant sites available (what it is assumed is meant by "infill") would likely not be consistent with the historic materials, style, low-rise scale and detail of neighboring structures. This is particularly true in the residential areas of University Heights that are proposed for conversion from the MR-1500 zone to the new RM-2-5 zone, which allows another 33% in height and 145% in Floor Area Ratio. Redevelopment on occupied sites would create similar incompatibilities with the added impact of demolishing existing structures that do reflect the highly valued historic neighborhood character of University Heights. This is a significant impact.

- On page 6.2-8, Section 6.2.4.2 *Neighborhood Character*, states that "The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character, and impacts would be less than significant. No mitigation would be required." Again, the proposed RM-2-5 zone proposed for several neighborhoods in University Heights would increase the height by 33% and the Floor Area Ratio by 145%. These are significant impacts.

C32-6 This comment suggests that the analysis of impacts to Neighborhood Character is inadequate. However, the City does not agree. As discussed in Issue 2 of Section 6.2.3, Impact Analysis, all future development projects would be implemented in accordance with the City's General Plan, Land Development Code, and Zoning that applies restrictions on development to ensure it is consistent with surrounding character (e.g. Floor Area Ratios and setbacks). Additionally, all discretionary development would be subject to review against proposed CPU policies. The Urban Design Element of the proposed Uptown CPU includes policies that would direct future development in a manner that ensures the physical attributes of the community will be retained and enhanced, both relative to public spaces and streetscape and private development. More intense development would be subject to setbacks and upper-story stepbacks to address massing and compatibility where adjacent to lower height buildings. Based on these considerations and the numerous other design policies included in the proposed Uptown CPU, impacts related to substantial alterations to the existing character of the area would be less than significant. However, in response to public comments received, additional discussion was added under Issue 2 in Section 6.2.3 to further characterize the anticipated land use changes.

C32-7 See response to comment C32-6.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p>C32-8 <b>Section 6.3: Transportation and Circulation</b></p> <ul style="list-style-type: none"> <li>Table 6.3-8, <i>Buildout Summary of Roadway Segment Analysis</i>, fails to analyze how buildout will affect Maryland south of Meade and Lincoln east of Maryland. Maryland Street is used frequently as a pass-through for cars from outside the neighborhood and should have been included in the analyses.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>C32-8 Maryland Street south of Meade Avenue and Lincoln Avenue east of Maryland Street between Maryland Street and Washington Street are not classified roadways. The Community Plan Circulation Element identifies only roadways that are classified as collector or higher. Classified streets (collector or higher) serve the needs of the entire community; whereas, local streets (non-classified) serve the needs of the residents along those streets. However, Lincoln Avenue between Washington Street and Park Boulevard is a classified roadway and was analyzed and included in the study area.</p>                                                                                                                                                                                                                                          |
| <p>C32-9 <b>Section 6.7: Historical Resources</b></p> <p>Section 6.7.4 Impact Analysis of the PEIR lacks quantification and detail that should be provided under a plan-to-ground assessment. Examples of deficiencies that should be corrected in order for the PEIR to provide a good faith effort at full disclosure required by CEQA Guidelines Section 15151 are discussed below.</p> <p>The focus of the historic resources impacts analysis is on designated buildings and districts and on properties deemed eligible for individual listing. However, on page 6.7-7, the PEIR states, "The City of San Diego's CEQA Significance Determination Thresholds define a significant historic resource as one which qualifies for the California Register of Historical Resources or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code; <u>though even a resource that is not listed in, or determined eligible for listing in, the California Register, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA</u> [emphasis added]."</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C32-9 This comment makes reference to the fact that a resource not listed or determined eligible for listing may be historically significant for purposes of CEQA. The PEIR analysis is not deficient and provides an analysis appropriate for a program EIR. As future developments proceed within the Uptown CPU area, specific projects would be subject to review under the Historical Resources Regulations. Additionally, any project that requires further CEQA review would be evaluated under the provisions referenced in this comment (Section 5024.1(g) of the Public Resources Code).</p>                                                                                                                                                                                                                                                   |
| <p>C32-10 The significance determination threshold for impacts related to historical resources is stated on page 6.7-7 as: "An alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object or site." Therefore, a plan-to-ground analysis should present quantitative information about the number of historic age structures potentially affected by policies, zoning, and programs proposed by the UCPU. However, the impact analysis in Section 6.7.4 Issue 1 Historic Structures, Objects, or Sites is cursory and policy-focused, and does not quantify potential impacts from proposed zoning on community resources of historic age. Examples of specific impacts that should be analyzed and disclosed are:</p> <ul style="list-style-type: none"> <li>The San Diego Normal School/San Diego City Schools Education Complex was identified during public outreach as a potential historic district but, as such, does not qualify for the interim historic protection measures proposed by the City. The underlying zoning proposed by the City for this site is RM-2-5, which would allow up to 29 du/ac and 40 feet in height. The PEIR should analyze the impact that full build-out encouraged by this zoning would have on the multiple unique historic resources on this site.</li> <li>Similarly, there are a half dozen historic apartment houses in the 4200 block of Campus Avenue that were built in anticipation of the Panama-California Exposition in 1915. The proposed zoning for this block is RM-3-7, which allows up to 44 du/ac and 40 feet in height. The PEIR should analyze the impact that full build-out encouraged by this zoning would have on multiple unique historic resources in this block.</li> </ul> | <p>C32-10 The level of evaluation of historic resources in the PEIR is adequate for a program EIR. The PEIR considers the effect of implementing the proposed Uptown CPU and associated discretionary actions would have on historic resources at the plan level, not the project level. As future development is proposed within the Uptown CPU area, all development projects with the potential to affect historical resources—such as designated historical resources; potentially historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources, and traditional cultural properties—would be subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process.</p> |



LETTER

RESPONSE

- The Swedenborgian Church, built in 1927 by architect Louis Gill, is located at 4144 Campus Avenue and is also zoned as RM-3-7. The PEIR should analyze the impact that full build-out encouraged by this zoning would have on this unique historic resource.

Sincerely,



Kristin Harms, University Heights



William Ellig, University Heights

Distribution:

Councilmember Todd Gloria  
 University Heights Community Association  
 University Heights Development  
 Chris Ward  
 Marlon Pangilinan, City of San Diego

C32-10 (cont.)

Regarding the San Diego Normal School/San Diego City Schools Education Complex, the proposed Uptown CPU recognizes the historic potential of this site in land use policy LU-2.17 that states, "Consider the reuse of the San Diego Unified School District Education Center at Park Boulevard and Normal Street which could include medium-high residential development, the potential for mixed-use development, public space, and/or the rehabilitation and reuse of buildings such as the Teachers Training Annex." As stated above, any future development would be subject to evaluation for impacts to historical resources under the existing regulatory framework. Additionally, as indicated in the proposed Uptown CPU, the structure at 4345 Campus Avenue is currently included on the National Register of Historic Places and would be protected through this designation. All future development on existing designated historic resources and potential historic resources would be protected through the existing historical resources regulations. In addition, mitigation measures HIST-6.7-1 and HIST 6.7-2 provide a framework that would be required of all development projects with the potential to impact significant historical resources. Therefore, though specific historic resources have the potential to be impacted by future development, the City's development regulations and policies of the proposed Uptown CPU would minimize adverse impacts. A significant and unavoidable impact to historical resources was disclosed in the PEIR because at the program-level of review, the degree of future impacts and applicability, feasibility, and success of future mitigation cannot be adequately known for each specific future project.

Letter C33

**Vanessa A. Herbert**  
**3042 State Street**  
**San Diego, CA 92103**  
**(619) 249-4348**

August 2, 2016

RE: PROJECT NAME: Uptown Community Plan Update

PROJECT No. 21002568 / SCH No. Pending

COMMUNITY AREA: Uptown, District 3

Please note that the Uptown Community Plan Update has on its cover PROJECT PLAN 380611, but the notice for public comments on the Uptown Community Plan Update states to refer to PROJECT NO 2100258. The comments below refer to any Uptown Community Plan Update and the PEIR.

Dear Mr. Steinert:

Draft Uptown Community Plan Update and PEIR

C33-1 I became aware of the City's plan to update the Community Plan, which includes Middletown, in July 2015. I am not aware of any property owners within Middletown have been included in the development of the plan. When I became aware of this update to the Plan, I looked at the existing plan as well as portions of the draft Plan, which reference Middletown to be able to make comments prior to the deadline.

C33-2 In my brief review of the existing plan, I would like to understand what items in the current Plan have been accomplished or are in progress. It does not appear that any of the objectives or recommendations of the current plan have been accomplished to date, including the undergrounding of utility lines and increasing the pedestrian safety along India Street. Can you please provide a status on these items?

C33-3 While I appreciate many years and a great deal of effort have gone into this draft Plan, it also appears that not much time or consideration was given to improvements or maintenance of the Middletown neighborhood. In regards to the current plan, I would like to respectfully voice my objection to items included within the current draft of the updated plan as follows:

C33-4 **Changes to high restrictions for buildings.**

It is not clear from the draft plan what the changes in zoning are for Middletown in regards to any height limits. I am not in favor of changes that would increase the height restrictions in our neighborhood.

C33-5 **Street Tree Plan – Residential Streets**

Within the Urban Plan Table 4.3 includes a Street Tree Plan – Residential Streets. The plan and Table 4.3 appear to indicate that there is a plan to plant trees in the Middletown neighborhood along State Street from Redwood to Nutmeg. This is an unrealistic plan. The residents of Middletown enjoy a unique view of the City and Bay, which would be obstructed with the planting of trees. Currently, the City does not maintain the landscaping and property it owns in the neighborhood, specifically the property located at Columbia and Laurel or landscaping along India Street. I am not in favor of the placement of trees as outlined in the draft Plan. Landscaping in the area is needed, but this is not the solution.

C33-6 **Laurel Street Pocket Park Development**

C33-1 Comment noted. Please refer to the Staff Report for a discussion of the extensive public outreach that has been done regarding the proposed Uptown CPU. Also refer to Section 4.2, Community Outreach and Plan Development, of the PEIR. Note that the Draft PEIR is distributed for review to the public for the purpose of providing comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (Section 15204, CEQA Guidelines).

C33-2 Both the existing and proposed Uptown CPU are planning-level documents that provides goals and policies as a guide for future development of the community.

C33-3 Comment noted. Responses to specific objections referenced in this introductory comment are provided below.

C33-4 Comment noted. This comment does not suggest an inadequacy in the PEIR.

C33-5 Comment noted. This comment does not suggest an inadequacy in the PEIR. Policy CE-2.17 of the proposed Uptown CPU addresses the concern for urban tree plantings to obstruct views, as it requires landscaping near canyon landforms and open space to be designed to frame rather than screen or obstruct public views. In addition Policy UD-3.70 requires that street trees be planted with canopies sparse enough so as to not obscure views of the street from upper floor windows.

C33-6 Comment noted. This comment does not suggest an inadequacy of the PEIR.

**Vanessa A. Herbert  
3042 State Street  
San Diego, CA 92103  
(619) 249-4348**

I am in favor of the City beautifying this empty lot, however the projected cost of \$970,000 and planned concept for the property is ridiculous. The lot has been an eyesore for the 19 years I have been a resident. The property is located on a very busy corner at the entrance to the underpass of the I-5 North. A children's play and picnic area would be a complete waste of taxpayers' dollars. This lot is not a desirable place to picnic or let children play. A better plan would be for the City to sell or lease the property to build or furnishing a park in a more desirable location.

C33-7

**India Street Traffic Concerns and Strong Opposition to Proposed Plan to Remove Parking and/or Sidewalks from India Street**

For many years, the traffic has been too dense, travels too fast and is a safety concern for the residents of Middletown as they enter or exit off of India Street by car, walk across India Street to the Pedestrian bridge over I-5 or walk along the adjoining sidewalk on India Street. At various times different plans by the City of San Diego ("City") and other local agencies (e.g. San Diego Airport Authority and et al) show an elimination of parking along India Street and or a widening of India Street that would remove adjoining sidewalks and add an extra travel lane. Any adoptions of these plans will negatively impact the environment and quality of life for residents and businesses along India Street and Middletown. Accordingly, I would request the City of San Diego issue a written statement and incorporate it by reference into the draft Uptown Community Plan Project No. 380611/2100258 which states there are neither current nor will there be future plans for the removal of parking along India Street and/or sidewalks from India Street from West Palm Street to Washington Street.

The traffic on India Street between West Olive and Sassafras Streets as well as Sassafras Street between Pacific Highway and India Streets has increased significantly with the opening of the Rental Car Center (RCC). Since the RCC opened, traffic data indicates an increase of approximately 3,000 vehicles daily.

**Specific Notations and Comments regarding the Uptown Community Plan Update / Project No. 380611/2100258 / Draft PEIR, including all appendices related to India Street between West Redwood and Sassafras Streets that we object to and believe will be detrimental to the residents of Middletown**

Table 5-1 Summary of Significant Environmental Impacts notes: India Street: Sassafras Street to Redwood Street (Impact 6.3-19)

**Mitigation:** TRANS 6.3-19: India Street (Impact 6.3-19), b. Sassafras Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.

**Comment:** I strongly object to any widening of India Street and to the inference that the two-way collector status between Sassafras and Redwood will be eliminated. The two-way collector is essential to residents of Spruce (and Redwood). If eliminated, Spruce residents will be required to travel to Laurel on Kettner and return up India for access to their homes. This will unnecessarily further increase traffic on Kettner, Laurel and India Streets and add additional fuel use and emissions using the longer route.

Table 6.3-7 Build-out Summary of Intersection Analysis – Uptown #20 & 21.

**Comment:** If this analysis was done before the San Diego International Airport Rental Car Center (SDIA-RCC) was opened and would be inaccurate. The SDIA RCC has added a substantial number of cars – daily to the intersections of Sassafras Street at Kettner as well as onto India Street from the I-5 North exiting onto India and the SDIA RCC traffic exiting the SDIA-RCC using Sassafras to travel to the I-5 North on ramp.

C33-7 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

**Vanessa A. Herbert**  
**3042 State Street**  
**San Diego, CA 92103**  
**(619) 249-4348**

*The current traffic pattern has caused a significant increase traffic delays and regularly blocked intersections.*

*The Middletown Advisory Group has recommended and other Community organizations agree the SDIA-RCC traffic exiting the SDIA-RCC be directed to use the northbound Pacific Highway to Washington Street to access the I-5 north. Given the size and length of Pacific Highway to Washington Street, this would reduce congestion and traffic delays. Additionally, traffic exiting the SDIA-RCC headed south could either continue to be directed onto Sassafras to Kettner to access the I-5 south on-ramp or directed south on Pacific Highway to access the downtown area of San Diego.*

*No improvements were made to India, Sassafras or Kettner Streets when the SDIA-RCC was open and its traffic directed onto these streets. Pacific Highway (north and south bound) and Washington Streets are much better equipped to handle the additional traffic from the RCC as opposed to India Street.*

Table 6.3-8 Buildout Summary of Roadway Segment Analysis: Uptown - India Street:

*Comment: Same as above (6.3-7) but the India Street Buildout CPU figures demonstrate that adding an additional traffic lane will not solve the LOS problem and only make life much worse for local residents. Rerouting traffic from the Airport and RCC to Pacific Highway and Washington Street to access the I-5 north is the only viable, effective, and inexpensive short term solution*

Impact 6.3-19, page 6.3-38: "The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of India Street from Glenwood Drive to Redwood Street."

*Comment: I agree that the changes will have a traffic impact that is detrimental for the residents living off India from Glenwood Drive to Redwood Street and oppose any changes widening India Street. Rerouting traffic from the Airport and RCC to Pacific Highway to Washington is the only short-term solution as noted above.*

**Appendix C – Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).**

Table 13 Summary of Improvement Evaluation Uptown: This references India Street between Redwood and Sassafras Streets as "one way Collector", and removal of parking and buildings.

*Comment: I strongly object to any widening of India Street especially with such extreme damage to the neighborhood businesses, and to the inference that the two-way collector status between Sassafras and Redwood Streets will be eliminated. The two-way collector is essential to residents of Spruce and Redwood Streets. If eliminated, Spruce residents will be required to travel to Laurel Street on south Kettner Street and return north up India Street for access to their homes. This will unnecessarily further increase traffic on India Street. I recognize that it says the Consultant does not recommend this change but that is not binding on the City and the road changes are of considerable concern. I request that this be removed from consideration.*

Figure 64 of Appendix C: Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).

LETTER

RESPONSE

**Vanessa A. Herbert**  
**3042 State Street**  
**San Diego, CA 92103**  
**(619) 249-4348**

*Comment: I strongly object to any widening of India Street. While recognizing that the Consultant says "These changes in Geometry are not recommended" and that recommendation is not binding on the City, the road changes are of considerable concern. I request the City to delete or issue a written statement, which will be incorporated by reference to the Uptown Plan stating that there are no current or future plans to remove parking and or sidewalks from India Street from Palm Street to Washington Street.*

C33-8

**Error Regarding Spruce Street, et al throughout Uptown Plan**

The maps used throughout the Uptown Plan and appendices incorrectly depict Spruce Street at India Street and connecting streets off Spruce to show several alternative routes available to the 200+ residents living on Spruce and the adjoining streets (Ibis, Horton, Upas, Jackdaw) for ingress and egress. While it is unclear what effects on planning may have flowed from planners and consultants mistakenly believing that residents on Spruce et al, have alternative routes, it needs to correctly depict that these residents have no other ingress or egress but from India Street. Please correct this map error and do a proper re-analysis of the impact to the residents who rely solely on Spruce Street for access to their homes. The error and correction is attached to show the seriousness of the map error.

Respectfully,

Vanessa Herbert

4

C33-8 Comment noted. The proposed Uptown CPU maps appear to be correct. West Spruce Street does connect to India Street. Access to all the other streets mentioned in the comment letter is solely from West Spruce/India Street. Because of the map's scale, the gap between West Spruce Avenue and Horton Avenue is difficult to see, but there is a gap in the figure and it was considered in the traffic analysis. However, the map in the Mobility Study does incorrectly show that a connection between West Spruce Avenue and Horton Avenue that will be corrected. While there was an error in the Mobility Study map, the model used in preparation of the analysis of potential impacts of the proposed Uptown CPU for traffic circulation did not include any connections with West Spruce Avenue that would provide additional ingress/egress to West Spruce Avenue other than India Street. Furthermore, the referenced Mobility Study Improvements (U17A and U17B) would be inconsistent with the proposed Uptown CPU polices and thus, would not be implemented due to infeasibility.

LETTER

RESPONSE

Letter C34

**From:** Dene Hilsen <dhilsen333@gmail.com>  
**Sent:** Sunday, August 07, 2016 9:39 AM  
**To:** PLN Planning/CEQA  
**Cc:** middletown92103@gmail.com  
**Subject:** Project Name: Uptown Community Plan Update; Project No. 21002568/SCH No. Pending

Project Name: Uptown Community Plan Update

Project No. 21002568/SCH No. Pending

Community Area: Uptown

Council District 3

Dear Mr. Steiner,

C34-1

We are writing to you regarding some proposed changes to India Street. We are very much opposed to the removal of the south-bound lane that goes from Sassafas to Redwood. There are hundreds of residents that use this as the only ingress and egress to their homes. If this section is removed our options are limited to:

1. Exiting the freeway at Washington St. and then taking a 2-mile convoluted route to our area. This would increase traffic on Washington and put more traffic on residential streets. Many of the streets in this area are 2-way and if cars are parked on both sides of the street only 1 car at a time is able to proceed. With limited traffic the residents in this area can maneuver around our neighborhood, (via courtesy and yielding to each other) but not if these streets become more congested.

2. Taking the Airport exit and proceeding onto Kettner, passing Sassafas and then going to Laurel and backtracking through the neighborhood. Traffic at Laurel and Kettner is already a nightmare and the streets in the neighborhood, as stated before are not designed for a volume of through traffic.

We are also concerned with the proposals to remove parking and sidewalks along sections of India Street. There is very limited parking already. Removing the parking and adding another lane would only increase the volume of speeding traffic that has already begun. The dangers of this (especially now that more traffic is being routed to India Street for the new Rental Car facility) are: more accidents as residents attempt to turn onto India Street from Palm, Redwood and other streets as well as (pedestrian safety) as Middletown residents attempt to cross India at Palm to get to the trolley... this is extremely hazardous and of paramount concern!

Concerns regarding these issues have been expressed at the Uptown Community Meetings... reasonable and low-cost alternatives have been offered. These proposals are not in keeping with the stated goals in the Uptown Community Plan Update of reducing auto/pedestrian conflicts, maintaining the character of the neighborhood and improving access to mass transit.

We urge you to consider the impact these changes would have for the residents and business owners in our neighborhood.

Sincerely,

Charles DeBerry and Dene Hilsen

Property Owners at 2920 Union St.

Middletown, 92103

C34-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C35

**From:** Karen Huntington <khuntington.eng@gmail.com>  
**Sent:** Thursday, August 04, 2016 1:47 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update

To: Kurtis Steiner,  
Senior Environmental Planner, City of San Diego Planning Department  
RE: Uptown Community Plan Update

PROJECT No. 21002568 / SCH No. Pending

COMMUNITY AREA: Uptown

COUNCIL DISTRICT: 3

C35-1

Please do not turn India Street into a 3-lane highway and get rid of the single southbound lane feeding onto Spruce and Redwood. There is already such a huge increase in traffic due to the Rental Car Center in our Midtown area and it is harder and harder to get in and out of our neighborhood. Traffic should be re-routed out of or neighborhood and onto Pacific Highway.

Thank you,

Karen Huntington

4-year resident of Midtown

1030 W. Redwood Street

San Diego, CA 92103

C35-1

Comment noted. The comment does not suggest an inadequacy in the analysis of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which includes a discussion on the Rental Car Center.



Letter C36

**From:** Roland Johnson <rjcsandiego@sbcglobal.net>  
**Sent:** Saturday, July 30, 2016 5:01 PM  
**To:** PLN\_PlanningCEQA  
**Cc:** Middletown92103@gmail.com  
**Subject:** Uptown Community Plan Update Project Number 21002568

C36-1  
 C36-2  
 C36-3

As a resident of Middletown I am vehemently against the proposed modifications to India Street. This plan has never been properly vetted by the community. The elimination of parking and sidewalks and the change of traffic flow will adversely affect the entire community. Parking is already a tremendous problem, and it is to be eliminated on India Street!! The current routing of rental car traffic up and down Sassafras Street has caused major traffic problems already. Sassafras Street is probably in excess of 12% grade, a non-standard gradient (which I believe would not be allowed to be built in this manner today.) In the space of three blocks, Sassafras Street has 3 traffic lights, a railroad/trolley crossing and an excessive grade going Northbound to India Street ending in a traffic light. Rental car traffic does not belong on Sassafras and India Streets. It belongs on Kettner, Pacific Coast Highway and Washington Streets which are already commercial, not residential streets. You are going to get some people killed!

Roland Johnson  
 3018 Columbia St  
 San Diego, Ca 92105

- C36-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C36-2 Comment noted. Please refer to the Staff Report for a discussion of the extensive public outreach that has been done regarding the proposed Uptown CPU. Also refer to Section 4.2, Community Outreach and Plan Development, of the PEIR. Note that the Draft PEIR is distributed for review to the public for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, CEQA Guidelines).
- C36-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C37

**From:** athena killian <athenakillian@gmail.com>  
**Sent:** Monday, August 08, 2016 3:01 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Fwd: Project Name\_Uptown Community Pan Update Project Number\_21002568/SCH No Pending

Kurtis Steiner  
 Senior Environmental Planner, City of San Diego Planning Department  
 1010 Second Ave. MS 413  
 San Diego, CA 92101

Project Name: Uptown Community Pan Update  
 Project Number: 21002568/SCH No. Pending

Dear Mr. Steiner,

C37-1

I have owned a home just off of the India Street pedestrian bridge on West Palm Street in Middletown for the last 12 years, lived in the Hillcrest/Mission Hills neighborhood for almost 20. This location was a longtime dream of mine to be able to afford and own property. I am now extremely concerned that your plans to aid egress to and from the new Rental Car Center, by way of removing street parking and removing the Southbound India Street lane from Sassafras to Redwood will negatively and personally impact my life and property value of a home I have worked so hard to obtain in the first place. Your plans to inject more and more traffic into an area that is already heavily congested, but would be more severely impacted than it already is makes no sense.

I can appreciate the city trying to make the most of improvements that will collect tourism revenue, but the decisions that have been made have been made without consulting the people most affected by them. India Street and the streets that run perpendicular to it in Middletown are already short on parking and, with the implementation of the RCC, our neighborhood has become even more congested and unsafe just trying to get in and out of our homes. As it stands, we already need a stop sign on India at West Palm as it is nearly impossible to cross the street at West Palm to access the pedestrian bridge due to traffic going as fast as they do on the 5.

Since the opening of the Rental Car Center, I have already seen a significant impact to my commute

C37-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

## LETTER

## RESPONSE

to and from work. Headed west on Sassafras, trying to make a right on Pacific Highway, has become difficult because the westbound lane is not wide enough for traffic going both straight and right. The cars going straight (into the RCC) are not aware, because they are tourists, that there are cars that need to make a right on Pacific Highway because there has been no signage implemented to indicate such. Going East on Sassafras is far worse, with people not knowing which lanes to use to get to 5 North, often using the wrong one, and worse, backing up the traffic through the Sassafras/Kettner intersection... sometimes through the railroad tracks. In addition, I use the southbound section of India Street multiple times a day to get to my home and without that access to Redwood St. the egress to my whole neighborhood is extremely limited.

I propose using the Hawthorne Street exit from 5 North to get to the RCC as it is already used for all Northbound airport traffic. And on exit of the RCC, the use of Pacific Highway North to get to 5 North makes far more sense than injecting all of this new, erratic traffic into a "residential" zone on India Street, while proposing to close the only parking portion of India Street available to residents in an area that is already short on parking. Pacific Highway is a much more equipped to handle the incurred traffic from the RCC and that option would be far more considerate of the residents here who are already impacted and would be forced into a decreased quality of life, vs catering to the tourists, who are here for a brief amount of time. What makes more sense?

It's hard to understand why this was not given more thought prior to the construction of the Rental Car Center. But...to not give ANY consideration to the residents here in South Mission Hills, who have either already paid a high price to purchase their properties, or pay high rents to live here, is extremely unjust. I can only hope that you will take the residents of this "residential area" into consideration before you make a decision that will negatively impact them forever.

Thank you for your time.  
Athens Killian

LETTER

RESPONSE

Letter C38

**From:** Brian Laprath <blaprath@gmail.com>  
**Sent:** Monday, August 08, 2016 9:55 PM  
**To:** PLN, PlanningCEQA  
**Subject:** PROJECT NAME: Uptown Community Plan Update, PROJECT No. 21002568 / Project No. 38061

To Whom it May Concern,

- C38-1 I have been a resident in Middletown for seven years. I am writing to petition your organization not to move forward with the overhaul of India St to include the access road running from south from Sassafras St to Redwood St.
  - C38-2 In the last few years, Columbia St has experienced an increase in curb-parked vehicles. The corner of Columbia and Palm in particular has less curb space than it needs to accommodate residents' vehicles. Displacing parked cars from India St will turn an increasingly inconvenient situation into an unmanageable one. This also has the potential to significantly lower home values in the area.
  - C38-3 In my experience living here, traffic on Laurel St is far less efficient than traffic on India northbound. Simply put, overhauling India St will yield insignificant gains to India, and make an already bad situation worse on Laurel -- especially since the additional stop lights were installed in front of the train tracks. Laurel is a major thoroughfare for the airport and Balboa Park. I assume adding more to an existing bottleneck is not in the best interests of the neighborhood, nor the airport.
  - C38-4 I know I speak for the neighborhood when I say this is a very important issue. Thank you very much for your time and consideration with our thoughts this project!
- Regards,  
 -Brian Laprath  
 c: 707.685.7987

- C38-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C38-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C38-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C38-4 This is a closing comment. The City appreciates your participation in the public review process.

LETTER

RESPONSE

Letter C39

From: Gaelle tait <gaelletait@yahoo.com>  
Sent: Wednesday, July 27, 2016 11:44 AM  
To: PLN\_PlanningCEQA  
Subject: Uptown Community Plan Update

**Draft Program Environmental Impact Report.**

Wednesday, July 27

**PROJECT : #21002568 / SCH (pending#)**  
**UPTOWN Community area District council #3**  
**To: Kurtis Steinert** (Senior Environmental Planner)

C39-1

My name is Gaelle Le Tanter. I leave and own a condominium at 3033 India street. I write to you today because I'm concern and opposed to the loss of India st. parking and sidewalk in the **'Draft Program Environmental Impact Report'**. If you look at the **Appendix C:Mobility Study . Figure 63 and 64** . The removal of parking and sidewalks on India is insane! It is already difficult to find a space for parking at night but losing the sidewalk will also force every one to walk up hill and down hill to get to Little Italy or Downtown. I Actually like to walk everywhere . India street is the only flat street to get from little Italy to Oldtown and feel quite secure to walk at anytime of the day. Not only the fact that to get to the trolley station of Midletown we need to walk on India and trying to get across the freeway 5 (crossing India st. and kettner st). The fact of losing the parking to add an additional line for the traffic will mean that all the residential won't be able to feel save .

C39-2

The San Diego City Planners should be more concern about extend the trolley to the airport, Point loma and even further to La Jolla to avoid the increase of traffic . They should come with better ideas to push the people to get more in public transportation and being seen as a first city in California to be environmental and green.

Sincerely , Best regards,  
Gaelle Le Tanter.

C39-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C39-2

This comment expresses concern with public transit options, but does not raise an issue with the adequacy of the PEIR. The Mobility Element of the proposed Uptown CPU includes numerous policies aimed at improving transit service within the Uptown community.

LETTER

RESPONSE

Letter C40

**From:** Deirdre Lee [mailto:deirdresjungle@cox.net]  
**Sent:** Sunday, July 10, 2016 12:10 PM  
**To:** Mayor Kevin Faulconer <KevinFaulconer@sandiego.gov>; Councilmember Todd Gloria <ToddGloria@sandiego.gov>; Pangilinan, Marlon <MPangilinan@sandiego.gov>; Galloway, Tait <TGalloway@sandiego.gov>; Murphy, Jeff <MurphyJ@sandiego.gov>  
**Subject:** Fwd: Uptown Community Plan Hijacked

Dear Mayor, Council Member, and Planners,

C40-1

I am resending this letter that I sent in February. I did not get a response from any one of you. The community is still trying to get back to the plan that they worked on. We now have the additional concern that we now have an employee of the developers' lobbyist sitting on the plan review committee. This is a clear conflict of interest.

C40-1

Thank you for your comment. The City appreciates your participation in the public review process. Please see responses to comment letter C41 for detailed responses to your letter dated February 15, 2016.

LETTER

RESPONSE

Letter C41

February 15, 2016  
To: Mayor Kevin Falconer, Councilman Todd Gorla, Planner Marlon Pangilinan, Tate Galloway, Jeff Murphy

C41-1 After six years of hard work by informed community members, multiple meetings and workshops, input from every conceivable stake holder, the draft plan has been revamped at the last minute to satisfy the demands of outsider developers and greedy property owners. Money is the pure objective here, not the betterment of the community.

C41-2 To claim that this last minute doubling of height limits and densities in Hillcrest is necessary to satisfy the CAP, and that nothing has been built in ten years, is absurd and laughable. Obviously these people have not been living here, and the health of the planet is not their priority. Our streets are gridlocked now and what they are building is far from affordable. I have been commuting by bike for 37 years and it has become more and more difficult, even with improved bike lanes, because of traffic. Thousands of people are not giving up their cars.

C41-3 Hillcrest is and always has been dense in population. The draft plan before it was hijacked already allowed for considerable increased density and heights in a formula that would allow growth but protect the neighborhood from becoming University City. This is what our hard working planners and community members developed through this lengthy process. Why did we work this hard if it was to be thrown out to profit hugh development companies? And this money does not stay in the community.

C41-4 No one is trying to protect strip malls, just the sunlight on our streets, the diversity in the character of the neighborhood, the human scale. The pro-super-density people say look at North Park, but North Park has no 100' -200' buildings. They say Hillcrest should be the next Little Italy. I recall that Little Italy rolled back their density/height allowances, as their streets became totally shadowed etc. (And why would we want to be Little Italy? There are many services available in our vibrant Hillcrest beyond eating and drinking.)

C41-5 Uptown and Hillcrest are deficient in park space and have no recreation center or aquatics facility. Stuffing 20,000 more people in the area is excessive with little hope for much improved infrastructure.

C41-6 Finally, I am really disturbed by and disappointed in this sneaky last minute revamp by our City Planners. We deserve better than this.  
  
Deirdre Lee  
244 W. Brookes Avenue  
San Diego, CA 92103

C41-1 Comment noted. The comment does not identify an inadequacy in the PEIR.

C41-2 Comment noted. The comment does not identify an inadequacy in the PEIR.

C41-3 Comment noted. The comment does not identify an inadequacy in the PEIR.

C41-4 Comment noted. The comment does not identify an inadequacy in the PEIR. The proposed Uptown CPU Urban Design Element provides design guidelines by building types to control massing and ensure compatible transitions. Building setbacks and upper-story setbacks are recommended to address massing and compatibility where more intense development is located adjacent to lower height buildings (refer to Urban Design Element policies related to development transitions). These policies and guidelines would ensure taller buildings would not adversely impact surrounding lower intensity properties through neighborhood incompatibility or through creation of excessive shade or shadows.

C41-5 Comment noted. The comment does not identify an inadequacy in the PEIR. Future community parks under the Uptown CPU are discussed in Section 6.12, Public Services and Facilities. Though there would be a deficiency in park and park equivalences at build-out of the proposed Uptown CPU, the existing conditions include a deficit in parks and park equivalencies. In addition, while the proposed Uptown CPU does not propose any individual project, 35.31 acres of proposed new population-based park land and park equivalency sites have been identified through the proposed Uptown CPU effort. The policy framework provided by the proposed Uptown CPU supports acquisition and development of new public parks and park equivalencies, and encourages new private development to include recreational facilities. At this program-level



LETTER

RESPONSE

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|  | <p>C41-5 (cont.)<br/>                     analysis, it is appropriate to assume that policy support would increase the acreage of population-based parks in the CPU area at build-out. Lastly, there is a less-than-significant impact associated with the construction of new facilities in order to maintain performance objectives for parks because the project does not include construction of new recreational facilities.</p> <p>This comment states that “stuffing 20,000 more people in the area is excessive with little hope for much improved infrastructure” but does not identify what infrastructure needs would not be met beyond park facilities, which are addressed in the paragraph above. Impacts related to Public Services and Facilities is discussed in Section 6.12 and impacts related to Public Utilities are discussed in Section 6.13. Both sections determined that impacts would be less than significant and no mitigation would be required.</p> <p>C41-6 Comment noted.</p> |
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LETTER

RESPONSE

Letter C42

August 7, 2016

To: Mayor Kevin Falconer, Councilman Todd Gloria, Planner Marlon Pangilinan, Tate Galloway, Jeff Murphy and all involved with reviewing the draft UCP

Subject: Uptown Community Plan Update

C42-1 I am strongly apposed to the June 2016 Uptown Community Plan draft update as revised by the Planning Department at the behest of a coalition of developers. The update should return to the June 2015 draft. In the draft EIR, the "environmentally superior" Density Redistribution Alternative or the Lower-Density Alternative generally support the community's June 2015 plan.

C42-2 GREED??  
After seven years of hard work by informed community members, multiple meetings and workshops, input from every stake holder, the draft plan was revamped at the last minute to satisfy the demands of outsider developers and greedy property owners. (The irony— property owners allowing their vacant parcels to deteriorate for decades, wanting an up-zone so they can make more money.) Money is the pure objective here, not the betterment of the community. The jobs are temporary and most of that money leaves the community.

C42-3 WHERE WENT HILLCREST??  
The developers show pretty visuals that look like somewhere else entirely and they have made it clear that they are not interested in parks or history or even adequate parking. They want no encumbrances on their freedom with build whatever they want.

C42-4 CAP??  
To claim that this last minute doubling of height limits and densities in Hillcrest is necessary to satisfy the CAP, make any profit, and that nothing has been built in ten years due to JHO, is untrue. Look around. Are those non-profits building the five story projects in Bankers Hill? Hardly. Obviously the developers and lobbyists have not been living here, and the health of the planet is not their priority. Our streets are gridlocked now and they they are not promising affordable housing.

C42-5 DID I MENTION TRAFFIC??  
Commuting by bike has become more and more difficult, even with improved bike lanes, because of traffic. Thousands of people are not giving up their cars. They have no choice. Most employment centers are far from here by transit. Our few freeway access points are backed up a good part of the day. The core of Hillcrest is largely **gridlocked**.

C42-6 PARKS?? LIBRARY?? THE USUAL PUBLIC FACILITIES??  
Uptown and Hillcrest are deficient in park space and have no recreation center or aquatics facility. Stuffing 20,000 more people in the area is excessive with little hope for much improved infrastructure. Is our long awaited library funded? Under grounding postponed repeatedly. **We need the facilities in the plan and funded.**

C42-1 Thank you for your comment. The City appreciates your participation in the public review process and acknowledges your support of the Density Redistribution Alternative and Lower-Density Alternative. Please see responses below to your specific comments on the proposed Uptown CPU.

C42-2 Comment noted. The comment does not identify an inadequacy in the PEIR.

C42-3 Comment noted. The comment does not identify an inadequacy in the PEIR.

C42-4 Comment noted. The comment does not identify an inadequacy in the PEIR. Implementation of the CAP is not based solely on an increase in residential densities; the CAP aims to reduce GHG emissions through a variety of measures, including development in appropriate land use patterns. Assigning higher-density residential uses along main transit corridors and near mixed-use commercial and employment areas and placing lower-density, single-family residential land uses within existing lower-density single family neighborhoods would further the goals of the City of Villages Strategy and the CAP. See also the PEIR, Section 6.1.3 and Section 6.5.3 for discussions on the proposed Uptown CPU's consistency with the General Plan and CAP.

C42-5 Comment noted. The comment does not identify an inadequacy in the PEIR. The PEIR for the Uptown CPU identifies significant and unavoidable impacts related to transportation and traffic. The proposed Uptown CPU also provides policy support for improved bicycle mobility within the CPU area.

LETTER

RESPONSE

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|  | <p>C42-6 Funding for specific facility improvements is provided in the proposed Uptown Infrastructure Fee Study (IFS). The proposed Uptown CPU provides the policy support for specific improvements. The need for parks, libraries and other infrastructure is discussed in the PEIR Section 6.12, Public Services and Facilities. As discussed in this section, an additional library is not required to meet the library service requirements of the proposed Uptown CPU. While not required, there are plans to build an approximately 25,000-square-foot new library, which would result in an exceedance of the recommended minimum branch library size requirement of 15,000 square feet. The new library would proceed as a separate action from the proposed Uptown CPU and associated discretionary actions and would be required to undergo its own environmental review. The proposed CPU Public Facilities, Services, and Safety Element policy framework supports expanded library facilities, which the new Mission Hills/Hillcrest Branch Library would address. The proposed CPU Recreation Element Tables 7-1 and 7-2 summarize the existing and future parks, park equivalencies, and recreation facilities that have been identified in Uptown Community to supplement their existing population-based park and recreation facilities inventory. In addition to neighborhood and pocket parks, the table also includes recommendations for joint use of school property, new trails and improvements to existing trails, as well as recommendations generated by the community and City.</p> |
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LETTER

RESPONSE

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| <p>C42-7 NEW DEVELOPMENT IS GOOD...IN MODERATION<br/>Hillcrest is and always has been dense in population. It satisfied CAP long ago. The June 2015 draft plan already allowed for considerable increased density and heights in a formula that would allow growth but protect the neighborhood from becoming Century City.</p> <p>C42-8 We like the sunlight on our streets, the diversity in the character of the neighborhood, the human scale, the sense of history. The pro-super-density people say look at North Park, so many new bars, but the North Park core has no 100'-200' buildings in their plan. We are not Little Italy. We need and want many services beyond eating and drinking.</p> <p>C42-9 OH, DID I MENTION TRAFFIC??<br/><br/>The draft UCP needs to be revisited with an emphasis on the community, without the paid lobbyists running the show.<br/><br/>Deirdre Lee<br/>244 W. Brookes Avenue<br/>San Diego, CA 92103</p> | <p>C42-7 Comment noted. The comment does not identify an inadequacy in the PEIR.</p> <p>C42-8 Comment noted. The comment does not identify an inadequacy in the PEIR. The PEIR evaluates potential impacts of the plan related to neighborhood character. The proposed Uptown CPU Urban Design Element provides design guidelines by building types to control massing and ensure compatible transitions. Building setbacks and upper-story setbacks are recommended to address massing and compatibility where more intense development is located adjacent to lower height buildings (refer to Urban Design Element policies related to development transitions). These policies and guidelines would ensure taller buildings would not adversely impact surrounding lower intensity properties through neighborhood incompatibility or through creation of excessive shade or shadows.</p> <p>C42-9 Comment noted. The comment does not identify an inadequacy in the PEIR.</p> |
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LETTER

RESPONSE

Letter C43

**From:** Mark Leicht <travelingtoes2@hotmail.com>  
**Sent:** Friday, July 29, 2016 7:00 PM  
**To:** P.U.N. Planning/CEQA  
**Cc:** Katherine Leicht  
**Subject:** Uptown Community Plan Update, Project No. 21002568 / SCH No. Pending, Uptown, District 3"

Attn: Kurtis Steiner, Sr. Environmental Planner City of San Diego Planning Department

C43-1

Having received a "India Street Update" from our Middletown92103@gmail advocate, I can honestly say that I'm appalled by the fact that the information on closure of "The removal of the southbound lane on India Street from Sassafras to Redwood Streets" was never discuss, nor any of the the referenced Appendix C: Mobility Study, Tables 10 and 13 respectively, during my 2-hour attendance at July 5, 2016 Uptown Community Planning Meeting. You and the board representatives, I seem to recall 23+ voting members in attendance, representing the Uptown Community Planning committee, not once was this highly controversial subject brought forth, nor placing on the easel the reference Tables 10 & 13. Had you and your colleagues been as transparent as what should be expected in such a forum, I doubt seriously the meeting would have been as rational and respectful as you encountered. Shameful at the very least.

We the people, community advocates, property owners, future generations depend on our governing officials, especially Senior Environmental Planners such as yourself to provide these forums, with accurate forthright information so that the affected communities and landholders can make valued, intelligent responses. I'm personally affronted by you and your teams actions and those on the committee that chose, yes knowing chose to not bring this subject to the 200+ attendees .. Shameful.

I've never considered myself a person to get to emotional over governmental proceedings and or procedural actions, but by the very nature of the way this was and is being managed by the City of San Diego Planning Department, I can honestly say you have now added another name to the Middletown advocacy community, congratulations, you should be so proud of yourself and your colleagues.

I'm very much against the closure noted within, sacrificing property and sidewalks.

Mark & Katherine Leicht, homeowners in Middletown for 16 years.

Sent from my iPad

C43-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

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| <div style="text-align: center;"> <p>Marie Burke Lia<br/>Attorney at Law</p> <hr/> <p>427 C Street, Suite 416 • San Diego, California 92101</p> <hr/> <p>619-235-9766 • Fax # 235-4410 • mbllaw@earthlink.net</p> </div> <div style="text-align: right; margin-top: 20px;"> <p>August 7, 2016</p> </div> <div style="margin-top: 20px;"> <p>Mr. Kurtis Steinert<br/>Senior Environmental Planner<br/>City of San Diego Planning Department<br/>1010 Second Avenue, MS 413<br/>San Diego CA 92101</p> <p>Re: Uptown Community Plan Update, Project No. 380611/SCH No. <i>Pending</i>; and North Park Community Plan Update and Golden Hill Community Plan Update</p> <p>Dear Mr. Steinert:</p> <p>C44-1 This letter is intended to provide my comments regarding the adequacy of the Draft Program Environmental Impact Report for the Uptown Community Plan Update, Project No. 380611, with reference to the topic of Historical Resources. However, the proposed Uptown Community Plan Update is partnered with the pending North Park Community Plan Update and the Golden Hill Community Plan Update, which will have similar impacts with reference to this topic, and therefore my comments are intended to address the consequences of all three proposed Updates.</p> <p>C44-2 The purpose of this letter to express my strong opposition the creation of “potential historical districts,” which are not now permitted by the Municipal Code, and which would be created without notice to the thousands of affected property owners under the guise of a community plan update.</p> <p>C44-3 My opposition is centered on three major factors and a series of unanswered questions. The major factors are:</p> <ul style="list-style-type: none"> <li>• The proposed restrictions on the property rights of the affected property owners.</li> <li>• The fact that these restrictions will be imposed without notice to the property owners once these Community Plan Updates are adopted, and</li> <li>• The fact that these restrictions will remain in place for several decades before the City will be able to make an up or down decision on whether an individual restriction should be made permanent.</li> </ul> </div> <div style="text-align: center; margin-top: 20px;"> <p>1</p> </div> | <p>C44-1 Comment noted. The City appreciates your participation in the public review process.</p> <p>C44-2 Comment noted. This comment does not suggest an inadequacy of the PEIR. Note, the proposed potential historic districts and associated amendments to the historical resources regulations would not be effective until adopted by City Council and would be an amendment to the Municipal Code.</p> <p>C44-3 Comment noted. This comment does not identify an inadequacy in the PEIR. However, it should be noted that the proposed potential historic districts and associated amendments to the Historical Resources Regulations would regulate certain modifications to residential structures identified as contributing resources and would not severely restrict property rights. The identified potential historic districts meet the National Register standards for determining district boundaries and appear to meet at least one of the City’s local designation criteria for historical sites. Refer to Appendix G-2, Historical Resources Survey Report, for the results of the research conducted on these districts. The amended Historical Resources Regulations are intended to provide supplemental development regulations to protect potential historic districts until they are formally evaluated and designated. These supplemental development regulations would address how and where modifications can be made on residential properties identified as potentially contributing to specified potential historic districts. Without these amended regulations, future development has the potential to substantially degrade or destroy resources potentially contributing to a potential historic district, which would result in significant and irreversible impacts. Should a potential historic district or potentially contributing property be evaluated and found ineligible, the protections would not apply.</p> <p>The public has had numerous opportunities to be a part of the development of the proposed Uptown CPU and proposed potential historic districts. Additionally, the supplemental development regulations would only apply to properties that have been identified as having some historic significance and would not be an arbitrary application.</p> |
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LETTER

RESPONSE

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| <p>C44-4 The adoption of these three Updates would establish a Potential Historic District Overlay Zone (PHDOZ) in order to provide "interim protection" to the privately owned residential properties within such Potential Historic Districts (PHDs). The adoption would also amend the Municipal Code to allow such Potential Historical Districts. These properties would be "protected" from their owners' exercise of the rights that other private property owners possess under the Municipal Code. Those rights are to modify or redevelop their properties as they deem necessary after complying with the City's current "Over 45 Potential Historical Review" process and other land use regulations. The properties that would be protected from the exercise of these rights are located in the 36 Potential Historical Districts to be included in the PHDOZ. These districts contain 4843 privately owned residential parcels. Our documentation of the number of parcels affected by these proposed restrictions is based on the Tables contained in these three Plan Updates as set forth in Exhibit A to this letter.</p> | <p>C44-4 Comment noted. This comment does not identify an inadequacy of the PEIR. An owner's rights to modify or redevelop their properties would not be completely lost under the amended Historical Resources Regulations. Modifications to structures that potentially contribute to a potential historic district which comply with the requirements of the supplemental development regulations may be processed through a ministerial building permit, while modifications which do not comply with the supplemental development regulations would still be allowed with issuance of a Neighborhood Development Permit with deviation findings and mitigation, as appropriate.</p>                                                                                        |
| <p>C44-5 In making these comments, I am relying on my thirty-four years of experience in representing public and private property owners of older properties within the City and my review of these proposed Updates and their supporting documents. Since the 1980s, I have noticed that the Planning Department is bifurcated, with one segment devoted to slowing or preventing change in the City and another segment devoted to managing change in the City. Somehow the two segments have continued to co-exist all these years and both contain dedicated public servants.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C44-5 Comment noted. This comment does not identify an inadequacy of the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>C44-6 I will begin with an explanation of the City current regulatory process for addressing modifications proposed for properties with structures more than 45 years of age. It is necessary to understand how the current system works in order to understand the impact of the restrictions that will be imposed on the "protected" Potential Historical District properties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>C44-6 Comment noted. This comment does not identify an inadequacy of the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>C44-7 <u>The Current "Over 45 Potential Historical Review" System</u><br/>The current system is governed by the Municipal Code's Historical Resources Regulations in Chapter 14 and the City's Information Bulletin 580. Whenever a property owner applies for a building permit, City staff determines whether the affected structure is more than 45 years of age and, if so, whether it is a potential historical resource. If City staff requires more information on this topic, the property owner can participate in a Single Discipline Preliminary Review process under Information Bulletin 580 during which the Historical Resources Board (HRB) staff can review and possibly clear the property as not a Potential Historical Resource. At that point, this clearance is good for five years and the property owners are free to exercise their property rights. Since the current system went into place, HRB staff has documented these Preliminary Review clearances and their clearance rates have often been in the 70% range. This process has allowed</p>                                                             | <p>C44-7 Comment noted. This comment does not identify an inadequacy of the PEIR. The comment outlines the current review process for structures 45 years old or older under Municipal Code Section 143.0212. This review process addresses only resources which appear eligible for designation as individual resources, and does not provide any level of protection for properties that are not individually significant, but contribute to the significance of a potential historic district. The proposed supplemental development regulations for potential historic districts would add a new prong to the existing review process to protect these resources until the potential historic district can be intensively surveyed and brought forward for designation.</p> |



LETTER

RESPONSE

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| C44-8                                                                                                                | <p>property owners to exercise of their property rights in a fairly reasonable fashion and thereby increase the amount and quality of in-fill housing allowed in the City's older neighborhoods.</p> <p>If the HRB staff cannot resolve the Potential Historical Resource issue through this Preliminary Review process, they will offer the property owner two options. One option is to revise their development proposal so that it meets the Secretary of the Interior's Standards for Rehabilitation, which are intended to guide rehabilitation projects for already designated properties. The other option is for the property owner to prepare and submit a Historical Resources Research Report on the property that complies with the City's Guidelines for such Reports. After the full Report is submitted, HRB staff may clear the property as not a Potential Historical Resource and, again, that clearance is good for five years. If Staff cannot clear the property, and the owners still wishes to proceed with their development, the property can referred to the HRB for a designation consideration. If the HRB votes not to designate, the property owners are free to proceed with their development. If the HRB votes to designate, the property owner can appeal that decision to the City Council under specific grounds for appeal in the Municipal Code, or the property owner can apply for a Site Development Permit to either relocate the structure or demolish the structure. A Site Development Permit for either option can be issued if the findings required by Chapter 14 of the Municipal Code can be made by the Planning Commission. Those findings are, primarily, based upon the economic infeasibility of retention of the structure on site in its current form.</p> | C44-8 Comment noted. This comment does not identify an inadequacy of the PEIR. Please see response to C44-7 above. |
| C44-9                                                                                                                | <p>As the result of the pre-2000 and post-2000 "Potential Historical Review" systems, dating back to 1967, the City of San Diego has designated approximately 2,798 historical resources.<sup>1</sup> This number includes resources designated as contributing structures to 17 established Historical Districts, the establishment of which will be discussed below. Local historical designation is desirable because it can result in a substantial reduction in property taxes. Consequently, under the current system there will be no shortage of voluntary designations in the future.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | C44-9 Comment noted. This comment does not identify an inadequacy of the PEIR.                                     |
| C44-10                                                                                                               | <p>In November of 2014, the City adopted a new Historic Resource Designation Process, under which the HRB will consider 4 voluntary designation nominations per month and, since the Board meets 11 months per year, the maximum number of voluntary designations per year is 44. Between June of 2015 and June of 2016, the Board designated 42 properties in response to the owners' requests; therefore, the new process is working. The other items heard by the Board include the involuntary designation applications related to permit applications, National and State Register recommendations, historic district designations and other items within the Board's jurisdiction. Because of the great demand for property tax relief, it is reasonable to assume that</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | C44-10 Comment noted. This comment does not identify an inadequacy of the PEIR.                                    |
| <p><sup>1</sup> This number was determined by reviewing the City's Historical Resources Board records and CHRID.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                    |
| <p>3</p>                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                    |

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| <p>the Board will continue to hear approximately 44 voluntary designation applications in each of the coming years. And, because of the great demand for new housing and in-fill development in the City, it is also reasonable to assume that the Board's agendas will also include a comparable number of involuntary designation actions in instances where new development is proposed for the sites.</p> <p>C44-11 These factors pertaining to the Board's current work load are relevant when considering the new work load that would be created with the adoption of the Potential Historic District Overlay Zone (PHDOZ), discussed below.</p> <p><u>The role of Historic Reconnaissance Surveys</u></p> <p>C44-12 Within the last two decades, a number of historic reconnaissance surveys have been conducted by consultants to the City in each of these three Community Plan areas. These surveys include drive-bys and additional research to identify "potential individual historical resources" and "potential historical districts" to "inform" the city-wide community planning process. Although these surveys are public documents, and identify thousands of potential historical properties, few property owners are aware of them.</p> <p>C44-13 These Surveys, some of which date to 2006, are the basis for these proposed Community Plan Updates, which will amend the Municipal Code and create new regulatory procedures to restrict development in 36 Potential Historical Districts (PHDs) containing 4843 parcels.</p> <p>C44-14 These Community Plan Updates also reference other surveyed properties that are treated under a new category for San Diego as "Multiple Property Listings" and include Victorian Era Resources, Bungalow and Apartment Courts and properties associated with Kate Sessions. These properties are not referenced in this letter because they will continue to be regulated by the existing Potential Historical Review system and they are not impacted by the PHDs.</p> <p><u>Potential Historical Review System proposed by these new Community Plan Updates</u></p> <p>C44-15 As acknowledged in the Planning Department's Fact Sheet on these Potential Historical Districts, attached as Exhibit B, about 95% of the residential buildings within these 36 PHDs are over 45 years old. Under the City's current historic regulations, buildings over 45 years of age must be reviewed for individual historic significance and if they do not meet the City's criteria for designation, they can be cleared and are no longer subject to historical regulatory restrictions. The "slow change" Planning Department's concern is that while a building may not be individually significant today, sometime in the future interest may develop to create a historic district in the neighborhood. Contributors to historic districts are properties that may not be</p> <p style="text-align: center;">4</p> | <p>C44-11 Comment noted. This comment does not identify an inadequacy of the PEIR.</p> <p>C44-12 Comment noted. This comment does not identify an inadequacy of the PEIR. However, it should be noted that the Historic Resources Survey prepared in support of the Community Plan Update was prepared consistent with Federal and State guidance and historic preservation best practices. The survey process, like the CPU process, has involved extensive outreach and publicly noticed meetings. In addition, all public hearings associated with the CPU adoption are noticed as required.</p> <p>C44-13 Comment noted. This comment does not identify an inadequacy of the PEIR. Please see response to C44-12 above.</p> <p>C44-14 Comment noted. This comment does not identify an inadequacy of the PEIR.</p> <p>C44-15 Comment noted. This comment does not identify an inadequacy of the PEIR. The supplemental development regulations for potential historic districts are proposed to provide protection for the potential districts until they can be intensively surveyed and brought forward for designation. Included in the CPU package is a work program which anticipates processing of all potential historic districts in Uptown within 11 years.</p> |
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LETTER

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significant in their own right but may collectively convey significance for a district designation. The City has created 17 historic districts under their existing programs. However, these districts were created with the consent of a majority of the “contributors” in advance.<sup>2</sup> The “slow change” Planning Department is afraid that standard historical districts could not be created today because property owners are aware of the City’s housing shortage that has resulted in increased property values throughout the City, and the fact that the “manage change” Planning Department has been supporting in-fill density in the older neighborhoods that are close to job opportunities. These Potential Historical Districts are the “slow change” Planning Department’s pre-emptive strike to prevent new development in these neighborhoods.

C44-16 The entire reason for creating these Potential Historical Districts is to restrict the property rights of owners of structures that today do not merit local historical designation, on the chance that a historic district *might* be proposed in the neighborhood in the future, and that these non-significant structures *might* be found to be potential contributors to such a district. These proposed restrictions will go in effect when these Community Plans are adopted, before any actual historic districts are created and before any of these 4843 individual structures are evaluated as potential contributors to such actual districts.

C44-17 During the time frame that these restrictions are in place, from the adoption of the Community Plans until a property is designated as a contributor to one of the actual historical districts, the affected property owners will only be allowed to make improvements to the rear one third of their homes, if they are able to obtain a Neighborhood Use Permit for that purpose. During the time frame that these restrictions are in place, the properties cannot be sold because buyers could not be assured of what the future “designation” status of the property would be and no one could be assured if or when any of the properties would qualify for the Mills Act property tax benefits. The property owners’ rights will be frozen, they cannot make the improvements they want to meet their family’s needs and they cannot sell the property. Their only real option would be to turn the property into an Airbnb or Vacation Rental by Owner, to earn enough money to buy a home elsewhere where they will have standard property rights.

C44-18 Time Frame: How long would the affected property owners’ rights be restricted?  
In the Planning Department’s Power Point on this topic dated March 2016 and credited to Kelley Stanco, Senior Planner and HRB Liaison, attached as Exhibit C, it is estimated that the Intensive

<sup>2</sup> The current system for designating historic districts is discussed as one of the Unanswered Questions below in this letter.

C44-16 Comment noted. The City’s reason for proposing supplemental development regulations for potential historic districts through the proposed amendments to the Historical Resources Regulations is to minimize significant impacts to historical resources.

C44-17 Comment noted. However, property owners of potential contributing structures to potential historic districts that propose to maintain or restore the front two thirds and alter only the rear third of their structures simply require a Process One construction permit (not a Neighborhood Development Permit). If the modifications exceed the rear third and do not meet the other criteria for a Process One approval in accordance with Section 143.0255(b) of the Land Development Code, then the modifications are subject to a Neighborhood Development Permit. Property owners’ rights would not be frozen, nor would the proposed amendments to the Historical Resource Regulations incentivize property owners to list their properties as short-term vacation rentals, as this comment suggests.

C44-18 Comment noted. This comment does not identify an inadequacy of the PEIR. However, it should be noted that included in the CPU package is a work program which anticipates processing of all potential historic districts in Uptown within 11 years.

Survey Work and Processing required to convert these Potential Historic Districts into actual Historic Districts would be two years per District at a cost of \$85,000 each.

*Uptown Community Plan Update*

19 + 4 Proposed Historic Districts = 23 x 2 years = 46 years  
23 Proposed Historic Districts x \$85,000 = \$1,955,000

*North Park Community Plan Update*

6 + 5 Proposed Historic Districts = 11 x 2 = 22 years  
11 Proposed Historic x \$85,000 = \$935,000

*Greater Golden Hill Plan Update*

2 Proposed Historic Districts = 2 x 2 years = 4 years  
2 Proposed Historic Districts x \$85,000 = \$170,000

Total costs to the City = \$3,060,000. Total Time Frame: 46 + 22 + 4 = 72 years

However, this time frame doesn't take into consideration the fact that the Historical Resources Board can only process a specific number of voluntary and involuntary designation actions per year, not including these 36 PHDs. In order to stick to the 72 year schedule, additional staff and a second Historical Resources Board could be required.

C44-19 Series of Unanswered Questions

*Lack of Notice*

It is important to understand that the relatively simple action of adopting these three Community Plan Updates will restrict the property rights of the owners of 4843 residential properties for decades to come. It is unclear whether these owners will be notified of this action or its consequences in advance. As far as we know, no comprehensive notice of what is proposed has been distributed to the 4843 property owners to date. Because of the great number of parcels that would be restricted under this proposal, notice to the individual property owners may not be required. Instead, a Legal Notice would be published in the local newspaper. This lack of notice may be legally justified under other land use processes, such as zoning changes, when all like properties in a specific zone, such as single family residential uses, are identically treated. But this lack of notice may be questionable when only certain properties within a given zone will be impacted.

C44-19 Comment noted. This comment does not identify an inadequacy of the PEIR. However, it should be noted that the Community Plan Update process has involved extensive outreach and publicly noticed meetings. In addition, all public hearings associated with the CPU adoption are noticed as required.

LETTER

RESPONSE

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| C44-20 | <p>If the City Attorney's Office has opined that this lack of notice is permissible in this situation, the Council Members from the impacted Council Districts may want to take a second look at this issue, as they will be the ones receiving the angry phone calls from their constituents.</p> <p>Beyond the legality of this proposed lack of notice to the 4843 property owners, this proposal does not appear to meet the principle of "transparency" in local government that we have heard so much about in recent years.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>C44-20 Comment noted. This comment does not identify an inadequacy of the PEIR. Please see response to C44-19 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| C44-21 | <p><i>Compliance with existing Historical Resources Board's Policies</i></p> <p>The Historical Resources Board Policy 4.1, Procedure on Establishing Historic Districts, last amended on October 27, 2011 reads as follows.</p> <p>Designation Request: "If the request is brought forth by the City, based on comprehensive historical studies available to the City, staff shall include information showing the extent of community support and involvement in the preparation of the Historic District Document. For all nominations, staff will solicit the level of support and opposition from property owners within the proposed district boundary consistent with the process outlined in the District Nomination Guidelines, and shall provide that information to the Board."</p> <p>This Policy Statement is attached as Exhibit D and illustrates the inconsistency of the proposed Potential Historical Districts with the current regulations in effect. This issue is also addressed in Exhibit E, which is from the current Historical Resources Board website under Frequently Asked Questions:</p> <p>"What if some of my neighbors object to being a part of a historical district?"</p> <p>"If the district criteria are met and a majority of contributors consent to designation, the Board can establish the district, despite minor objections."</p> <p>Under Policy 4.1, historic districts can only be created by the Historical Resources Board and only after staff has solicited the level of support and opposition from property owners within the proposed district boundary. In this case, that would mean the property owners within the proposed 36 district boundaries. Is it legally possible to create 36 historic districts without complying with this procedure and soliciting the level of support and opposition from affected property owners?</p> | <p>C44-21 Comment noted. This comment does not identify an inadequacy of the PEIR. However, in response to the question regarding the soliciting of support and opposition from property owners and neighbors, the requirements cited relate to the designation of a historic district, which is not proposed with the CPU package. The required outreach efforts would be conducted at the time a potential historic district is brought forward for nomination, consistent with all Historical Resources Board procedures and Municipal Code requirements.</p> |

LETTER

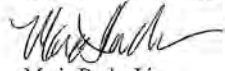
RESPONSE

C44-22 *How did the Historical Resources Board lose their Municipal Code authority to establish Historical Districts?*

According to Chapter 12: Land Development Reviews, Article: Zoning, Division 2: Designation of Historical Resources Procedures, Section 123.0201 through 123.0206, only the Historical Resources Board is authorized to review and “make a decision on whether to designate a historical resource,” including a historical district, “based on the criteria specified in and consistent with the procedures of the Historical Resources Guidelines of the Land Development Manual.” See Exhibit F.

C44-23 I appreciate this opportunity to participate in the City’s consideration of these Community Plan Updates that would impact so many owners of older residences in these Plan Areas. I realize that my comments are only tangentially related to the adequacy of these Draft PEIRs, but I wanted to raise these historical resource issues at the earliest possible opportunity in the public review of these Plan Updates to ensure that these issues are addressed in the public dialogue that will follow.

Respectfully submitted,



Marie Burke Lia  
Attorney at Law

C44-22 Comment noted. This comment does not identify an inadequacy of the PEIR. Note that potential historic districts are not the same and are not offered the same protections as designated Historic Districts.

C44-23 Comment noted. All comments will be considered during the decision-making process.

LETTER

RESPONSE

EXHIBIT A



LETTER

RESPONSE

**Exhibit A**

This estimate is based on the information contained in each Community Plan Update as cited below.

***Uptown Community Plan area:***

- 1) This Plan area includes 340 parcels with already designated local historical resources subject to the benefits and burdens of local designation. (Plan Table 10-2) These parcels are not included in our total count of affected properties.
- 2) The Uptown Plan proposes 19 potential historic districts that contain a total of 2821 parcels. (Plan Table 10-3)
- 3) This Plan proposes to include Bungalow and Apartments Courts in a single Multiple Property Listing containing 150 parcels. (Plan Table 10-4)
- 4) Properties associated with Kate Olivia Sessions are to be included in a single Multiple Property Listing containing an unknown number of parcels. No list of such properties is included in this data base so there is no way of knowing how many parcels will be affected for category. (Plan Table 10-5)
- 5) Victorian Era Resources within this Plan area, that were identified in the 2006 Survey, are to be included in a single Multiple Property Listing containing 458 parcels (Plan Table 10-6)
- 6) Public Outreach has resulted in 27 parcels being identified as potentially significant individual resources for designation. (Plan Table 10-7)
- 7) Public Outreach as also resulted in 4 additional Potential Historic Districts being identified, containing 354 parcels. (Plan Table 10-8)

***North Park Community Plan area:***

- 1) This Plan area includes 105 parcels with already designated local historical resources subject to the benefits and burdens of local designation. (Plan Table 10-2) These parcels are not included in our total count of affected properties.
- 2) This Plan has identified 47 new potentially individually significant resources. (Plan Table 10-3)

## LETTER

## RESPONSE

- 3) This Plan has identified 6 new potential historic districts containing 269 parcels. (Plan Table 10-4)
- 4) This Plan has proposed a new MPL for Residential Courts, containing 92 parcels. (Plan Table 10-5)
- 5) Public Outreach has identified 21 potentially significant individual resources in this area. (Plan Table 10-6)
- 6) Public Research has identified 5 additions to the Potential Residential Courts to be included in the MPL for this category. (Plan Table 10-7)
- 7) Public Outreach has identified 5 additional Potential Historic districts, containing 754 parcels. (Plan Table 10-8)

**Greater Golden Hill Community Plan Area:**

- 1) This Plan area includes 77 parcels with already designated local historical resources subject to the benefits and burdens of local designation. (Plan Table 10-1) These parcels are not included in our total count of affected properties.
- 2) This Plan has identified new potentially individually significant resources in this area affecting 52 parcels. (Plan Table 10-2)
- 3) This Plan has proposed a new MPL for Residential Courts, containing 11 parcels. (Plan Table 10-3)
- 4) Public Research has identified additional potentially significant individual resources, affecting 7 parcels. (Plan Table 10-4)
- 5) Public Outreach has identified 2 additional Potential Historic districts, containing 645 parcels. (Plan Table 10-5)

The above list of parcels to be restricted in all three districts results in a total of 4,843 parcels.

LETTER

RESPONSE

**EXHIBIT B**



Planning Department

FACT SHEET

**POTENTIAL HISTORIC DISTRICTS**

*Communities of Uptown, North Park & Golden Hill*

**Potential Issue of Concern**

Over time, homes of historic importance have been modified or improved to the point where they are no longer 'individually significant,' but still may 'contribute' to the significance of a potential historic district. Additionally, homes which may not be distinctive enough to meet criteria for individual designation may nevertheless contribute to the significance of a potential historic district. The loss of these potential contributing structures could significantly and adversely impact the district's eligibility for future historic designation.



**Potential Historic Districts Identified**

In support of the CPU process, a detailed reconnaissance survey was completed that identified 26 potential historic districts (PHD) in the three communities (19 in Uptown, 6 in North Park and 1 in Golden Hill). The analysis included a basis for the PHDs potential significance and identification of potential contributing and non-contributing resources. Additionally, a historic survey completed in 1996 identified a PHD in South Park and in west Golden Hill (Culverwell & Taggart's Addition). These identified PHDs will be subject to the supplemental regulations identified below.

Eleven additional PHDs were identified by community members (4 in Uptown and 5 in North Park) based on a cursory windshield survey. However, a detailed reconnaissance survey would need to occur in order to properly identify potential contributing and non-contributing resources. Until further analysis can be completed, these additional PHDs are not being considered for further regulations as part of the CPU process.

- The LGBTQ Historic Context Statement is currently underway and will verify the presence of a potential historic district within Hillcrest. Future intensive level survey work can build off of the results of the LGBTQ Historic Context Statement.

(Continue to page 2)



- Additionally, the San Diego Normal School/San Diego City Schools Education Complex Historic District, which is institutional in use, was identified by the community through survey evaluation by an independent consultant. The San Diego Normal School/San Diego City Schools Education Complex Historic District is owned by the San Diego Unified School District and is not subject to the City's zoning and overlay requirements.

#### Proposed Supplemental Regulations Identified

- **45-year review**

An estimated 95% of the structures within the PHDs are currently subject to review for 'individual significance' under the City's Historic Ordinance and new development for potentially significant structures is reviewed for consistency with the US Secretary of the Interior Standards. No changes are proposed to the current ordinance.

- **Applicable to residential structures only**

It is estimated that over 93% of the structures within the PHDs are low-density residential properties. Conversely, an estimated 95% of the proposed new growth is focused in commercial areas and higher density residential.

The draft Supplemental Regulations will only apply to single and multi-family residential structures within the PHDs that are currently subject to 45-year review. Commercial properties will not be subject to the Supplemental Regulations, but will continue to be subject to the 45-year review. In terms of impact, there are an estimated 2,700 residential structures in the consultant identified PHDs. Since 2003, less than 400 building permits were issued in those areas.

- **Supplemental Regulations**

Residential structures that are not individually significant, but are potential contributors (pursuant to the criterion described in the historic survey) will be subject to the following requirements.

- No modifications allowed to the front 2/3 of the original building footprint unless the modification will repair existing historic materials or restore the building to its historic appearance.
  - Exception: Improvements exempt from building permits pursuant to SDMC 129.0203, as well as improvements identified in SDMC 143.0212(a)(1)-(4) (same standard as applied to 45-year review).
  - Exception: Deviation may be approved through a Process 2 Neighborhood Development Permit. Projects will be reviewed for consistency with the US Secretary of the Interior Standards (similar to 45-year review) and the following findings must be made.
    - ✓ All feasible measures to protect and preserve the integrity of the potential historic district have been provided; and,
    - ✓ The proposed deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for any impacts to the potential historic district have been provided; and,
    - ✓ The proposed project will not result in a loss of integrity within the potential historic district which would render it ineligible for historic designation.

LETTER

RESPONSE

**EXHIBIT C**

Planning Department

# Interim Protections for Potential Historic Districts

March 2016

Kelley Stanco, Senior Planner & HRB Liaison





 Planning

## How Will the Interim Protection Measures Work?

### Policy Considerations

Significance Not Yet Established

- Intensive Survey Work and Processing Required to Designate
  - 1-2 Years & Approx \$85,000 Per District
- Inequitable to Hold Potential Resources to Designated Resource Standard



Regulatory Balance

- Clarity & Certainty for Public
  - Quantitative Requirements
  - Easy to Understand
- Work within Building Permit Process for Compliant Projects
- Provide Discretionary Process for Deviations

sandiego.gov

LETTER

RESPONSE

**EXHIBIT D**

LETTER

RESPONSE



THE CITY OF SAN DIEGO  
**Historical Resources Board**

**POLICY 4.1** - ADOPTED BY HSB ON JANUARY 7, 1977  
AMENDED BY HRB ON AUGUST 28, 2000  
AMENDED BY HRB ON APRIL 25, 2002  
AMENDED BY HRB ON OCTOBER 27, 2011

**PROCEDURE ON ESTABLISHING HISTORIC DISTRICTS**

**1. PURPOSE AND INTENT**

This policy is intended to guide the designation of historical districts within the City of San Diego. A *Historical District* is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represents one or more architectural periods or styles in the history and development of the City (SDMC 113.0103.) Designated historic districts are those districts designated by the Historical Resources Board pursuant to Land Development Code Chapter 12, Article 3, Division 2, and included in the City of San Diego Historical Resources Board Register, or listed in or determined to be eligible for listing in the California Register of Historic Resources or the National Register of Historic Places. Individuals or groups interested in submitting a historic district nomination for designation should review the *Guidelines for Preparing a Historic District Nomination in Consultation with Staff* (District Nomination Guidelines) for direction on how to proceed.

**2. BACKGROUND**

The City of San Diego Historical Resources Board (previously the Historical Sites Board) adopted its first policy on historical districts on January 7, 1977. The original policy did not distinguish different district types and provided twelve guidelines that were to be used in assessing a district's historical significance. The policy was updated on August 28, 2000, and it was at this time that districts were first separated into distinct categories. These categories included Geographic, Thematic, and Emerging. On April 25, 2002 the district policy was revised again to include the Archaeological District and the Voluntary/Traditional Historical District types.

Since the policy revision in 2002 that resulted in five district types, several issues with the district policy have been identified. Among these issues are the confusion created by different district types; the difficulty in regulating the various district types with the existing Historical Resources Regulations; the difficulty in establishing some district types; the difficulty in preserving the integrity of other district types; and the fact that the existing policy accommodated too many varying levels of community support and degrees of research and survey work. In addition, while the City is permitted to adopt its

own district policy based on local preservation needs, the existing policy was not consistent with State and National Register district policies and procedures.

As a result of these issues, the District Policy was amended in 2011 with the goal of simplifying the designation and regulation of historical districts. The district types were reduced from five to one, a standard geographic historical district. Resources that are thematically related but not located within a geographically limited and defined boundary shall be addressed through a Multiple Property Submission, consistent with National Park Service Bulletin 16B, *How to Complete the National Register Multiple Property Documentation Form*. Archaeological districts will now be processed as a standard geographical historic district under this policy.

### 3. EXISTING DISTRICTS

All but one of the existing districts were established as standard geographic districts, meaning they were confined to a defined geographic area, and all identified contributing properties were designated at the time the district was established. This amended district policy will not impact the way these districts are regulated. However, the Ocean Beach Cottage Emerging Historical District was established with only a context statement and period of significance to establish the significance of the district, as well as a few properties which fell within that context and period of significance that were eligible for designation under HRB Criterion F. A complete intensive survey was never completed, and therefore all eligible contributing properties are not known. Owners of properties which fall within the context statement and period of significance may bring their properties forward for designation as contributors to the district. Only those properties identified and designated as contributors are currently regulated.

Because the Ocean Beach Cottage district does not have a full intensive survey, is based on a context statement and period of significance, and is limited to those properties that fall within the context and period that are volunteered by the property owner for designation, conversion of this district to a standard geographic district is not feasible. In addition, the district's long history as a historic district precludes conversion to a Multiple Property Submission. Therefore, the district will continue to be regulated under the prior policy. Property owners may continue to bring properties forward for designation under the established context and period of significance, and the district shall remain voluntary in nature. However, no new districts will be processed under this district type.

### 4. CRITERIA

The district must be evaluated and determined to be significant under one or more of the adopted Designation Criteria A-E. Contributing resources are designated under Criterion F. The Board's adopted *Guidelines for the Application of Historical Resources Board Designation Criteria* provides guidance on the proper application of the designation criteria:

Criterion A - Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development.

Criterion B - Is identified with persons or events significant in local, state or national history.

## LETTER

## RESPONSE

Criterion C - Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of natural materials or craftsmanship.

Criterion D - Is representative of a notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman.

Criterion E - Is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources.

Criterion F - Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

**Research Considerations:** When evaluating the district under the adopted designation criteria above, the following research considerations may be useful in developing a context and establishing significant themes:

**Common Heritage:** An area associated with groups of existing or former residents who, because of their common employment or heritage have contributed significantly to the City's development. Such an area will usually contain structures of architectural interest identified with common heritage and traditional functions.

**Traditional Activity:** An area or district associated with traditional activity, such as a central market, an educational or transportation facility, wharves, or warehousing. Such an area may also be remarkable for the particular architectural styles or method of construction associated with its original or traditional activity. Often a traditional activity has significantly shaped the history of the community which it served adding to its historic significance. If the traditional function exists in the present, it serves to illustrate the similarities and differences between past and present.

**Rare Past:** A district which was once representative of common existence during a specific historic era but is now rare or unusual. Such as: an example of architecture, artistry, or design once common, now rare, or a function or use once common, now rare.

**Development Progression:** Neighborhoods or districts illustrating the progressive development of style and changes in architectural and cultural taste.

**Consistent Plan:** Districts illustrating the development of coherent or consistent planning and design, or innovations in planning philosophy.

**Public Works:** Districts which illustrate the development of public works and other significant engineering achievements. During all historical periods structural aspects have been important, but after 1850, systems of construction employing steel and masonry contributed greatly to the evolution of commercial, industrial, and public buildings and therefore take a large part in the study of architecture of late periods.

Features of Daily Living: Districts which illustrate the details of daily living during a previous period. Equipment or mechanical devices such as call bells, speaking tubes, dumbwaiters, fans, or similar systems are examples.

Industrial Evolution: Districts which illustrate the evolution of an industrial era and its effects on humanity. Examples include company towns, glassworks, factories, manufacturing processes, and marketing developments. Aspects of these which have been instrumental in changing modes of work, altering working conditions, improving living standards, and generally affecting the social order may also manifest significance.

Craftsmanship: Examples of workmanship, craftsmanship, artistry, or design which would today be economically infeasible or difficult to reproduce and/or are of benefit to the contemporary community as significant reminders of the past.

Building Groupings: Building groupings where the significance and importance of the individual structures is increased because of their relationship to a grouping or row of other significant structures, which may or may not be of a similar period or design style.

Landmark Supportive: District of quality buildings or sites, often made up of individual landmark structures supported by other structures of somewhat lesser importance. Such districts are normally easily definable and have a significance over and above the sum of the values of each historic site because of the total historic environment.

#### 5. OBJECTIVE

The objective of a District is to maintain the scale and basic character of the subject district and other designated historic districts through:

- a. Protection and preservation of the basic characteristics and salient architectural details of structures insofar as these characteristics and details are compatible with the historical district, as defined by the Board in the Statement of Significance adopted for each district.
- b. Affording the widest possible scope for continuing vitality through private renewal and architectural creativity, within appropriate controls and standards. The Board intends to foster a climate in which each district may continue to exist as a living, changing neighborhood and not a static museum.
- c. Encouraging development of vacant property and redevelopment of incompatibly developed properties in accordance with the character of the area.
- d. Encouraging continuous research into San Diego's human past and culture for the benefit of future generations.

## 6. DOCUMENTATION

The following information is required to designate a historical district. These requirements are discussed in greater detail in the District Nomination Guidelines.

**Geographic Boundaries:** Specific geographic boundaries are established to encompass the historically significant area, sites and features.

**A Context and Statement of Significance:** Historic contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear. The nomination must place the district within its historic context and develop a statement of significance that describes how the district is significant within that context under one or more of the adopted HRB Criteria A-E. [For a more detailed discussion regarding historic contexts, refer to the District Nomination Guidelines.](#)

**Site Surveys:** All properties within the district boundaries are evaluated and identified as contributing to the historical significance of the district, or as non-contributing sites. State of California Department of Parks and Recreation Forms (DPR-523 Forms) are provided for all properties within the District boundaries.

**Contributing Sites:** Contributing sites are those that meet the significance characteristic of the District and are specifically designated historical resources. These sites shall be eligible for all the benefits and responsibilities of historic designation, including the application of the Historical Building Code, Tax Code Incentives, and US Secretary of Interior Standards for development.

**Non-contributing Sites:** Non-contributing sites are those that have been substantially modified so that they no longer contribute to the historical integrity of the district, or sites that were developed subsequently and have no inherent historical significance or features. These sites are not eligible for benefits resulting from historical designation, except if the owner subsequently restores original historic fabric and features making it a contributing site to the district. In these cases, the Board shall hold a public hearing where the status of the site from non-contributing to contributing can be assessed and approved.

**Vacant Parcels:** Vacant parcels within the boundaries of a District will be deemed to have significance if they relate to the quality and character of the district, otherwise they will be classified as non-contributing sites. Alteration of vacant sites will be reviewed in a manner consistent with the applicable historical district's approved development guidelines.

**District Features:** The Board will determine upon designation of a Historic District those features and characteristics deemed essential to the maintenance of the district's architectural and/or historic integrity.

**Development Guidelines:** If deemed necessary to maintain the historical and/or architectural integrity of a historical district the Board will prepare and adopt a set of development guidelines to be used in development project review for contributing and non-contributing sites, and other district features such as streets, etc., to provide an appropriate context for the application of US Secretary of Interior Standards.

**Demolition and Alteration:** Alteration to a contributing site within a historical district must comply with the applicable provisions of the San Diego Land Development Code. For example, a Site



Development Permit is required for substantial alteration within historical districts and a recommendation of the Historical Resources Board is required prior to Planning Commission decision on a Site Development Permit. Furthermore, if a deviation for demolition or removal of a contributing structure within a historical district is approved, the applicant must obtain approval for new development before the issuance of a Demolition/Removal Permit. (San Diego Land Development Code sections 126.0502, 126.0503, 143.0250, and 143.0260(c).

**Inter-Department and Agency Support:** Participation of appropriate City departments will be sought to assist with the preparation of a historical district. Upon designation of a historical district, actions of Departments which could affect said district, including proposed changes in land use, changes in traffic patterns and street closing, public improvements, encroachment permits, etc. should be forwarded to the Board for review and recommendation, consistent with the applicable historical district development guidelines and Section 111.0206d(4) of San Diego Land Development Code which empowers the Board *"To adopt standards and guidelines to be used by the Board in reviewing applications for development permits involving designated historical resources."*

#### 7. BOARD ACTION

The following actions are required for the City of San Diego Historical Resources Board to establish a historical district:

- a. **Designation request:** Any organization, or individual can bring forth a request for historical district designation, as detailed in the District Nomination Guidelines. The request should also include a petition endorsed by a substantial number or a majority of the affected property owners. If the request is brought forth by the City, based on comprehensive historical studies available to the City, staff shall include information showing the extent of community support and involvement in the preparation of the Historic District Document. For all nominations, staff will solicit the level of support and opposition from property owners within the proposed district boundary consistent with the process outlined in the District Nomination Guidelines, and shall provide that information to the Board.
- b. **Historical Report:** The request shall include a Historical Report with information about the proposed historical district, including a Methods section, Context, Statement of Significance, Period of Significance, boundaries or area of effect, DPR-523 Forms, and Development Guidelines as needed. Information will be submitted to staff of the Historical Resources Board for review.
- d. **Board Review:** Two meetings of the Board are required to establish a historical district. Upon receipt of a complete historical district designation package, the Historical Resources Board staff shall schedule the item for review by the Board. At this time the Board shall evaluate the completeness and adequacy of the information submitted establishing the significance of the proposed historical district at a regularly scheduled Board meeting. If the information submitted is found adequate, a second noticed public hearing shall be scheduled for the next available Board hearing.

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- c. **Noticing:** Notices will be mailed as required by the San Diego Land Development Code Section 123.0202 (b) to all affected property owners, and community planning groups, neighborhood associations, historical societies, and other interested parties.
- f. **Site Visit:** Historical Resources Board members are required to physically visit the district area and view the sites within the district's boundary before taking any action.
- g. **Board Hearing:** The Board will hear public testimony on the establishment of the historical district, and take appropriate action. The action of the Board to designate a historical district may be appealed to the City Council as established by the San Diego Land Development Code Section 123.0203.
- h. **Implementation:** Upon Board designation of a historical district the boundaries of said district shall be transmitted to all affected City departments so they may be aware of the Board's interest and involvement in any actions that could potentially affect the historical integrity and significance of the district. The Board shall review any development request affecting a significant historical resource as established by the various sections of the City of San Diego Land Development Code, to provide the appropriate recommendations to the decision maker. Additionally, contributing sites within a historical district shall be eligible for the Mills Act Program provided they meet the standards of the program.

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**EXHIBIT E**

## **Frequently Asked Questions**

### **What is a historical district?**

A historical district is a significant concentration, linkage or continuity of sites, buildings, structures or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or style in the history and development of the city as defined in San Diego Municipal Code Section [113.0103](#) .

### **What if some of my neighbors object to being part of a historical district?**

As the Historical Survey Report is being prepared, those developing the district should be establishing local support for designation. Widespread public support is most critical to establish a Geographic/Traditional District because the designation applies to ALL of the properties within the district boundaries. If significant controversy is noted at the public hearing, the Board may recommend that further public support be solicited prior to establishing the district. If district criteria are met and a majority of contributors consent to designation, the Board can establish the district, despite minor objections. Finally, historical district designations are always subject to City Council appeal, per section [123.0203](#) of the San Diego Municipal Code.

### **How long does it take to get a district designated?**

Forming a district could take as much as one to two years after the documentation is submitted to the City, depending upon how many properties are included, whether professionals or volunteers are doing the work, the availability of Historical Resources Board staff for technical assistance and final review and processing, local controversy, and the Historical Resources Board docket schedule.

### **What are Development Guidelines?**

All designated contributors to historical districts adhere to the [Secretary of the Interior's Standards for Preservation, Rehabilitation, Restoration, and Reconstruction](#) (link is external). Developed by the [National Parks Service](#) (link is external), these are well-recognized standards for the treatment of historical properties. Broadly written, they afford the widest possible scope for continuing neighborhood vitality through private renewal and architectural creativity.

Per the [Historical District Policy](#) , more restrictive guidelines may be developed if the property owners so desire or if the Historical Resources Board determines that development guidelines are appropriate. The guidelines may include standards on plantings or objects (sidewalks, lighting fixtures, street trees, etc.) within public right of way, or fencing or other aspects of the front yard on private property visible from the street. Exterior paint colors and materials can be

<https://www.sandiego.gov/planning/programs/historical/faq>

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regulated, as well as the scale and location of new additions on both contributors and non-contributors. Finally, development guidelines may regulate the size, scale, design and use of new infill on existing vacant lots, or where demolition of non-contributors has occurred.

Example Guidelines:

- Sherman Heights & Grant Hill Park Historic Districts:
  - [Design Criteria and Guidelines](#)

<https://www.sandiego.gov/planning/programs/historical/faq>

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**EXHIBIT F**

## LETTER

## RESPONSE

San Diego Municipal Code  
(12-2006)

Chapter 12: Land Development Reviews

**Article 3: Zoning**

**Division 2: Designation of Historical Resources Procedures**

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

**§123.0201 Purpose of Historical Resource Designation Procedures**

The purpose of these procedures is to establish a process to identify and designate for preservation those *historical resources* that embody the special elements of the city's architectural, artistic, cultural, engineering, aesthetic, historical, political, social, and other heritages.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

**§123.0202 Designation Process for Historical Resources**

- (a) **Nominations.** Nominations of a *historical resource* to become a *designated historical resource* may originate from the Historical Resources Board, the City Manager, the City Council, or any member of the public including the property owner by submitting a research report or similar documentation, as identified in the Historical Resources Guidelines of the Land Development Manual, to the Board's administrative staff for consideration by the Board. Nominations from the City Manager may originate as a result of a site-specific survey required for the purpose of obtaining a construction or *development permit* consistent with Section 143.0212.
- (b) **Public Notice to Owner.** The owner of a property being considered for designation by the Historical Resources Board shall be notified at least 10 *business days* before the Board hearing. Notice to the owner shall contain information about the potential impacts of designation and a request to contact the Board's administrative staff regarding information for making a presentation to the Board on the proposed designation. No action shall be taken by the Board to designate a *historical resource* except at a public hearing that provides all interested parties an opportunity to be heard.
- (c) **Adequacy of Research Report.** The decision on whether or not to designate a *historical resource* shall be based on the information in a research report, as specified in the Historical Resources Guidelines of the Land Development Manual. If the Board determines, either by public testimony or other documentary evidence presented to it, that the research report is not adequate to assess the significance of the *historical resource*, the Board may continue its consideration of the property for up to two regular meetings and direct that a research report be prepared by the applicant with specific direction from staff as to the inadequacies of the original report. The revised research report

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(12-2006)

Chapter 12: Land Development Reviews

may be prepared by City staff or volunteers, with a copy provided to the owner at least 10 *business days* before the next Board meeting at which the designation will be considered. If a final decision is not made within 90 calendar days of receipt of a nomination for designation, the consideration of the property by the Board shall terminate unless a continuance has been granted at the request of the property owner.

- (d) Continuance. At the request of the property owner, the Historical Resources Board shall grant a continuance of one scheduled Board meeting after the motion has been made to designate a *historical resource*.
- (e) Historical Resources Board Decision. The Historical Resources Board shall review the Research Report and shall make a decision on whether to designate a *historical resource* based on the criteria specified in, and consistent with the procedures of the Historical Resources Guidelines of the Land Development Manual. The action to designate shall require the affirmative vote by six members of the Board.
- (f) Findings. The decision to designate a *historical resource* shall be based on written *findings* describing the historical significance of the property.
- (g) Re-initiation of Designation Proceedings. Designation procedures may not be re-initiated within 5 years without owner consent, absent significant new information.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)  
(Amended 12-15-2006 by O-19557 N.S.; effective 1-14-2007.)

**§123.0203 Appeal From Historical Resources Board Decision**

- (a) The action of the Historical Resources Board in the designation process is final 11 *business days* following the decision of the Board unless an appeal to the City Council is filed with the City Clerk no later than 10 *business days* after the action of the Board. The decision of the Historical Resources Board may be appealed by an *applicant* or an *interested person*. An appeal shall be in writing and shall specify wherein there was error in the decision of the Board. The City Council may reject designation on the basis of factual errors in materials or information presented to the Board, violations of bylaws or hearing procedures by the Board or individual member, or presentation of new information.

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(b) Upon the filing of the appeal, the City Clerk shall set the matter for public hearing as soon as is practicable and shall give written notice to the property owner and the appellant of the time and date set for the hearing. At the public hearing on the appeal, the City Council may by resolution affirm, reverse, or modify the determination of the Board and shall make written *findings* in support of its decision.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

**§123.0204 Recordation of Designated Historical Resources**

No later than 90 calendar days following the final decision to designate a *historical resource*, the City Manager shall record the designation with the County Recorder.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

**§123.0205 Amendment or Recision of Historical Resource Designation**

The Historical Resources Board may amend or rescind any designation of a *historical resource* in the same manner and procedure as was followed in the original designation. This action may be taken only if there is new information, the discovery of earlier misinformation, or a change in circumstances surrounding the original designation.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

**§123.0206 State and National Register**

The City Council shall consider endorsing the nomination of a *historical resource* for inclusion in the California Register of Historic Resources and the National Register of Historic Places upon recommendation of the Historical Resources Board.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*

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LETTER

RESPONSE

Letter C45

**From:** Paul Lima <paullima@cox.net>  
**Sent:** Wednesday, July 27, 2016 11:20 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** 21002568

C45-1

Writing in opposition to the proposed project # 21002568/sch

Removal of any public parking along India street would be detrimental local business, expanding lanes by removing street parking would be dangerous to residents as speeds along India are high enough, it would essentially be a freeway next to the freeway and drivers would drive as such.

Our community is a blend of retail and residential, the plan on paper would be detrimental to both. Paul Lima Business owner India street.

C45-1 Comment noted. The comment does not raise an issue with the adequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C46

August 2, 2016

Kurtis Steiner  
Senior Environmental Planner  
City of San Diego  
1010 2<sup>nd</sup> Avenue, MS 413  
San Diego, CA 92101

Re: Uptown Community Plan Update; Project No. 21002568/SCH No. Pending; Community Area: Uptown; Council District: 3

Dear Mr. Steiner:

C46-1

We are writing as property owners on Ibis Street (Spruce Canyon) to voice our concerns over the proposed changes to India Street due to the recent Rental Car Structure Traffic. The plan to remove sidewalks/parking and the Southbound turn lane on India St. pose many problems and hardships to our Middletown Neighborhoods; especially, Spruce Canyon.

Following are only some of the issues we would be facing as property/business owners:

1. Ingress/Egress to Spruce/Ibis Streets. There is no other outlet in Spruce Canyon. Residents would have to drive a considerable distance to enter Spruce St. which turns into Ibis.
2. Ibis St. parking will become an issue if India parking is removed for businesses, etc. (esp. between Redwood & Sassafras). There are 31 total Units/Houses on the 3200 block of Ibis alone. Fifty-one percent (51%) of those do not have off-street parking. This % goes even higher when considering the houses that have only 1 parking space and are a 2-car family.
3. Business owners would be at risk to lose some of their customers!
4. Property values could decrease because of the traffic ingress/egress from India.
5. Emergency vehicles would take more time to reach residences in case of fire or a life threatening emergency.
6. Middletown/Spruce Canyon residents would not be able to walk to and from businesses on India St. and other streets in the neighborhood.

At the last Uptown community meeting, we were told there was no intention to remove parking and the one-way access to West Spruce and Redwood only to find out that this was not true. We urge you to VERY SERIOUSLY reconsider these plans. These ideas are by no means IMPROVEMENTS to this area. In addition, we urge you to also reconsider Rental Car traffic planning that has become a nightmare for Middletown/India St. A few ideas would be to re-route Rental Cars Exits and Returns toward Washington St.; build a ramp that would drop returns right into the structure and re-route returns into structure from Southbound Washington St. instead of Sassafras.

C46-2

Thank you for your consideration to these very grave issues.

Jill MacMillan, Property Owner  
3242 Ibis St., Middletown

Glen Feye, Property Owner  
3230-36 Ibis St., Middletown

Cc: Ron Roberts; Todd Gloria

C46-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which include a discussion on the Rental Car Center.

C46-2 This is a closing comment. The City appreciates your participation in the public review process.

LETTER

RESPONSE

Letter C47

**From:** pamelamagnus <pamela@architectsmagnus.com>  
**Sent:** Sunday, July 31, 2016 4:15 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update, PROJECT No. 21002568 / Project No. 380611

Attn: Kurtis Steinert,  
 Senior Environmental Planner,  
 City of San Diego Planning Department

RE: Public comment on draft PEIR of Uptown Community Plan Update related to changes on India Street

C47-1 I am one of many concerned residents that depends on a small 2-way portion of India Street (between Sassafras and Redwood) to access Spruce Street to get home. Spruce Street services nearly 120 residences, a Montessori School, and a popular bar with no other access. Hazards here are daily as children and adults are being dropped off at the India/Spruce corner with no signal, stop sign or keep clear markings on India.

Page 6.3-50 of the draft PEIR recommends widening India Street at this intersection for increased traffic:  
 TRANS 6.3-19: India Street (Impact 6.3-19): "Sassafras Street to Redwood Street: Widen the roadway to a 3 lane one-way collector."  
 \*Note: the current two-way access road is not mentioned and I would like to make clear 1) the importance of this access due to no other access and 2) safety measures that need to be added at this intersection.

Page 6.3-49 of the draft PEIR states that "though these measures would reduce potentially significant impacts, they are not proposed in the Uptown CPU."  
 \*Note: I appreciate that India Street widening and removal of the 2-way is not proposed in the Uptown CPU, but what then is the measure to address increased traffic?

C47-2 Page MO-48 of the Uptown Community Plan shows India Street as a future bicycle lane. In theory, that would be wonderful. In reality, traffic on India Street has become too hazardous.

C47-3 Middletown residents have made it clear that the added airport and rental car center traffic should not be directed to a street that residents depend on. There needs to be accountability for increasing traffic without input from the neighborhood directly affected. If the PEIR confirms that traffic will increase and the Uptown CPU confirms they will not widen the roadway, then there should be a revised Traffic Impact Study to find alternate routes, such as Pacific Highway or dedicated freeway on/off ramps. Appropriate infrastructure should be in place before increasing traffic.

Thank you,

Pamela Magnus  
 3370 Jackdaw Street  
 San Diego, CA 92103

C47-1 Comment noted. This comment does not indicate an inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C47-2 Comment noted. This comment does not indicate an inadequacy of the PEIR. The Mobility Element of the proposed Uptown CPU also includes policies addressing pedestrian and bicycle safety, which would be implemented with any future bicycle lane plans along India Street.

C47-3 Comment noted. The Traffic Impact Study looked at all possible solutions to mitigate increases in traffic due to build-out of the proposed Uptown CPU. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which includes a discussion on the Rental Car Center, for further detail.

LETTER

RESPONSE

Letter C48

**From:** Gregory May <gregory\_may\_jr@yahoo.com>  
**Sent:** Wednesday, June 29, 2016 11:09 AM  
**To:** Steinert, Kurtis  
**Subject:** Uptown Planners Community plan comment

C48-1 I just want to go on record and say that I want the city to return to the June 2015 draft plan without density bonuses. Approximately 7 years of hard work went into it and it would be a complete waste of time to ignore it. Besides I don't like the bully-property-owners/developers hijacking MY Hillcrest! We have an agreed upon plan, and we should stick with it. If we don't then our democratic process would be pointless.

C48-2 with that in mind we MUST preserve what is left of our historic resources no matter what their imperfect conditions are. We are at a point where we have already lost enough historic resources, and should make it mandatory to preserve the community character. Buildings, or at least facades should be restored, not demolished. I agree with the designating certain streets/blocks as a historic district. I like the idea of redevelopment, but I feel that a good designer can do wonders, working with our historic resources and have them compliment their designs...

C48-3 I run a Facebook page called [Vintage San Diego](#), with over 37,777 likes, and time and time again, people agree that preservation of our historic resources is extremely important.

Sincerely,  
Gregory May

1220 ROBINSON AVE APT 103  
SAN DIEGO CA 92103-4410

(619) 291-4734

C48-1 Comment noted. All comments will be considered during the decision-making process.

C48-2 Comment noted. This comment does not identify an inadequacy in the PEIR. The proposed Uptown CPU includes numerous policies to address preservation of historical resources and identifies a number of potential historic districts. The PEIR evaluates potential impacts associated with implementation of the plan relative to historical resources and concludes that even with implementation of all feasible mitigation measures; impacts to historical resources would be significant and unavoidable.

C48-3 Comment noted.

LETTER

RESPONSE

Letter C49

**From:** Roger McComb <rogeramccomb@gmail.com>  
**Sent:** Saturday, July 30, 2016 4:08 PM  
**To:** PLN PlanningCEQA  
**Subject:** Uptown Community Plan Update, Project No. 21002568

C49-1

I strongly oppose the potential removal of the southbound lane on India Street from Sassafras to Redwood Street. Removal of the southbound lane would provide only one point of access to the residents on the 1000 and 1100 blocks of West Palm and the surrounding area and that would be from Laurel Street. Residents heading home from Pt Loma or areas north of the airport would be forced to go out of their way to get home instead of being able to drive down Kettner and turn up Sassafras. The city should not be dumping on it's residents because of the new Rental Center.

Regards,

Roger McComb

C49-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).



LETTER

RESPONSE

Letter C50

**From:** Tricia Mercer <tr Mercer12@gmail.com>  
**Sent:** Monday, August 01, 2016 10:11 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update 21002568 / SCH No: Pending

To whom it may concern:

C50-1

I am a resident of Middletown and currently reside on Columbia Street near Sassafras. The current plans to turn India into a three lane highway is incredibly concerning especially with the recent issues that have been occurring due to the opening of the rental car center and the traffic being routed up Sassafras to India Street. In the past two months, I have had to slam on my breaks to avoid being side swiped while crossing India street heading West on Sassafras toward Pacific Highway. I was also inches away from being struck by a car while walking across India with my sister and my dog.

The issue is the steep Sassafras hill we are now having tourists navigate to reach the 5 freeway entrance. Locals that frequently travel that hill have experience with traffic flow and recognize that they need to yield when turning left onto India. I believe tourists are so uncomfortable with the steep hill that they immediately turn left without looking for oncoming traffic or pedestrians crossing the street.

Why isn't Pacific Highway being utilized? It's equipped for heavy traffic. Have the rental car exit turn left onto Pacific Highway, then right on Washington, then left on San Diego Ave to access the 5 Freeway. Why make changes to a local neighborhood to accommodate rental car traffic, when instead the business roads that have already been established could be utilized.

Please take into consideration that you're disrupting an entire neighborhood to accommodate tourists when there are well equipped roads in place.

Thank you for your time.

Concerned resident.

Patricia Mercer

Ps. Please install a lefthand light signal on Sassafras and Pacific Highway. I have sat at that light for three light cycles due to the heavy rental cars traffic exiting and crossing over Pacific Highway. I'm just trying to get to work. I have found a new route to work, but installing a lefthand turn signal will eliminate the congestion as well. Thank you.

C50-1

Comment noted. This comment does not identify an inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6), which includes a discussion on the Rental Car Center.

LETTER

RESPONSE

Letter C51

**From:** Pretesh Mistry <pretmistry@gmail.com>  
**Sent:** Tuesday, August 02, 2016 8:40 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update - Project No. 21002568

- C51-1 I am writing to formally state my concern with the current plan in place to remove parking and sidewalks on india street. Parking is difficult as it is on the side streets off India and this would only make that situation worse.
  - C51-2 I'd like to encourage the planning department to make India street safer and more beautiful for the residents and visitors that travel through the area.
  - C51-3 1. The pedestrian crossing across India to get to the bridge over the 5 freeway is impossible to cross because traffic does not stop and is speeding at highway speeds. This should be made a formal crosswalk requiring traffic to stop while people safely cross the street to get to the bridge. Same goes for Kettner to get to the trolley station. This should be made safer for residents trying to get to the trolley.
  - C51-4 2. Traffic on India moves too fast for posted speed limit signs. A light or stop sign should be placed at or before redwood to slow traffic down and make it easier to traffic to turn onto Redwood and Spruce Streets. There is a school steps away from India street. This is a tragedy waiting to happen. Signs should be on india street stating it is a school zone and all applicable laws should apply.
  - C51-5 3. India street needs to be repaved with bike awareness
- Thanks for taking this into account regarding the future plan for the Middletown area.
- Pretesh Mistry, Middletown Resident

- C51-1 Comment noted. This comment does not indicate in inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).
- C51-2 Comment noted.
- C51-3 Comment noted. This comment does not indicate in inadequacy of the PEIR, which analyzed impacts of the proposed CPU compared to existing conditions. Policies MO-1.1, MO-1.2, MO-1.6, and MO-1.13 address the need for improved/enhanced pedestrian facilities and crossings in the Uptown community.
- C51-4 Comment noted. This comment does not indicate in inadequacy of the PEIR; therefore, a detailed response is not required. However, all comments will be considered during the decision-making process. The Mobility Element of the proposed Uptown CPU addresses the need for traffic calming improvements in the community.
- C51-5 Comment noted. This comment does not indicate in inadequacy of the PEIR; therefore, a detailed response is not required. However, all comments will be considered during the decision-making process. The Mobility Element of the proposed Uptown CPU contains numerous policies aimed at enhancing the bicycle network of the community.

LETTER

RESPONSE

Letter C52

Scott A. Moomjian  
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August 6, 2016

Mr. Kurtis Steinert  
San Diego Senior Environmental Planner  
City of San Diego Planning Department  
1010 Second Avenue, MS 413  
San Diego, CA 92101

*Sent Via Electronic (E-mail) Transmittal  
PlanningCEOA@sandiego.gov*

**Re: Uptown Community Plan Update  
Project Number: 21002568; SCH No. Pending**

Dear Mr. Steinert:

C52-1 I am writing this letter in order to express my strong concerns regarding the Uptown Community Plan Update ("Plan Update") Program Environmental Impact Report ("PEIR") as they relate to the proposed treatment, processing, consideration, and disposition of potential historical resources within the Uptown community.

C52-1 Comment noted.

C52-2 My background in the field of historic resources is extensive. Over the past twenty six years, I have worked on hundreds of projects involving historic properties. In the past sixteen years, I have represented owners of historic properties achieve their objectives with local, state and federal government agencies that supervise or regulate such properties. Where appropriate, I have nominated them to local and national historic registers. I have also prepared or consulted on historical reports for historic properties throughout the County. A significant portion of my work has involved facilitating the rehabilitation of buildings or the redevelopment of sites containing historic resources. I am a qualified historical consultant by the City of San Diego, and my professional qualifications meet the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation (1995)* in the disciplines of Architectural History, Historical Preservation, and History.

C52-2 This comment includes background information on the commenter. The City appreciates your participation in the public review process.

C52-3 I have reviewed the relevant environmental documents associated with historical resources prepared in conjunction with the project, including but not limited to, the Plan Update

C52-3 Comment noted. Appendix G-2, Uptown Community Plan Area Historical Resources Survey Report has been prepared by the City of San Diego Planning Department, and will be adopted as an appendix to the proposed Uptown CPU.

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and PEIR dated June 10, 2016 (“Historical Resources, Section 6.7.2.2); the Uptown Community Plan Area Draft Historic Resources Survey Report (“Survey Report”) dated November 2015 and revised May 2016 (Appendix G-2) with Appendices A-G; the undated City of San Diego, Planning Department “Potential Historic Districts Fact Sheet” for the Uptown, North Park, and Golden Hill communities; and proposed San Diego Municipal Code section revisions. I am also well familiar with previous historic surveys conducted in the Uptown area, including the *Historic Resources Inventory for “Uptown Area,” San Diego California* (1981), and the draft *Uptown Historic Architectural & Cultural Landscape Reconnaissance Survey* (2007) (“Draft Uptown Survey”). It should be noted that to date, that no historic surveys or historic resource inventories for the Uptown community have been formally reviewed or adopted by the City of San Diego.

C52-4 Comment noted. Detailed responses to the noted concerns are provided in the following responses to comments.

C52-5 This comment makes reference to the Historic Resources Survey Report and notes that the inventory of potential historic properties may miscount the total number of potential historic buildings because bungalow court properties could include multiple buildings. However, Section 6.7.4, Impact Analysis, of the PEIR discloses potential direct impacts due to substantial alteration, relocation, or demolition of historic buildings, structures, objects, sites, and districts. At this program level of analysis, it is appropriate to inventory potentially historic properties, as was done in the Historic Survey Report. Providing a building specific inventory for all structures within a property is not necessary to appropriately disclose potential impacts. The mitigation framework combined with the proposed Uptown CPU policies promoting the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. For example, prior to issuing any individual development permit, Mitigation Measure HIST 6.7-1 would require an historic evaluation of any building or structure over 45 years of age that may be impacted by the development. Thus, this comment does not identify a deficiency in the PEIR as both feasible mitigation and disclosure of potentially significant impacts related to historic structures was included in the Final PEIR.

C52-6 Comment noted. This comment does not suggest an inadequacy of the PEIR.

C52-4 The scope of my comments herein presented will be limited to problems associated with (1) the proposed Draft Historic Resources Survey Report; (2) the proposed regulatory framework for potential historic districts (PHDs); and (3) Multiple Property Listings (MPLs), specifically the Bungalow and Apartment Court MPL. Collectively, each of my arguments substantiate the inherent deficiencies and flaws in the Survey Report and proposed City action. As a result, they should be rejected in their entirety.

C52-5 ***(1) Proposed Draft Historic Resources Survey Report***  
As an initial matter, there are thousands of properties located within the boundaries of the Uptown Community Plan Area and the geographic area is massive. According to the Survey Report, the Planning Area encompasses nearly 2,700 acres and contains the communities of Park West, Middletown, Mission Hills, Hillcrest, the Medical Complex area, as well as the western half of University Heights. While the earlier Draft Uptown Survey (2007) surveyed 11,104 properties and identified 2,192 properties as potentially significant (59 of which were located in potential historic districts), the new Survey Report identified 11,109 properties, and found that 2,134 are potentially eligible for designation as individually significant properties, including properties identified as part of potential MPLs. An additional 1,454 properties were found to be potential contributing resources to 23 potential historic districts. Finally, 6,808 properties were identified and documented in the survey, but were not determined potentially historic upon initial visual inspection. While not directly cited in the Survey Report, there are therefore, a total of approximately 3,588 properties which exist in the Uptown community, either as potentially significant individual resources, or as potentially significant contributors to a historic district. The Survey Report, however, fails to account for the true number of *buildings* which may be potentially significant in the Uptown community because it identifies only the number of *properties* (i.e. by parcels and address), and not the actual number of structures on a property (see discussion of bungalow/residential courts within the MPL below).

C52-6 According to the Survey Report, the *Uptown Historical Context and Oral History Report* prepared for the Draft Uptown Survey (2007) was “discarded in its entirety” and replaced by a new historic context statement prepared by City Planning Staff. Further, due to the fact that the assignment of Status Codes (which provide “a summary assessment of the resource”) undertaken as part of the Draft Uptown Survey were “flawed,” new Status Codes within the Survey Report

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| <p>C52-7</p> <p>were assigned.<sup>1</sup> More specifically, those Uptown properties which were determined ineligible for local designation (assigned a “6Z” code) by the Draft Uptown Survey, were reclassified as “Identified in Reconnaissance Level Survey: Not evaluated” (reassigned as a “7R” code).</p> <p>In effect, by changing a prior determination of ineligibility to a new determination of potential eligibility through a non-evaluation code, the Survey Report has essentially eliminated a former presumption of insignificance in favor of future potential significance.<sup>2</sup> By effectuating a change in Status Codes, the Survey Report has subtly undermined some of the prior evaluations undertaken as part of the Draft Uptown Survey, and cast a new “net” over these properties as potentially significant. Properties captured in this manner are now presumed to be potentially significant, rather than presumed to be ineligible for local designation. The change in Status Codes actually increases the potential for the designation of properties which were formerly determined by the survey to be ineligible for designation. Such action interjects less assurance and more uncertainty and cost for property owners in the historic review and historic designation process.<sup>3</sup> Based upon the foregoing deficiencies associated with the Survey Report, it should not be adopted by the City for use in the Uptown Community Plan Update.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C52-7</p> <p>This comment does not raise an issue with the adequacy of the PEIR. The comment makes reference to the Historic Resources Survey Report and takes issue with revisions related to assignment of California Historical Resource Status Codes, and states that the revised status codes “cast a new ‘net’ over properties as potentially significant.” An early draft of the survey prepared in 2006-2007 assigned a status code of “6Z” or “6L” to properties that did not appear eligible based upon initial visual inspection during the reconnaissance survey. This survey was not “discarded in its entirety” as stated by the commenter. However, because the reconnaissance survey did not include sufficient detail to address potential significance unrelated to architecture, the use of the “6Z” and “6L” status codes (which indicate a lack of significance) was not appropriate per National and State guidance related to conducting surveys and assigning status codes. The “6Z” and “6L” status codes were corrected to “7R” indicating that they were identified in a reconnaissance survey, but not evaluated. Reconnaissance surveys are intended to indicate where historic resources may be present, and are never intended to provide detailed evaluation or final resolution regarding the historic status of a property, as the comment suggests. They are an informational tool which serves as a base-line for future property-specific and sometimes intensive evaluation. This is made clear in the <i>State’s User’s Guide to the California Historical Resource Status Codes</i>, which states, “users of the California Historical Resource Status Codes should keep in mind that the status codes are broad indicators which, in most cases, serve as a starting place for further consideration and evaluations. Because the assigned status code reflects an opinion or action taken at a specific point in time, the assigned status code may not accurately reflect the resource’s eligibility for the National Register, California Register, or local listing or designation at some later time.”</p> |
| <p>C52-8</p> <p><b><i>(2) Proposed Regulatory Framework For Potential Historic Districts (PHDs)</i></b></p> <p>The Survey Report states that the “The 2007 Draft Uptown Survey identified nineteen (19) potential historic districts that meet one or more of the City’s local designation criteria for historical sites. In addition, City staff and members of the Uptown Community have identified four (4) additional historic districts – Allen Terrace, Avalon Heights, Hillcrest and the San Diego Normal School/San Diego City Schools Education Complex historic districts – that also appear to meet one or more of the City’s local designation criteria.” In total, therefore, the Survey Report proposes a total of 23 potential historic districts for the Uptown community, with a total of 1,454 properties that were found to be potential contributing resources to the 23 potential historic districts. Review of the historical documentation related to the 23 potential historic districts (PHDs) and their contributors generally appear to be inadequate in terms of historic methodology, historic source material, and scholarly/academic historic interpretation and analysis.</p> <p><sup>1</sup> The Survey Report strongly implies that the Draft Uptown Survey, which was commissioned and paid for by the City, with oversight and input provided by the Planning Department, was inherently deficient. According to the Survey Report, “based upon the limited level of the survey work and the quality of the original Historic Context Statement on which survey was based, assignment of such a Status Code [6Z] was not appropriate.” of the original Historic Context Statement</p> <p><sup>2</sup> This is supported by the statement in the Survey Report that “[w]hile these properties have not been identified as potentially significant as part of this Survey Report, they <i>have not been cleared as not historic</i>, and would be evaluated in the future for historic significance at the parcel level consistent with the requirements of the City’s Municipal Code. <i>Italics added.</i></p> <p><sup>3</sup> “Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required.” With the change in Status Codes, the owner of an Uptown property who submits a development application will not be able to rely upon the previous determination of ineligibility as “evidence” that the property is not significant. In such a case, since the property is included in the Survey Report, but “not evaluated” a property owner will inevitably have to spend more money and time for the preparation of a site-specific historic study.</p> <p>3</p> | <p>C52-8</p> <p>This comment does not raise an issue with the adequacy of the PEIR. The City does not agree that the historical documentation related to the potential historic districts is inadequate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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RESPONSE

C52-9 According to the PEIR, “to further increase protection of potential resources—specifically potential historic districts—the City is proposing to amend the Historical Resources Regulations to include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation.”<sup>4</sup> The City proposes to “protect” potential, historic districts by amending the San Diego Municipal Code as part of the Community Plan Update process (specifically Sections 143.0210-143.0255, *Potential Historical District*; Section 126.0402-126.0404, *Neighborhood Development Permit Requirement*; and Section 132.1601-132.1604, *Potential historic District Overlay Zone*). Such amendments would, in part, “limit modifications [to the affected property] within the front 2/3rds of the original building footprint” and allow changes to occur only “in the rear 1/3<sup>rd</sup> of the building footprint or accessory buildings.” By establishing a new regulatory framework of this type, merely for the specific protection of potential, historic districts that may never come to fruition, the City will severely and adversely affect an Uptown property owner’s right to otherwise develop property in a reasonable and appropriate manner.

C52-10 In terms of the time and cost associated with the processing of the 23 PHDs, City Staff has indicated that each historic district would take 1-2 years to process at a cost of approximately \$85,000 per district.<sup>5</sup> Accordingly, it would take approximately 23-46 years to process all 23 PHDS at a cost of approximately \$1,955,000. In addition, if each eligible contributing historic district property (1,454 total properties) were designated and subject to a future Mills Act agreement, the City could anticipate a loss to the General Fund of approximately over \$3.3 million.<sup>6</sup> The overt development restrictions, lengthy processing time, and enormous costs involved in such a process certainly outweigh the alleged “benefits” that come from the “protection” of contributing properties to any potential, future historic districts. Based upon the overly restrictive regulations resulting from the establishment of PHDs in the Uptown community, as well as the time and costs associated with those policies and procedures, the City should reject the proposed regulatory framework for PHDs. To do otherwise would be both arbitrary and capricious.

**(3) Bungalow and Apartment Court Multiple Property Listing (MPL)**

C52-11 The Survey Report introduces the concept of “Multiple Property Listings” (MPLs) which are defined as “a group of related significant properties with shared themes, trends, and patterns

<sup>4</sup> “The proposed potential historic district regulations would provide supplemental protections until a more detailed historic district survey can be completed” (City of San Diego, Planning Department “Fact Sheet”).

<sup>5</sup> Kelley Stanco, Senior Planner & HRB Liaison, “Interim Protections For Potential Historic Districts,” Presentation, March 2016.

<sup>6</sup> This amount was conservatively estimated by determining the median sale price for homes within the Uptown (92103 area code) at an amount of \$572,000 ([www.trulia.com](http://www.trulia.com)). Assuming an average Mills Act property tax reduction of 40% (per City Staff) based upon property taxes of \$5,720 per year (at 1% rate), results in a property tax savings of \$2,288. The amount of this reduction times the number of contributing properties with a Mills Act agreement (1,454 total properties) results in a loss to the General Fund of approximately \$3,326,752. Note that this amount is substantially higher if it were to include those individually significant Uptown properties (2,134) and MPLs subject to a Mills Act agreement (an additional \$4,882,592 loss to the General Fund). A total financial loss could exceed \$8.2 million

C52-9 This comment does not raise an issue with the adequacy of the PEIR. The City does not agree that the proposed amendments to the historical resources regulations would severely and adversely affect Uptown property owners right to develop property. The intent of the amended Historical Resources Regulations is to minimize significant impacts to potential historic districts. Without the amended regulations, development consistent with the proposed Uptown CPU could result in substantial deterioration or loss of unevaluated historic resources in the community.

C52-10 Comment noted. This comment does not raise an issue with regard to the adequacy of the PEIR.

C52-11 This comment does not raise an issue with the adequacy of the PEIR. Details on the historic value of Bungalow and Apartment Court Multiple Property Listings are provided in the Historical Resources Survey Report. These property types reflect the distinctive characteristics of courtyard design and elements of the community’s social history related to multi-family, as well as architectural development associated with local transportation patterns. This meets the City of San Diego local designation Criteria A and C by definition.

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RESPONSE

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| <p>of history.” The Survey Report identifies three “thematically related property groupings” that appear to be significant as MPLs, including the “Bungalow and Apartment Court” MPL. This MPL is defined as a “discontinuous grouping of approximately 150 residential courts” located throughout the Uptown survey area. The Survey Report indicates that these properties derive significance under Historical Resources Board (HRB) Criterion A (Community Development) “as special elements of the Uptown Community’s social history related to multi-family housing, and its architectural development associated with local transportation patterns,” as well as Criterion C (Architecture) for “distinctive characteristics of courtyard design.” However, these assertions are not thoroughly supported or justified by any new or meaningful historical evidence.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                       |
| <p>C52-12 Over the past several years, City of San Diego HRB Staff has entertained a certain fascination and admiration over local bungalow/residential courts as “significant” property types. The genesis behind the history of San Diego’s bungalow courts occurred with the publication of “Bungalow Courts in San Diego: Monitoring a Sense of Place” (Spring 1988) in the <i>Journal of San Diego History</i>. Subsequently, documentation of bungalow courts as a housing type within the City was discussed further in the Draft Uptown Survey (2007). In addition, one consensual HRB historic designation involving a bungalow court occurred in 2007, and three involuntary HRB historic site designations involving bungalow courts occurred between 2007-2008.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>C52-12 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> |
| <p>C52-13 According to “Bungalow Courts in San Diego: Monitoring a Sense of Place,” bungalow courts were “well-designed, small houses carefully arranged around a planned open space.” They were primarily built in the <i>hundreds (if not thousands)</i> throughout Southern California during the 1920s and 1930s and ceased to be built around 1940. Most courts were built along new streetcar lines of the period in some variation of the Mediterranean/Mission style and covered with bougainvillea. The typical bungalow court came to feature a group of six to ten small, individual houses placed around a communal garden. Usually two standard lots were enough. According to the article, bungalow courts were classified into four categories, based upon spatial arrangement. These classes included the (1) detached, full court - the “classic” court consisting of individual cottages arranged around a spacious central garden (2) detached, narrow court - individual cottages arranged around a long, narrow, garden-like walkway (3) attached, full court - when two or more of the bungalows share a common wall, and (4) attached, narrow court. Since the term “court” implies an enclosed, designed space, in all cases the building arrangement included an end structure and a proper garden.</p> | <p>C52-13 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> |
| <p>C52-14 In reliance upon the above cited article, the Draft Uptown Survey (2007) identified a potential “Bungalow &amp; Apartment Court Thematic Historic District” within the Uptown community. Although it should be noted that no present “Bungalow &amp; Apartment Court Thematic Historic District” exists within Uptown or any other part of the City, the survey identified a total of 144 bungalow and apartment courts which were determined to be potentially significant as <i>district contributors only</i>, not individually significant, and not as MPLs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>C52-14 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> |
| <p>C52-15 According to the Draft Uptown Survey, which has been essentially adopted as part of the Survey Report, bungalow courts feature well-designed, small houses carefully arranged around a</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>C52-15 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.</p> |



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planned open space. The typical bungalow court consisted of a group of six to ten individual houses around a communal garden. Most bungalow courts in San Diego sit on two regular (50' X 100') lots. In several instances, the courts were built in two phases, with one side completed first, and the other side constructed when the land became available.

C52-16 In August 2007, the "Dr. Chester Tanner Office Bungalow Court" was designated by the City of San Diego's Historical Resources Board (HRB) under HRB Criterion C as "an excellent example of both the Spanish Eclectic architectural style and as an example of a unique 1927-1935 Spanish Eclectic Office Bungalow Court." The property, located in the Uptown community, was determined to be significant due to the fact that it was identified in the draft survey; were constructed as medical office buildings (rather than residential structures); and featured many characteristics of the Spanish Eclectic architectural style.

C52-16 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

C52-17 In 2007, two bungalow court properties were referred to the HRB for involuntary historic site designation. The first property, located at 104-118 Dickinson Street in the Uptown community, was referred to the HRB for designation consideration under HRB Criterion C (Architecture) in November 2007 by City Staff on the basis that it, "drawing heavily from the Minimal Traditional style" was a "a good example of Streamline Modern architecture expressed in the apartment courtyard building type." When considered by the HRB, several Board Members found the property to be more Modern Minimal in style. The HRB refused to designate the property. Similarly, the second property, located at 7522-7534 Herschel Avenue in the La Jolla community, was referred to the HRB for designation consideration under HRB Criterion C (Architecture) in November 2007. City Staff believed the property to be significant on the basis that it was "a very good example of a Minimal Traditional apartment courtyard." Again, the HRB failed to designate the property.

C52-17 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

C52-18 In March 2008, another bungalow court property was referred to the City of San Diego's Historical Resources Board (HRB) for involuntary historic site designation. This property, located at 7417-7427 Olivetas Avenue in the La Jolla community, was referred to the HRB for designation consideration under HRB Criterion A (Community Development) as "the only Contemporary style bungalow court in La Jolla, a limited building type in the community" and under HRB Criterion C (Architecture) "as a very good example of a post-WWII, Contemporary style bungalow court with high integrity." At the hearing, the HRB designated the property, pursuant to the Staff Recommendation, despite a wealth of information supporting the conclusion that the property was not historically and/or architecturally significant. Subsequently, in October 2008, the property was appealed to the San Diego City Council and the designation was overturned on the basis that factual errors in materials and information were presented to the HRB at the time of hearing, and upon the submittal of new information indicating that the property was not significant.

C52-18 Comment noted. This comment does not suggest an inadequacy in the PEIR; therefore, a detailed response is not required.

C52-19 The fundamental problem with the present Survey Report is that it alleges that bungalow/residential courts derive significance from their very nature as a property type (defined as a "grouping of grouping of individual properties based on shared physical or associative characteristics"). This theory essentially holds that the bungalow/residential court is

C52-19 This comment does not raise an issue with the adequacy of the PEIR. While bungalow and apartment courts, by their nature, are potentially significant historic structures, a formal evaluation would be required to determine significance. As detailed in the previous comments, bungalow and apartment courts are not always designated as a significant historical resource when brought forward for evaluation.

## LETTER

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significant because of its multi-family residential use within the Uptown community. By logical extension, would a single-family residence in the Uptown community be considered significant, in and of itself, because it was originally built as a single-family home and has maintained this use over the years? In no instance does the Survey Report establish precisely why the location, design, or the use of the bungalow/residential court as “discontinuous groupings” are any more significant than other similarly-situated multi-family structures, single-family homes, commercial buildings, or other structures built throughout Uptown from the 1920s-1960s.<sup>7</sup> Moreover, the Survey Report does not include any additional, substantial information regarding bungalow/residential courts above and beyond much of the information previously generated as part of the Draft Uptown Survey. The Survey Report also fails to explain why the concept of a bungalow/residential court MPL has been advanced when the earlier Draft Uptown Survey proposed the establishment of a potential “Bungalow & Apartment Court Thematic Historic District” within the Uptown community. Finally, the Survey Report is *misleading* when it asserts that “approximately 150 residential courts” located throughout the Uptown survey area would be included within the MPL and ultimately be “designated as part of a city-wide MPL of San Diego residential courts.” This is especially true when one considers the fact that each bungalow/residential court, by definition, has between 6-10 individual homes on each parcel, thereby bringing the total number of *actual structures* eligible for designation to between 900-1,500. If designated, each eligible bungalow/residential court property subject to a Mills Act agreement could potentially cost the City’s General Fund hundreds of thousands of dollars in lost revenue. Based upon the foregoing deficiencies associated with the Survey Report, it should not be adopted by the City for use in the Uptown Community Plan Update.

C52-20

In conclusion, I appreciate the opportunity to comment on the Plan Update and the PEIR. I look forward to receiving written responses to the issues I have raised in this letter. Please do not hesitate to contact me should you have any questions or need any additional information.

Sincerely,



Scott A. Moonjian  
Attorney at Law

<sup>7</sup> Additionally, the Survey Report does not explain or reconcile why the “period of significance” of bungalow/residential courts was extended to 1960, when all other prior authoritative sources have conclusively determined that the construction of bungalow/residential courts generally ended in 1940 (prior to the Second World War).

C52-20 Comment noted.

LETTER

RESPONSE

Letter C53

From: Sandro Natale <sandro@bigblockrealty.com>  
Sent: Wednesday, July 27, 2016 6:45 PM  
To: PLN\_PlanningCEQA  
Cc: middletown92103@gmail.com  
Subject: Uptown Community Plan Update - Proj #21002568

Kevin Steiner or To Whom It May Concern;

C53-1 On Tuesday July 5th 100+ Middletown residents met with the City Planner, the Airport Authority and our elected representatives at the Joyce Beers Center for the monthly town meeting. During that meeting we had a lengthy discussion regarding the unsafe and unacceptable amount of traffic on India street due to the Airport and Rental Car Center. It was our understanding that the city planning commission in cooperation with the airport authority would immediately modify the signage so that Airport & Rental Car Center traffic would be routed North on Pacific Highway toward the Northbound 5 freeway entrance at Washington street.

Recently it was discovered that this topic was far from over and that a plan to modify India street was still very much in the works. This email is to serve as my formal comment regarding the matter.

- We OPPOSE the use of India Street as the route for cars leaving the Airport & Rental Car Center to get to the 5 freeway North.
- We OPPOSE the widening of India Street to accommodate Airport traffic.
- We OPPOSE the removal of the Southbound portion of India Street between Sassafras & West Redwood.
- We APPROVE the use of Pacific Highway for cars leaving the Airport & Rental Car Center traveling to the 5 freeway North.

C53-2 In closing, India street is a quiet, slow moving residential street which serves as the ONLY option for many residents living in the western portion of Mission Hills from Laurel to Washington street to get in and out of their neighborhood. What we're asking is simple, please move the "5 Freeway" signage that currently directs Airport & RCC traffic West on Laurel/Sassafras then North on India Street. We're asking for those same signs to be placed at Pacific Highway which would direct traffic North on Pacific Highway (a 3 Lane Non Residential Street) up to the 5 North entrance at Washington Street.

Respectfully,



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Sandro Natale  
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Mobile 1 = 858.255.0135  
Mobile 2 = 949.290.2599  
Efax = 619.342.3329  
Sandro@BigBlockRealty.com



Sandro Natale

C53-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C53-2 Comment noted. This comment references alternate routes to airport traffic, but does not suggest an inadequacy in the analysis of the PEIR.

LETTER

RESPONSE

Letter C54

**From:** Fred Odom <fred@odoms.net>  
**Sent:** Wednesday, July 27, 2016 3:48 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Proposal to Eliminate Parking Lane on India Street Northbound

C54-1

I travel Indiaa Street Northbound to Sassafras three times weekly, and I can see no reason to eliminate the parking lane there. I turn right (East) on Sassafras so I want to be in the right lane. There is never much traffic in the right lane because 95% of the traffic is merging left to either turn left onto Sassafras or continue on to the I-5 North ramp.

If the parking is eliminated to create another traffic lane, I predict that no one will use that new lane... it will be essentially useless.

Fred Odom  
 3405 Lark Street  
 San Diego, CA 92103  
 619 980-5749  
 fred@odoms.net

C54-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C55

J. ROBERT O'CONNOR, III  
LAURA W. PACKER  
4304 Altamirano Way  
San Diego, Ca. 92103  
Telephone (619) 298-9034

August 4, 2016

Hon. Mayor Kevin Faulconer  
Hon city Council Members  
City Planning Department  
and All Staff

RE: OPPOSITION TO PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT



C55-1

As part of the Uptown Community Plan Update, the Presidio Hills Potential Historic District ("PHD") is comprised of 59 homes located on four (4) streets: Altamirano Way, Cosoy Way, Marilouise Way and Presidio Drive. At present, homeowners representing 33 of the 59 homes have signed a Petition Against the Presidio Hills PHD. More Petitions are being gathered. The Petition also states that these homeowners in the future would not vote for an "actual" Historic District for the Presidio Hills neighborhood.

C55-2

Attached is a summary of the homeowners who have signed not only the Petition, but also, letter to each of you objecting to the Presidio Hills Potential Historic District. The actual signed Petitions and letters will be e-mailed to each of you in the next day or two. These homeowners will vigorously oppose being included in any PHD, and request that the Presidio Hills PHD be removed from the Uptown Community Plan Update.

Very truly yours,

  
J. Robert O'Connor, III  
  
Laura W. Packer

Enclosure

C55-1

The City appreciates your participation in the public review process and has received your letter documenting that 33 homeowners of properties within the Presidio Hills Potential Historic District are opposed to this potential designation. This comment does not suggest an inadequacy of the PEIR; therefore, a detailed response is not required. However, the Presidio Hills Potential Historic District will not be designated as a result of the proposed CPU or the establishment of the supplemental regulations for potential historic districts. Additionally, no action to designate Presidion Hills as a Historic District would be taken prior to fulfilling all Historical Resources Board procedures and Municipal Code requirements, including public outreach efforts to gather input from homeowners within the Presidio Hills Potential Historic District.

The supplemental development regulations that would apply to contributing resources within a potential historic district would not require only "historic" materials be used. The regulations would not apply to modifications to the rear one-third of contributing resources, and the following modifications to the front two-thirds of the structure would not be limited:

- Modifications that would repair existing historic materials or restore the building to its historic appearance;
- Modifications or repairs that are limited to an electrical or plumbing/mechanical permit that would not change the exterior;
- In kind roof repair and replacement;
- In kind foundation repair and replacement, except for structures with decorative block or cobblestone foundation;
- Replacement windows in existing window openings that do not require any changes to the exterior wall;
- Installation of fences that are 6 feet in height or less;
- Painting.

LETTER

RESPONSE

**PRESIDIO HILLS POTENTIAL DISTRICT DOCUMENTS**

**Petitions**

**Altamirano Way**

- 4285 - McKenzie
- 4224 - Golden
- 4255 - Tuttle
- 4262 - Piacquadio
- 4265 - Lawrence
- 4272 - Delue
- 4285 - Williams
- 4290 - Vano
- 4304 - May/Eldred
- 4304 - O'Connor/Packer
- 4314 - Cavignac
- 4322 - O'Connor
- 4330 - Casebolt
- 4343 - Castillo
- 4350 - Dunn
- 4356 - Comer
- 4361 - Scott
- 4365 - Scarvelis
- 4366 - Nelson
- 4369 - Dunn

**Cosoy Way**

- 4269 - Pasha
- 4277 - Filderman
- 4287 - Ottenheimer

**TOTAL 33**

**Marilouise Way**

- 2405 - Pavel
- 2429 - Moore
- 2435 - Wetzel
- 2440 - Elzy
- 2449 - Gillick
- 2464 - Saba
- 2425 - Fisher
- Presidio Dr.**
- 2409 - Needham
- 2430 - Celentino
- 2526 - Potts/Diamond

C55-1 (cont.)

If a modification that is not exempt from the regulations is proposed in the front 2/3rds of the original building footprint, a Neighborhood Development Permit (NDP) would be required. Thus, the proposed supplemental development regulations are not anticipated to result in deferred maintenance to homes.

C55-2 Comment noted. We have received the attached petitions and letters referenced in this comment. Refer to response to comment C55-1 for the City's response to the concerns raised in the letters.

LETTER

RESPONSE

Attachments to Letter C55

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

I OBJECT TO THE FACT THAT I CANNOT VOTE against the Presidio Hills Potential Historic District, which violates my rights and DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: *W. M. McKenzie*

Signature: *Marilyn H. McKenzie*

Print Name: *WILLIAM MCKENZIE*

Print Name: *Marilyn H. McKenzie*

Address: *AZIZ ALAMIRANO WAY*  
San Diego, CA. 92103

Date: *July 31, 2016*



LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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I OBJECT TO THE FACT THAT I CANNOT VOTE against the Presidio Hills Potential Historic District, which violates my rights and DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: DAVID E. GOLDEN

Address: 4224 ALTAMIRANO WAY  
San Diego, CA. 92103

Date: 07.25, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: LINDA K. GOLDEN

Address: 4224 ALTAMIRANO WAY Date: 7.25, 2016  
San Diego, CA. 92103

LETTER


RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Presidio Hills Potential Historic District, which violates my rights and  
DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL  
HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature:  \_\_\_\_\_ Signature: \_\_\_\_\_

Print Name: GEORGE TUTTLE Print Name: \_\_\_\_\_

Address: 4255 ALTAMIRANO WY  
San Diego, CA. 92103 Date: 7/27/, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: SARAH TUTTLE SMITH

Address: 4255 Altamirano Way, San Diego, CA. 92103 Date: July 28, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Signature: Kathleen Pacquadio

Signature: [Handwritten Signature]

Print Name: Kathleen Pacquadio

Print Name: Daniel Pacquadio

Address: 4262 Altamirano Way  
San Diego, CA. 92103

Date: 7/26, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Signature:  \_\_\_\_\_ Signature: \_\_\_\_\_

Print Name: JACK LAWRENCE \_\_\_\_\_ Print Name: \_\_\_\_\_

Address: 4265 ALTAMIRAN WAY \_\_\_\_\_ Date: \_\_\_\_\_, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Print Name: RANDALL DELUG

Address: 4272 ALTAMIRANO WAY Date: 7/29, 2016  
San Diego, CA. 92103



LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature:  Signature: \_\_\_\_\_

Print Name: LAUREN WILLIAMS Print Name: \_\_\_\_\_

Address: 4285 Altamirano Way Date: 07/28, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

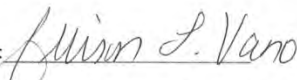
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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Signature: 

Print Name: George Vano

Print Name: Allison L. Vano

Address: 4290 Altamirano Way  
San Diego, CA. 92103

Date: 7/24, 2016

LETTER

RESPONSE


**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Signature: 

Print Name: Thomas A. May

Print Name: Cynthia L. Eldred

Address: 4303 Altamira Way  
San Diego, CA. 92103

Date: 7/24, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: J. Robert O'Connor Signature: Laura W. Packer

Print Name: J. Robert O'Connor III Print Name: Laura W. Packer

Address: 4304 ALTAMIRANO WAY Date: AUGUST 1, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

I OBJECT TO THE FACT THAT I CANNOT VOTE against the Presidio Hills Potential Historic District, which violates my rights and DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: *Cindy Cavignac*

Signature: *Jeff Cavignac*

Print Name: *Cindy Cavignac*

Print Name: *JEFF CAVIGNAC*

Address: ~~777~~ *4314 Alhambra way* San Diego, CA. 92103 Date: *7-22*, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: Tom O'Connor

Address: 4322 ALTAMIRANO Date: 7/23, 2016  
San Diego, CA. 92103 WAY

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: *Katherine S. Casebolt*

Print Name: *KATHERINE S. CASEBOLT*

Address: *4330 ALTAMIRANO WAY*  
San Diego, CA. 92103

Date: *09-25-* , 2016



LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Signature: Jose Castillo

Signature: Laura Castillo

Print Name: Jose Castillo

Print Name: Laura Castillo

Address: 4343 Altamirano Way  
San Diego, CA. 92103

Date: Aug. 1, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Print Name: JOYAL DAWN AND DEANNA BAKER

Address: 4350 ALTAMIRANO Way Date: Aug 1, 2016  
San Diego, CA. 92103

LETTER

RESPONSE


**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Signature: 

Signature: 

Print Name: PATRICK PAUL COMER

Print Name: ELLIE COMER

Address: 4356 ALTAMIRANO WAY  
San Diego, CA. 92103

Date: JULY 25, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Signature:  Signature: 

Print Name: George Walker Scott Print Name: Rebekah S Scott

Address: 4361 Altamirano Way Date: 7/26, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
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DISTRICT**

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Signature: Thomas R. Yellen-Nelson      Signature: Maureen O. Yellen-Nelson

Print Name: Thomas R. Yellen-Nelson      Print Name: Maureen O. Yellen-Nelson

Address: 4366 Altamirano Way      Date: August 1, \_\_\_\_\_, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

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Print Name: JOHN BUND & DEANNA BAKER

Address: 4369 ALCANTARA WAY Date: Aug 1, 2016  
San Diego, CA. 92103

LETTER

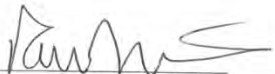
RESPONSE


**PETITION AGAINST  
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Name:   
ROBERT J FIDERMAN

Name:   
MARILYN M FIDERMAN

Address: 4277 CASOY WAY  
San Diego, CA. 92103



LETTER

RESPONSE

**PETITION AGAINST  
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DISTRICT**

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Signature: Edward J. Ottenheimer, Jr. Signature: Georgiana Orozco

Print Name: EDWARD J. OTTENHEIMER, JR. Print Name: GeorgiANA Orozco

Address: 4287 COSOY WAY Date: 4/28/2016  
San Diego, CA. 92103 San Diego, CA 92103

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

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Signature: Madelaine Pavel      Signature: Frank Pavel

Print Name: MADELEINE PAVEL      Print Name: FRANK PAVEL

Address: 2405 MARILOUSE WAY      Date: 7-19-16, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
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Signature:  Signature: \_\_\_\_\_

Print Name: Brock Fishman Print Name: \_\_\_\_\_

Address: 2425 Marlborough Way Date: \_\_\_\_\_, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
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DISTRICT**

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Signature:  Signature: \_\_\_\_\_

Print Name: JANE M. WETZEL Print Name: \_\_\_\_\_

Address: 2435 MARILYN ST San Diego, CA. 92103 Date: 2/18/2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

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Signature: Steven R. Elzy Signature: \_\_\_\_\_  
                  Ozzie Island LLC

Print Name: Steven R. Elzy Print Name: \_\_\_\_\_

Address: 2445 Marilouise Way Date: 7/27, 2016  
                  San Diego, CA. 92103

LETTER

RESPONSE

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PRESIDIO HILLS POTENTIAL HISTORIC  
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Signature:  Signature: \_\_\_\_\_

Print Name: Mary Gillotte Print Name: \_\_\_\_\_

Address: 2449 Marlouise way Date: 7-28-16, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

**PETITION AGAINST  
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Signature: *Donald Saba*

Signature: *Barbara A. Saba*

Print Name: *Donald Saba*

Print Name: *BARBARA A. SABA*

Address: *2464 Marilouise Way*  
San Diego, CA. 92103

Date: *7/17*, 2016



LETTER

RESPONSE

**PETITION AGAINST  
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In addition, I WOULD NOT VOTE FOR AN ACTUAL  
HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: Jasmin Neelam

Address: 2469 Presidio Drive  
San Diego, CA. 92103

Date: 7/28, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
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Signature: *CC* Signature: \_\_\_\_\_

Print Name: Christopher Celenzini Print Name: \_\_\_\_\_

Address: 2430 Presidio Dr Date: 7-19, 2016  
San Diego, CA. 92103

LETTER

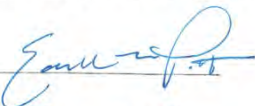
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DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

I OBJECT TO THE FACT THAT I CANNOT VOTE against the Presidio Hills Potential Historic District, which violates my rights and DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: EARLE M. POTT

Address: 2506 PRESIDIO DR.  
San Diego, CA. 92103

Date: July 26, 2016

LETTER

RESPONSE

**PETITION AGAINST  
PRESIDIO HILLS POTENTIAL HISTORIC  
DISTRICT**

As a Presidio Hills neighborhood homeowner I am AGAINST the Presidio Hills Potential Historic District contained in the Uptown Community Plan Update.

I OBJECT TO THE FACT THAT I CANNOT VOTE against the Presidio Hills Potential Historic District, which violates my rights and DUE PROCESS.

In addition, I WOULD NOT VOTE FOR AN ACTUAL HISTORIC DISTRICT for the Presidio Hills neighborhood.

Signature: 

Print Name: Kristie Diamond

Address: 2526 Presidio  
San Diego, CA. 92103

Date: July 27, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

I am opposed because this Potential Historic District is severely infringing upon my home ownership rights without allowing any voter input in this matter. The fact that the City planning staff wants to "freeze" their subjectively determined "character" of the Presidio Hills neighborhood for an indeterminable length of time is a substantial violation of due process.

The Potential Historic District regulations will prevent improvements to the front 2/3 of the "contributor" homes, requiring every homeowner to disclose this status to any potential buyer. Requiring that only "historic" materials be used to repair and replace items such as windows, roofs and doors could cause homes to experience deferred maintenance due to the high cost of such out-dated building materials. In short, the neighborhood could suffer - not benefit.

There is no justifiable reason to impose these burdens on homeowners, who have significant pride of ownership in their Presidio Hills neighborhood. The present review of homes 45 years and more is sufficient to protect the individual historic significance of these home.

Sincerely,

Signature: Erin Pasha

Signature: John Pasha

Printed Name: ERIN PASHA

Printed Name: John Pasha

Address: 4269 Cosoy Way  
San Diego, CA. 92103

Dated: Aug 3, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

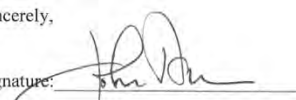
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Sincerely,

Signature: 

Printed Name: John Dunn

Signature: 

Printed Name: Deanna M Baker

Address: 4369 Altamirano Way  
San Diego, CA. 92103

Date: Aug 1, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: 

Printed Name: J. Robert O'Connor III

Printed Name: Laura W. Packer

Address: 4304 Altamirano Way San Diego, CA. 92103  
Dated: Aug. 1, 2016



LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

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Sincerely,

Signature: B. Fish

Signature: \_\_\_\_\_

Printed Name: Brock Fish

Printed Name: \_\_\_\_\_

Address: 2425 Marlborough  
San Diego, CA. 92103

Date: \_\_\_\_\_, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: 

Printed Name: ROBERT J FILDERMAN

Printed Name: MARILYN M FILDERMAN

Address: 4277 COSOY WAY  
San Diego, CA. 92103

Dated: JULY 28, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

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Sincerely,

Signature: 

Signature: \_\_\_\_\_

Printed Name: Jack Lawrence

Printed Name: \_\_\_\_\_

Address: 4265 ALTAMIRANO WAY  
San Diego, CA. 92103

Date: \_\_\_\_\_, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

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Sincerely,

Signature: 

Signature: \_\_\_\_\_

Printed Name: GEORGE TUTTLE

Printed Name: \_\_\_\_\_

Address: 4255 ALTAMIRANO WY  
San Diego, CA. 92103

Date: 7/27, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

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Sincerely,

Signature: 

Printed Name: Kathleen Piacquadio

Address: 4462 Alhambra Way  
San Diego, CA. 92103

Signature: 

Printed Name: Daniel Piacquadio

Date: 7/26, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:


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Sincerely,

Signature: 

Signature: \_\_\_\_\_

Printed Name: LAUREN WILLIAMS

Printed Name: \_\_\_\_\_

Address: 4285 Altamirano Way  
San Diego, CA. 92103

Date: 07/28, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

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Sincerely,

Signature: *Russell DeLuca*

Signature: \_\_\_\_\_

Printed Name: Russell DeLuca

Printed Name: \_\_\_\_\_

Address: 4272 Axtanizano Way  
San Diego, CA. 92103

Date: 7/29/, 2016



LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

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Sincerely,

Signature: Jose Castillo

Signature: Laura Castillo

Printed Name: Jose Castillo

Printed Name: Laura Castillo

Address: 4343 Altamirano Way  
San Diego, CA. 92103

Date: Aug. 1, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

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Sincerely,

Signature: *Robert D. Hansen*

Signature: *Karen S. Hansen*

Printed Name: Robert D. Hansen

Printed Name: Karen S. Hansen

Address: 2490 Presidio Drive  
San Diego, CA. 92103

Dated: 3/29, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: WM McKenzie

Signature: Marilyn K McKenzie

Printed Name: William McKenzie

Printed Name: Marilyn K McKenzie

Address: AZIZ ALTAMIZANO WAY  
San Diego, CA. 92103

Dated: July 31, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

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Sincerely,

Signature:

Signature:

Printed Name: John A. ...

Printed Name: ...

Address: 4350 Acramiano Wy  
San Diego, CA. 92103

Date: Aug 1, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: 

Printed Name: Kristie C. Damsch

Printed Name: Eamon M. Bern

Address: 2580 Presidio Dr  
San Diego, CA. 92103

Dated: July 29, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Council Members:

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Sincerely,

Signature: Steven R. Elzy Signature: \_\_\_\_\_  
Ozic Island LLC

Printed Name: Steven R. Elzy Printed Name: \_\_\_\_\_

Address: 2445 Manilouise Way Date: July 27, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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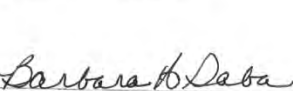
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Sincerely,

Signature: 

Signature: 

Printed Name: Donald Saba

Printed Name: BARBARA A. SABA

Address: 2464 Marilouise Way  
San Diego, CA. 92103

Dated: 7/17, 2016



LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature:



Signature: \_\_\_\_\_

Printed Name:

JANE H. WETZEL

Printed Name: \_\_\_\_\_

Address: 2435 MARILOUISE  
San Diego, CA. 92103  
WVA1

Dated: 7/18/2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: Terence E. Needham

Printed Name: Terence E. Needham

Printed Name: Terence E. Needham

Address: 2409 Presidio Drive  
San Diego, CA. 92103

Dated: July 28, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:


I am a homeowner in the Presidio Hills neighborhood of Mission Hills. I am very much opposed to the Presidio Hills Potential Historic District set out in the proposed Uptown Community Plan Update.

I am opposed because this Potential Historic District is severely infringing upon my home ownership rights without allowing any voter input in this matter. The fact that the City planning staff wants to "freeze" their subjectively determined "character" of the Presidio Hills neighborhood for an indeterminable length of time is a substantial violation of due process.

The Potential Historic District regulations will prevent improvements to the front 2/3 of the "contributor" homes, requiring every homeowner to disclose this status to any potential buyer. Requiring that only "historic" materials be used to repair and replace items such as windows, roofs and doors could cause homes to experience deferred maintenance due to the high cost of such out-dated building materials. In short, the neighborhood could suffer - not benefit.

There is no justifiable reason to impose these burdens on homeowners, who have significant pride of ownership in their Presidio Hills neighborhood. The present review of homes 45 years and more is sufficient to protect the individual historic significance of these home.

Sincerely,

Signature: 

Signature: \_\_\_\_\_

Printed Name: *SARAH TUTTLE SMITH*

Printed Name: \_\_\_\_\_

Address: *4255 Alhambra Way*  
San Diego, CA. 92103

Dated: \_\_\_\_\_, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

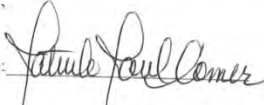
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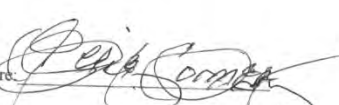
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Sincerely,

Signature: 

Printed Name: PATRICK PAUL COMER

Address: 4356 ALTAMIRANO WAY  
San Diego, CA. 92103

Signature: 

Printed Name: ELLIE COMER

Dated: JULY 25, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: Katherine S. Casebolt

Signature: Katherine S. Casebolt

Printed Name: KATHERINE S. CASEBOLT

Printed Name: KATHERINE S. CASEBOLT

Address: 4330 ALTAMIRANO WAY  
San Diego, CA. 92103

Dated: 07-25, 2016

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: 

Printed Name: DAVID E. GOLDEN

Printed Name: LINDA F. GOLDEN

Address: 4224 ALTAMIRANO WAY  
San Diego, CA. 92103

Dated: 07-25, 2016

LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: 

Signature: 

Printed Name: George Vano

Printed Name: Allison L. Vano

Address: 4290 Altamirano Way  
San Diego, CA. 92103

Dated: 7/23, 2016



LETTER

RESPONSE

**I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT**

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature:  Signature: \_\_\_\_\_

Printed Name: Tom O'Connor Printed Name: \_\_\_\_\_

Address: \_\_\_\_\_ Dated: 7/23, 2016  
San Diego, CA. 92103

LETTER

RESPONSE

I AM OPPOSED TO THE PRESIDIO HILLS POTENTIAL HISTORIC DISTRICT

San Diego City Planning Department  
San Diego Development Services Department  
and Staff Members

RE: Presidio Hills Potential Historic District

Department and Staff Members:

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Sincerely,

Signature: Madeleine Pavel

Signature: Frank Pavel

Printed Name: MADELENE PAVEL

Printed Name: FRANK PAVEL

Address: 2405 MARLOUSE WAY  
San Diego, CA. 92103

Dated: 7-19, 2016

Letter C56

**From:** Speedy Rice Gmail <speedynice@gmail.com>  
**Sent:** Saturday, July 30, 2016 2:48 PM  
**To:** PLN: PlanningCEQA  
**Subject:** PROJECT NAME: Uptown Community Plan Update; PROJECT No. 2100258 / Project No. 380611  
**Attachments:** Map for India Traffic study.pdf

Kurtis Steinert,  
 Senior Environmental Planner,  
 City of San Diego Planning Department,  
 1010 Second Avenue, MS 413,  
 San Diego, CA 92101

Dear Mr. Steinert:

- C56-1 First, please note that the Uptown Community Plan Update has on its cover PROJECT PLAN 380611, but the notice for public comments on the Uptown Community Plan Update states to refer to PROJECT NO 2100258. The comments below refer to the Uptown Community Plan Update and the PEIR whichever number is correct.
- C56-2 Second, the maps used throughout the Uptown plan and appendices incorrectly depict Spruce at India and connecting streets off Spruce to show several alternative routes available to the 200+ residents living on Spruce and it's spurs (Ibis, Horton, Upas, Jackdaw) for ingress and egress. While it is unclear what effects on planning may have flowed from planners and consultants mistakenly believing that residents on Spruce et al, have alternative routes, they need to correctly considered that we have no other ingress or egress but India. Please correct the map error and do a proper re-analysis of the impact to the families that rely solely on Spruce. The error and correction is attached to show the seriousness of the map error.
- C56-3 Uptown Community Plan Update and PEIR:  
 My wife and I would like to object to any expansion of India St between Palm and Washington St, as depicted in the June 10, 2016 (Uptown) Uptown Community Plan Update / Project No. 380611/2100258 Draft PEIR, including all appendices. As a general comment: Traffic is already too dense and travels too fast for local residents to safely enter or exit off of India by car, walk across India to the Pedestrian bridge over I-5, walk along the adjoining sidewalk on India with any sense of security from traffic, or use the sidewalk under I-5 on India to walk to Little Italy. At various times different plans by the City and local agencies show an elimination of parking along India and or a widening of India that would take away adjoining sidewalks and add an extra travel lane. Any adoptions of those plans will negatively impact the environment and quality of life for residents along India St.  
 Specific Notations and Comments the Uptown Community Plan Update / Project No. 380611/2100258 / Draft PEIR, including all appendices related to India Street between

- C56-1 Comment noted. The Project Plan number refers to the proposed Uptown CPU number and the project number on the public notice refers to the PEIR for the proposed Uptown CPU and associated discretionary actions.
- C56-2 This comment suggests that the maps provided in the proposed Uptown CPU incorrectly depict alternative routes on Spruce Street. The proposed Uptown CPU maps appear to be correct. West Spruce Street does connect to India Street. Access to all the other streets mentioned in the comment letter is solely from West Spruce/India Street. Because of the map's scale, the gap between West Spruce Avenue and Horton Avenue is difficult to see, but there is a gap in the figure and it was considered in the traffic analysis. However, the map in the Mobility Study does incorrectly show that a connection between West Spruce Avenue and Horton Avenue that will be corrected. While there was an error in the Mobility Study map, the model used in preparation of the analysis of potential impacts of the proposed Uptown CPU for traffic circulation did not include any connections with West Spruce Avenue that would provide additional ingress/egress to West Spruce Avenue other than India Street. Furthermore, the referenced Mobility Study Improvements (U17A and U17B) would be inconsistent with the proposed Uptown CPU polices and thus, would not be implemented due to infeasibility.
- C56-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

## LETTER

## RESPONSE

Sassafras Street and Redwood Street that we object to and believe will be environmentally detrimental to the residents who must use Spruce for ingress and egress.

Table S-1 Summary of Significant Environmental Impacts notes: India Street: Sassafras Street to Redwood Street (Impact 6.3-19)

Mitigation: TRANS 6.3-19: India Street (Impact 6.3-19), b. Sassafras Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.

Comment: *We object to any widening of India Street and to the inference that the two-way collector status between Sassafras and Redwood will be eliminated. The two-way collector is essential to residents of Spruce (and Redwood). If eliminated, Spruce residents will be required to travel to Laurel on Kettner and return up India for access to their homes. This will unnecessarily increase traffic on India and add additional fuel use and emissions using the longer route.*

PAGE 6.3-10, India Street between Sassafras Street and Redwood Street (LOS E).

Comment: *The Level of Service method is outdated and will be outlawed in 2019. The Governor's Office of Planning and Research (OPR) states that Vehicle Miles Traveled is a better measure of environmental impact than LOS and is the most appropriate measure to replace LOS. It is legally permissible to use VMT now and not use LOS. The average daily traffic volumes should be measured against VMT. If LOS is used, the traffic on India Street between Sassafras Street and Redwood Street must be measured again since the opening of the Rental Car Center. Traffic data indicates an increase of approximately 3000 vehicles daily on this segment since the RCC opened.*

Table 6.3-7 Build-out Summary of Intersection Analysis – Uptown #20 & 21.

Comment: *If this analysis was done before the RCC was opened it is highly inaccurate. The SDIA RCC has added a substantial number of new cars – daily- to the intersections of Sassafras at Kettner and India causing increased traffic delays and regularly blocked intersections. This Analysis should be redone.*

Table 6.3-8 Buildout Summary of Roadway Segment Analysis: Uptown - India St:

Comment: *Same as above (6.3-7) but the India street Buildout CPU figures demonstrate that adding an additional traffic lane will not solve the LOS problem and only make life much worse for local residents. Rerouting traffic from the Airport and RCC to Pacific Highway to Washington is the only short term solution and new airport specific on/off ramps connected to I-5 is the only long term solution.*

Impact 6.3-19, page 6.3-38: "The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of India Street from Glenwood Drive to Redwood Street."

Comment: *We agree that the changes will have a traffic impact that is detrimental for the residents living off India from Glenwood Drive to Redwood Street and oppose any changes widening India St. Rerouting traffic from the Airport and RCC to Pacific Highway to Washington is the only short term solution and new airport specific on/off ramps connected to I-5 is the only long term solution.*

LETTER

RESPONSE

6.3.5.2 Segments and 13.2.1.2 Roadways Segments: While the following intersection mitigation measures would reduce potentially significant impacts, only TRANS 6.3-7d., TRANS 6.3-24a., and TRANS 6.3-27 are proposed as part of the proposed Uptown CPU and associated discretionary actions.

*Comment: We support the exclusion of Trans/Impact 6.3-19 on page 6.3-50 and again at the Uptown Community Plan Update PEIR pages 11-3 / 4, with a request that this be clearly designated as not an option or proposal under consideration.*

In Appendix C – Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).

Table 13 Summary of Improvement Evaluation Uptown: This references India St between Redwood and Sassafras as “one way Collector” and removal of parking and buildings.

*Comment: We object to any widening of India Street especially with such extreme damage to the neighborhood businesses, and to the inference that the two-way collector status between Sassafras and Redwood will be eliminated. The two-way collector is essential to residents of Spruce (and Redwood). If eliminated, Spruce residents will be required to travel to Laurel on Kettner and return up India for access to their homes. This will unnecessarily increase traffic on India and add additional fuel use and emissions using the longer route. We recognize that it says the Consultant does not recommend this change but that is not binding on the City and the road changes are of considerable concern. We want our objection to this possible change clearly stated.*

Figure 64 of Appendix C: Mobility Study (Uptown, North Park & Golden Hill Community Plan Update Mobility Study for Future (2035) Conditions).

*Comment: We object to any widening of India Street especially with such extreme damage to the neighborhood businesses. While recognizing that the Consultant says “These changes in Geometry are not recommended” that recommendation is not binding on the City and the road changes are of considerable concern. We want our objection to this possible change clearly stated.*

Thank you

Speedy Rice & Jidy Clarke  
1020 West Upas St  
San Diego, CA 92103  
speedyrice@gmail.com

PROJECT NAME: Uptown Community Plan Update  
PROJECT No. 21002568 / SCH No. Pending  
COMMUNITY AREA: Uptown  
COUNCIL DISTRICT: 3”

LETTER

RESPONSE

Letter C57

**From:** Daniel <driiddell1@cox.net>  
**Sent:** Monday, August 08, 2016 4:42 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update, project no. 21002568

To: City of San Diego Planning Department.  
 Subject: Uptown Community Plan Update, project no. 21002568.  
 Date: August 8, 2016

C57-1 I am writing to urge changes to the Uptown Community Plan Update, project no. 21002568.  
 Specifically, I am opposed to the following recommendations made regarding India Street in the Uptown, North Park and Golden Hill Plan Updates Traffic Impact Study June 2015.

1. The removal of the southbound lane on India Street from Sassafras Street to Redwood Street.
2. Changing this portion of India Street from a three lane collector (two way) to a three lane collector (one-way).
3. The removal of any current parking spaces, sidewalks or building fronts located on India Street between Laurel Street and Washington Street.

C57-2 As a resident of West Redwood Street my safety, and the safety of my neighbors and visitors, has been severely impacted by designating India Street (a residential/mixed use street) as the ingress and egress for the new Rental Car Center located at the San Diego International Airport. The increased risk to life and limb for the residents of the neighborhood served by India Street is of shocking concern to me.

C57-3 The logistical barriers to traffic flow caused by the I-5 overpass, Kettner Street stoplight (at Sassafras) and the train/trolley tracks on Sassafras Street will not be abated by any changes to India Street.

Sincerely,  
 Daniel Riddell  
 1042 West Redwood Street  
 San Diego, California

C57-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C57-2 This comment references the Rental Car Center and suggests increased traffic on India Street busier and unsafe for residents. The Draft PEIR for the proposed Uptown CPU is a planning-level document. The goals stated in the proposed CPU's Mobility Element are to create "safe, walkable neighborhoods, which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience". The City proposes Mobility Element Policy MO-4.9 which would implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown, and Mobility Element Policy MO-7.13 which supports on-street parking on all streets in order to support adjacent uses and enhance pedestrian safety and activity. As future development occurs these policies would be implemented through future construction improvements.

C57-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C58

**From:** Robbie Robero <robbierobero@gmail.com>  
**Sent:** Friday, August 05, 2016 6:58 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update - 21002568

To whom it may concern:

C58-1

I would like to express some concerns about this sidewalk removal project that has been proposed. I have worked on India st and use it daily since I live very close. I strongly believe making India st a 3 lane highway is a safety hazard as well as a huge inconvenience for so many residents that live in this area. The sidewalk that runs along India is my only path to the all the food and necessities further down toward Rubicon. I don't own a car and rely on that pathway to get me to Washington blvd safely. This project will effect so many businesses and residents on a daily basis and won't do much in the end to solve any real problems. My biggest concern is safety and I've already seen 2 terrible accidents. I watched someone get crushed by a speeding car exiting the 5 trying to turn onto India first hand and I don't believe making this street wider is gonna help that issue! People fly off the freeway onto India and that's dangerous to all the residents turning off their streets. Furthermore, cars are constantly slowing down to pull over or coming to abrupt stops trying to find an address. As a result of this project, they won't even have a shoulder to safely pull over to, with all these speeding cars I mentioned earlier behind them. I see trucks use those shoulders to deliver goods all the time, what do you say to all those business owners that would be affected by a lengthy and costly construction project like this? I believe if you listen to the people that use this street frequently you will find my point of views valid. I feel this is a huge mishandling of our city tax dollars that could be used for much more important projects. Please consider this letter in your decision.

C58-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

The goals stated in the proposed CPU's Mobility Element are to create "safe, walkable neighborhoods, which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience". The City proposes Mobility Element Policy MO-4.9 which would implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown, and Mobility Element Policy MO-7.13 which supports on-street parking on all streets in order to support adjacent uses and enhance pedestrian safety and activity. As future development occurs these policies would be implemented through future construction improvements.



LETTER

RESPONSE

Letter C59

August 8, 2016

Jeff Murphy, Planning Director  
 Kurtis Steinert, Senior Environmental Planner  
 City of San Diego  
 Transmitted via e-mail

Re: *Uptown Community Plan Update and Draft EIR Recommendations*

C59-1 We, the undersigned, are Uptown community members and professionals in the built environment. We are architects, engineers, and city planners who have all made the decision to live in Uptown with our loved ones. We are devoted to making our great community even better, which is why we all individually decided to give back with our knowledge and expertise by running for and being elected by our peers to the Uptown Planners Community Planning Group.

C59-2 We support the Draft Uptown Community Plan Update (CPU) and the Draft Environmental Impact Review (EIR) released in June 2016, as reflected in our votes as Board Members at the July 19<sup>th</sup> Special Uptown Planners meeting. We voted against the Uptown Planners recommendations to support the Density Redistribution Alternative (DRA) from the Draft EIR and to reject the City's Draft Uptown CPU.

C59-3 We believe that a thriving city needs to provide housing for all, and to ensure that Uptown residents and businesses thrive means allowing more market rate and affordable homes to be built throughout the community, especially within Transit Priority Areas. We would like to see more housing affordability and parks, improved infrastructure and transit, but decreasing development potential does not move Uptown closer to achieving those important goals.

C59-4 The Draft CPU downzones Uptown by 1,900 homes from the development potential allowed in the current 1988 Community Plan. No alternatives in the Draft EIR analyzed increasing development potential from the 1988 Community Plan. Yet, between the Draft CPU and the Draft EIR alternatives, the Draft CPU is superior urban planning and therefore we as community members and professionals in the built environment support the City's proposal.

**Conclusion**

C59-5 The Draft CPU incorporates years of community input from a wide array of community members and as a result, offers the best vision of the future of Uptown. It distributes density throughout the many unique urban core villages that we are fortunate to have in our community, ensuring growth is near the many transit lines in Uptown. It also focuses the most intense growth along 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Avenues through Hillcrest and Bankers Hill where the \$200 million Uptown Bikeways investment will install protected cycle tracks connecting our community to Downtown. While we believe that more can be done to make Uptown the best it can be, specifically increasing the housing supply, we support the Draft CPU and Draft EIR.

Thank you,

C59-1 Comment noted. The City appreciates your participation in the public review process.

C59-2 Comment noted.

C59-3 Comment noted.

C59-4 Comment noted. The No Project Alternative as analyzed in Chapter 10, Alternatives, of the PEIR would include higher overall residential densities (and therefore higher development potential) than the proposed Uptown CPU.

C59-5 Comment noted.


LETTER

RESPONSE


August 8, 2016



**Michael Brennan**  
Principal Landscape Architect  
Carson Douglas Landscape Architecture  
Hillcrest



**Dana C. Hook, PE**  
Vice President  
CDM Smith  
Bankers Hill/Park West



**Soheil Nakhshab, PE**  
Principal, CEO  
Nakhshab Development & Design, Inc.  
Bankers Hill/Mission Hills



**Maya Rosas**  
Associate Land Use Consultant  
Atlantis Group  
Hillcrest/Mission Hills

LETTER

RESPONSE

Letter C60

From: Emily Scheerer <emily@sdhomes.com>  
Sent: Tuesday, August 02, 2016 12:27 PM  
To: PLN\_PlanningCEQA  
Subject: Uptown Community Plan Update Project No. 21002568/ SCH No. Pending

To Whom It May Concern,

C60-1

I am writing on behalf of my company, SDHOMES, in regards to the proposed changes being recommended for India Street. We run our business out of a commercial building located at 3351 India St. San Diego CA 92103. We also rent residential units to tenants located at 3351A, 3351B, 3353 and 3355 India St. San Diego CA 92103. If the city chooses to adopt the environmental impact report that will eliminate parking on India, cut back sidewalks and infringe upon our commercial business' property line, it will be a great disservice. There is very limited parking along India St. that is permitted for over 2 hours as it is. Our employees move their cars several times a day to avoid ticketing in 2 hour parking. The surrounding residents are already protective and irritated by the commercial businesses on India using their side streets to park, they suffer from limited off street parking as well. Our driveway is designated for residential use and no customers are able to easily access our business as the street stands today. It would be impossible to be a successful business if the parking is reduced, let alone eliminated. This action will hurt small businesses, residences and threaten the viability of our entire business. We chose to work on India Street because of the great freeway access and signage potential. We have been impressed with the improvement the area has shown and have been happy to contribute to the development of Mid-Town. It is with great sincerity that we humbly ask the city to take careful consideration when voting on whether or not to expand India Street into the fronts of our businesses.

Warm Regards,

Emily Scheerer  
Project Manager  
Notary Public Comm. #2014146

3351 India St. San Diego, CA 92103  
P: 619-291-2229 F: 866-223-5528  
[emily@sdhomes.com](mailto:emily@sdhomes.com) [www.SDHOMES.com](http://www.SDHOMES.com)  
BRE #01940997

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C60-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C61

**From:** Douglas Scott <plumspot1@gmail.com>  
**Sent:** Sunday, June 19, 2016 6:42 PM  
**To:** PLN\_PlanningCEQA  
**Cc:** UptownPlanners@yahoo.com  
**Subject:** Hillcrest LGBT historic district

To whom it may concern,

C61-1

I urge you to restore the Hillcrest LGBT historic district proposed in the June 2015 draft of the Uptown Community Plan.

Doug Scott  
Hillcrest Property Owner  
619.550.9575

C61-1

Comment noted. The City appreciates your participation in the public review process. This comment requests the inclusion of a Hillcrest LGBT historic district in the proposed Uptown CPU. The City initiated preparation of a San Diego LGBTQ Context Statement in October 2015, after completion of the Golden Hill and North Park Context Statements and Surveys. The San Diego LGBTQ Context Statement will not be finalized until September 30, 2016. The San Diego LGBTQ Historic Context Statement will identify the themes significant to the LGBTQ community throughout San Diego. Once finalized, the San Diego LGBTQ Historic Context Statement will be used to assist in the identification of potential individually significant resources, both through historic designation nominations and potential historic resource reviews associated with permit applications. In addition, Policy EP-1.7 of the proposed CPU promotes the LGBTQ historic heart of Hillcrest's Entertainment District.

LETTER

RESPONSE

Letter C62

**From: Verena Seisun, Hillcrest Resident**

**To:** Leo Wilson, Chair, Uptown Planners  
 Marlon Pangilinan, Senior Planner  
 Jeff Murphy, Planning Director, City of San Diego  
 Kurtis Steinert, Sr.Environmental Planner.

**Date:** 7/28/16

**Re Uptown Community Plan Update and Draft EIR**

As a resident, I would like to address the following items of concern

C62-1 1. **Traffic:** There are no plans for specially designated lanes for public transportation! If we want to entice the residents to use public transportation, there should be a distinct advantage over private cars. Being stuck in a bus in the same lane as all the cars will not make it attractive for people to abandon their own vehicles.

C62-2 a. Why does the Mobility Element for Uptown ignore the need for designated bus lanes?

C62-3 b. A population increase of 19-20,000 would spell chaos and would significantly diminish the quality of life for all residents. Why didn't the city consider an alternative which matches the capacity of the transportation grid, with perhaps one-half that much increase?

C62-4 c. Since the streets are already impacted by traffic, why doesn't the proposed Community Plan contain realistic measures for mitigating additional traffic impacts?

C62-5 d. The draft EIR projects 50% of all roadway segments to be impacted by worsening traffic. Does the city view that as acceptable?

C62-6 2. **Height limits:** Mid-rise is ideal. Hillcrest business leaders refer to Little Italy as a model for redevelopment. But Little Italy has mostly 1-2 story buildings on their main commercial street, and 4-6 story buildings on other streets. Couldn't Hillcrest accommodate a substantial amount of growth if it retained the current 65 ft height limit?

Verena Seisun

C62-1 Comment noted. The proposed Uptown CPU and associated discretionary actions would support implementation of local transit improvements by providing policies that support prioritizing the transit system and improving efficiency of transit services. For example, a number of transit-focused Mobility Element Policies are included in the proposed Uptown CPU that would support efforts to develop planned transit facilities. The intent of the proposed Uptown CPU is not to identify specific transit improvements for implementation.

C62-2 Comment noted. This comment does not identify an inadequacy in the PEIR. Designated bus lanes are not specifically identified in the Uptown CPU; however, the CPU includes policies promoting coordination with MTS on transit improvements, which may include dedicated bus lanes where feasible.

C62-3 Comment noted. This comment does not identify an inadequacy in the PEIR. The proposed Uptown CPU is intended to guide future development to serve the needs of the community and allow for orderly growth. The Lower-Density Alternative described and analyzed in Chapter 10, Alternatives, of the PEIR includes lower residential densities, and therefore a lower population at build-out, than the proposed Uptown CPU. Additionally, many of the failing roadway segments, intersections and freeways are currently failing in the existing condition.

C62-4 Comment noted. This comment does not identify an inadequacy in the PEIR. The Mobility Element of the proposed Uptown CPU contains multiple policies aimed at reducing traffic congestion and improving circulation within the community and between adjacent communities. Of the mitigation measures identified to reduce significant impacts to transportation and circulation, all feasible measures are ultimately included in the Mitigation Monitoring and

LETTER

RESPONSE

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|  | <p>C62-4 (cont.)<br/>Reporting Program included as an attachment to the Staff Report. As discussed in Section 6.3, Transportation and Circulation, of the PEIR, many measures identified to reduce impacts are inconsistent with the mobility goals and policies of the proposed Uptown CPU. Refer to the Findings included as an attachment to the Staff Report for details on the feasibility of mitigation measures.</p> <p>C62-5 Comment noted. Section 6.3, Transportation and Circulation, of the PEIR disclosed a significant and unavoidable impact to transportation and circulation, particularly to intersections, roadway segments, and freeway segments. Refer to the attachment to the Staff Report for the proposed Statement of Overriding Considerations that explain why the City would adopt the proposed CPU despite significant and unavoidable impacts.</p> <p>C62-6 Comment noted. This comment does not identify an inadequacy in the PEIR, rather is a comment about the proposed Uptown CPU.</p> |
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Letter C63

**Uptown Community Plan Update from the City of San Diego (6/2016) - EIR Component Comment**

- C63-1 I am a Bankers Hill resident, having lived in the Uptown District (Mission Hills/Hillcrest/BH) for 30 years. The Mobility Study in the latest City of San Diego offering for our Uptown Community Plan's EIR is my main concern in that we are already impacted with the current building "boom" in Bankers Hill. We have 550 units recently completed or nearing completion in a 3 X 8 block area (4<sup>th</sup> to 6<sup>th</sup> and Maple to Upas Sts.). This means at least an additional 1,200 cars + friends, family and service vehicles will be added to the neighborhood in the very near future – with an unknown number of additional properties ready for demolition (4<sup>th</sup> and Maple) and several sites for sale as well.
- C63-2 Since I've lived in Bankers Hill the past five years, any available daytime street parking is FULL - from the west side of the Balboa Park Bridge on 6<sup>th</sup> Ave. all the way down to Interstate 5. Workers in doctors' office, hair salons, restaurants, 7-11's are unable to regularly park to get to work – as the automobile still dominates the Uptown neighborhoods as in ALL areas of San Diego. This current Uptown Community Plan (6/2016) as offered to Uptown residents will find our neighborhood being impacted with even more traffic congestion - probably like "December Nights" traffic every day of the year – without even a mention of a City-built parking structure to accommodate the additional vehicles in Bankers Hill in EIR mitigation.
- C63-3 The EIR's meager/minor mobility mitigation for traffic (while increasing the density of Uptown from its current 36,750 residents to 55,700 over the next 20 years) will do very little to ease the *current* traffic gridlock. The SD Planning Department made decisions over the years to model San Diego over Los Angeles, i.e., expanding housing onto less expensive suburban land for increasing developers' profits. Hence, we currently have a "reverse commute" that the EIR is unable to address or come close to resolving for residents. [Only 4% of downtown SD residents live/work downtown (per the U.T., June 2016); to be able to afford to live in Downtown/Uptown, most residents go North to UTC, Sorrento Valley, Carmel Heights or out to Poway for the good-paying jobs (per the U.S., July 2016). The downtown jobs in the courts, some legal, accounting, investments are taken by residents living in the suburbs OR for hotels, restaurants, minor retail positions– by our "contingent Tijuana workforce". Hence, our freeways are "no-ways" between 7.5 to 8 hours/day.]
- C63-4 The 30+ number of Roadway Segments + 6 Freeway Segments alterations/mitigations mentioned in the EIR consist mostly of re-stripping street pavements on the Uptown streets that were built in the 1940's/1950's when we had 1/20<sup>th</sup> of the population. As mentioned in the EIR, even these minor mitigations to accommodate the increased number of residents "cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation" Regarding Freeway Segment mitigation: "mitigation measures identified to address impacts to freeway segments would not be implemented due to a lack of guaranteed funding sources and the City's lack of jurisdiction over freeway facilities. Similarly, the timing and responsibility for mitigation monitoring, enforcement and reporting are currently unknown, although it is assumed that both the City of San Diego and Caltrans would be involved in mitigation monitoring, enforcement and reporting.....impacts to intersections and roadway segments would remain significant and unavoidable." In summary, mitigation suggestions may help with mobility around the neighborhoods but there is currently no funding for even these minor improvements.
- C63-5 And finally, due to the "reverse commute" situation in San Diego, bike-ride-walk "looks good from 40,000 feet" but in reality, there are hardly any cyclists on 5<sup>th</sup> Avenue going through Bankers Hill (other than mostly recreational riders on weekends), as they cannot get to any functional transit stop that will

- C63-1 Comment noted. This comment does not identify an inadequacy of the PEIR. The proposed Uptown CPU would not induce or inhibit growth; rather, community plans are intended to guide inevitable growth in an orderly manner.
- C63-2 Comment noted. Section 6.3, Transportation and Circulation, of the PEIR disclosed a significant and unavoidable impact to intersections, roadway segments, and freeway segments in the Uptown community. Additionally, parking is not an environmental issue that requires evaluation under the California Environmental Quality Act. However, the proposed Uptown CPU does include policies related to parking management.
- C63-3 Comment noted. This comment does not identify an inadequacy of the PEIR. While even with implementation of the feasible mitigation measures identified in the PEIR, significant and unavoidable transportation impacts would result from implementation of the proposed Uptown CPU and associated discretionary actions. The proposed Uptown CPU does include multiple policies in its Mobility Element aimed at reducing traffic congestion through increased pedestrian, bicycle, and transit use, an improved street and freeway system, and transportation demand management policies.
- C63-4 Comment noted. This comment restates information contained within the PEIR but does not identify an inadequacy of the PEIR. Funding for specific improvements is identified in the proposed Uptown IFS.
- C63-5 Comment noted. This comment does not identify an inadequacy of the PEIR.



LETTER

RESPONSE

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| <p>take them North or Northeast to their real jobs in a timely fashion. The bus lines' riders going through Uptown are about 95% poorer County residents (going to low-end-paying retail jobs in the neighborhood), the elderly, the disabled, a few students and tourists.</p> <p>C63-6 Please give the EIR more attention and at least money for street-widening in all the aforementioned roadway/freeway segments, as adding an additional 20,000 residents to our neighborhoods will make living here highly undesirable – not to even mention the unaffordability of Uptown condos here already.</p> <p>C63-7 Also, the Density Redistribution Alternative to the City's 6/2016 CPU is favored by all Uptown residents who are aware of the City's current offering for our neighborhood's development over the next 20 years.</p> <p>Thank you for your consideration,</p> <p>Donna Shanske<br/>475 Redwood St., Unit 310<br/>San Diego, CA 92103</p> | <p>C63-6 Comment noted. Funding for specific improvements is identified in the proposed Uptown IFS.</p> <p>C63-7 Comment noted.</p> |
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LETTER

RESPONSE

Letter C64

**From:** Christopher Smith Adair <christphsmith@gmail.com>  
**Sent:** Thursday, June 23, 2016 6:46 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update PROJECT No. 380511 / SCH No. Pending

C64-1

As a resident of Hillcrest, I am deeply concerned and surprised to learn that the historical district plan has been quietly removed from the neighborhood's community plan. I value the unique character and history of my neighborhood, and I can only hope this was a genuine oversight that will be quickly corrected.

Thank you,  
 Christopher M. Smith

C64-1

Comment noted. This comment does not identify an inadequacy of the PEIR. The comment notes concern with the removal of the historical district plan for Hillcrest from the proposed CPU. While Hillcrest was not identified as a potential historic district during the reconnaissance survey for Uptown, it was identified as a potential historic district by the community. Both survey-identified and community-identified resources are discussed in the Historic Preservation Element (HPE) of the proposed Uptown CPU, and the Hillcrest potential historic district is included in the City's work program for processing potential historic districts in the coming years. The HPE also includes numerous policies that address the protection of the community's historic resources. Figure 10-2 and Figure 10-5 of the proposed CPU depict the locations of the registered historic districts and identified potential historic districts, respectively, within the Uptown community. The amended Historical Resources Regulations would provide supplemental development regulations that would protect contributing resources within potential historic districts identified by City Council until they are formally evaluated for designation. Finally, Mitigation Measure HIST 6.7-1 would help to avoid or mitigate potential impacts to potential historically significant structures resulting from development or redevelopment.

LETTER

RESPONSE

Letter C65

**From:** Sarah Spooner <sarahspooner@gmail.com>  
**Sent:** Tuesday, August 02, 2016 9:34 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** India Street Proposal

To whom it may concern,

C65-1 My name is Sarah Spooner and I am a resident of Middletown and currently reside on Columbia Street near Sassafras.

C65-2 Suggested Project No. 21002568 to turn India Street into a three lane highway greatly impacts our neighborhood adversely. This is especially true when there are other, easier solutions to problems related to the new traffic flow in our neighborhood since the new Rental Car Center has opened.

C65-3 Why isn't Pacific Highway being utilized? It's equipped for heavy traffic. Have the rental car exit turn left onto Pacific Highway, then right on Washington, then left on San Diego Ave to access the 5 Freeway. Why make changes to a local neighborhood to accommodate rental car traffic, when instead already established roads could be utilized.

C65-4 Our community is united against this decision, which only benefits the car rental business and hurts our local businesses.

Thank you for taking the time to read this.

Sincerely,

Sarah Spooner

C65-1 Introductory comment noted. The City appreciates your participation in the public review process.

C65-2 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C65-3 This comment references alternate routes to airport traffic, but does not suggest an inadequacy in the analysis of the PEIR.

C65-4 This comment does not suggest an inadequacy in the analysis of the PEIR; therefore, a detailed response is not required.

Letter C66

**From:** Peter StClair <pnstc2@gmail.com>  
**Sent:** Monday, August 08, 2016 12:23 PM  
**To:** PLN, PlanningCEQA  
**Subject:** Uptown CP Update Project 21002568 Uptown District 3

- C66-1 Please address my comments on the Uptown CP Update PEIR.  
 I. Overarching comments:  
 I. The conclusions are subjective.  
 There is very little data analyzed in this PEIR. It largely restates the CPU, GP and City codes. I cannot determine how the how the writers came to their conclusions, specifically that the Density Redistribution option is the Environmentally Superior option.
- C66-2 In fact, the writers say this option is inferior to the proposed Plan Update with respect to GHG reductions and achievement of CAP goals.  
 Since CAP and GHG are, from a legal perspective, (see California legislation, Executive Orders, California Supreme Court and Appellate Court decisions upholding the primacy of these measurements in evaluating General Plan and specific project contributions) the most important aspects of a project's impacts, the Density Redistribution option cannot, on its face, be the superior option.
- C66-3 It is amusing that after 10 years of community battles and millions of dollars in expense, the CPU and the alternatives considered in the PEIR are all remarkably close in terms of final buildout foreseen for Uptown.
- C66-4 The City has already shown a willingness to adopt transportation options like the 5th Ave bike lane without consulting Uptown Planners and without the need for a CPU. So the proposed benefit of the CPU--its transportation/transit and design review, can already be implemented. The only real benefit of a new plan is to get rid of the Interim Height Ordinance, which has just about killed off Hillcrest as a viable economic force in city and regional retailing and affordable housing.
- C66-5 2. The PEIR accepts on face the conclusion in the CPU that population in the plan area will increase from 36,700 today to 55,700 at "build out". The PEIR assumes buildout occurs in 2035. That would be 19 years from the date the final Draft Uptown Plan was circulated. Based on the proposed land uses and zoning contained in the CPU, a projection is made as to total dwelling units at build out. (See Table 3-9 page 3-31)
- C66-6 These projections assume the number of persons/DU will increase from 1.59 today to 1.70 in the future.  
 There is no justification given for accepting the assumption.
- C66-7 In fact, occupancy/ DU has been decreasing for a long time, especially in urban areas like Uptown.
- C66-8 The plan calls for more compact development. As SFR is replaced with multifamily, unit sizes will decrease. Housing will become more costly, not less costly. The PEIR notes there will continue to be an imbalance, with demand for housing exceeding supply. DIF will add to cost.

- C66-1 Comment noted. As discussed in Section 10.6 of the PEIR, the Density Redistribution Alternative was identified as the environmentally superior alternative because it would reduce impacts related to transportation and circulation and air quality. Discussions of the Density Redistribution Alternative's potential impacts to transportation and circulation and air quality are provided in Section 10.4.2, Analysis of Density Redistribution Alternative.
- C66-2 When identifying an environmentally superior alternative, all impacts that would be reduced by the alternative must be considered.
- C66-3 Comment noted. This comment does not suggest an inadequacy of the PEIR.
- C66-4 Comment noted. This comment does not suggest an inadequacy of the PEIR.
- C66-5 Comment noted. This comment does not suggest an inadequacy of the PEIR.
- C66-6 This comment does not suggest an inadequacy of the PEIR. The PEIR makes no assumptions regarding what the applied persons per household rate should be at community plan build-out. SANDAG projections indicate there is growth and a need for additional housing.
- C66-7 Comment noted. This comment does not suggest an inadequacy of the PEIR. Refer to response to comment C66-6.
- C66-8 Comment noted. This comment does not suggest an inadequacy of the PEIR.

LETTER

RESPONSE

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| C66-9  | Therefore, it is highly likely the Uptown plan will not accommodate population growth. Rather than reduce GHG and help meet the goals of CAP by providing relatively dense, more affordable urban infill housing, this plan seems designed to produce very high cost, unaffordable housing. (See 5.5.3.3 Page 5-22)                                                                                                                                                                                                                                                  |
| C66-10 | The actual difference in housing production among the alternatives considered in the PEIR is miniscule. And no alternative, according to the PEIR, will meet demand.                                                                                                                                                                                                                                                                                                                                                                                                 |
| C66-11 | I believe the provision for new housing is less than anticipated in the Regional Plan, which set goals for transit and which supported state rules on GHG and the City's CAP. Various factions appearing at Uptown Planners meetings said the city had previously committed to "density transfer" out of Uptown to other areas (downtown?) in the General Plan. But the Regional Plan and CAP assume further densification and intensity of land use.<br><br>Therefore, the Uptown Community Plan Update fails to contribute enough to city-wide and regional goals. |
| C66-12 | The PEIR should point that out.<br><br>CPU does not allow enough housing. And none of it may be affordable.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C66-13 | Where housing and mixed uses is encouraged, FAR limitations, setback requirements from the ground floor up, and DIF will reduce actual production, or create housing totally unaffordable to most people in Uptown. It is impossible to see how Affordable Housing can be produced under the strictures of the CPU and DIF.                                                                                                                                                                                                                                          |
| C66-14 | It does not allow enough flexibility in land use and circulation to attract new high paying jobs, specifically in the Medical Complex area, which continues to be hampered in its expansion and appeal to new R&D and technology firms by the LU elements in the CPU that insist on protecting existing and potentially encroaching residential uses and which fail to remedy circulation problems.                                                                                                                                                                  |
| C66-15 | It does not seem to do anything to encourage revitalization of the retail/entertainment core in Hillcrest.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| C66-16 | Indeed, many of the non-residential activities in the Uptown Community are regional in character: The Medical Complex. The entertainment and retail areas. The medical office buildings. There is no "tolerance" in the CPU for this integration of Uptown into the greater City of San Diego or our region. Rather than measure impacts on a city-wide or regional basis, they are measured corner by corner. Parochial.                                                                                                                                            |
| C66-17 | Does the CPU contribute to the City's General Plan and CAP goals or not? Unanswered in this PEIR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| C66-18 | The PEIR tends to repeat vast amounts of the actual text of the CPU or the City General Plan without performing any independent analysis.                                                                                                                                                                                                                                                                                                                                                                                                                            |
| C66-19 | 3. I cannot determine whether the Mitigations outlined in the PEIR are mandatory or potentially applicable to individual projects. In some cases, such as impacts on Historic Resources and Paleontology, existing local, state and federal law already provides for the mitigations that are recommended. Therefore, there is no reason to restate code or the law.                                                                                                                                                                                                 |
| C66-20 | In other cases, such as road and circulation improvements, the writers seem to state that mitigations will occur on a project by project basis.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| C66-21 | But the premise of the CPU is that once it is approved, most projects will be permitted as a right. Only certain projects whose scope, scale or specifics differ from what is allowed in the CPU and Citywide Zoning will go through any kind of discretionary review.                                                                                                                                                                                                                                                                                               |

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| C66-9  | Comment noted. While the proposed Uptown CPU would reduce residential densities in some areas, it would increase residential densities in others. It strategically places higher residential densities and mixed-uses along major transit corridors. In addition, the Mobility Element of the proposed CPU includes numerous policies that promote pedestrian, bicycle, and transit use. Therefore, the proposed Uptown CPU furthers the General Plan's City of Villages Strategy and the Climate Action Plan (CAP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| C66-10 | Section 15126.6 of the CEQA Guidelines requires an analysis of a reasonable range of alternatives that meet most of the basic project objectives. These objectives, outlined in Section 3.3, Project Objectives, of the PEIR, were tailored specific to the needs of the Uptown community and to implement the City of Villages Strategy and the City's CAP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C66-11 | The Regional Plan and CAP do not rely on densification and intensity of land use alone. As previously stated, while the proposed Uptown CPU would reduce residential density in some areas, it would also increase density in others. Lower residential densities in some areas are required to ensure that the bulk and scale of development maintain the existing neighborhood character as well as public views of canyons and open space. These areas are also generally less served by transit and mixed-uses. The proposed land uses locate the highest intensity uses along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments in the community. Commercial and other employment-generating uses are also used strategically by the proposed Uptown CPU to encourage commercial uses along transit corridors. Therefore, the transit-oriented development pattern provided by the proposed Uptown CPU—and not an arbitrary densification of all land uses throughout the entire community—is consistent with the goals of both the General Plan's City of Villages Strategy, the CAP, and Regional Plan. See Section 6.1, Land Use, for a discussion on the proposed CPU's consistency with applicable regional and local planning documents. |

LETTER

RESPONSE

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|  | <p>C66-12 This comment indicates that the proposed Uptown CPU may not provide adequate affordable housing. However, Policy LU-1.1 of the proposed Uptown CPU aims to “provide a variety of land use types to accommodate both affordable and market rate housing and commercial opportunities.” Policy LU-.23 of the proposed CPU also addresses the need for adequate housing for those with special needs, including low income. The proposed Uptown CPU plans for growth and would accommodate an increase in residential units in the CPU area compared to existing conditions. Additionally, all residential development would be subject to affordable housing regulations.</p> <p>C66-13 Comment noted. This comment does not suggest an inadequacy of the PEIR.</p> <p>C66-14 Comment noted. This comment does not suggest an inadequacy of the PEIR. This comment suggests concern with the proposed CPU’s ability to create jobs. However, policies included in the proposed Uptown CPU address the need for continued job creation in the community. Specifically, LU-1.6 supports the expected employment growth in the health sector within the Uptown community. The proposed CPU also includes a land use pattern with an additional emphasis of retail and employment uses in order to balance the predominantly residential community.</p> <p>C66-15 Comment noted. This comment does not suggest an inadequacy of the PEIR. This comment expresses concern with the proposed Uptown CPU’s ability to encourage revitalization of the Hillcrest core. However, Policy LU-3.2 specifically addresses this by encouraging high intensity pedestrian-oriented commercial and mixed-use development in the Community Village – Hillcrest Core West area. Policy LU-3.3 also encourages active commercial business uses on the ground floor levels in this area. Policy UD-4.25 addresses the incorporation of architectural design features to highlight the Hillcrest Core and other gateway locations.</p> <p>C66-16 Comment noted. This comment does not suggest an inadequacy of the PEIR. The proposed Uptown CPU is intended to further regional planning goals, such as those of the General Plan, with site-specific policies tailored to the community’s needs.</p> |
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LETTER

RESPONSE

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|  | <p>C66-17 The proposed Uptown CPU's consistency with and contribution to the City's General Plan and CAP goals are discussed in Section 6.1.3 and Section 6.5.3 of the PEIR. In short, the proposed Uptown CPU would further the goals of the City of Villages strategy and the City's CAP.</p> <p>C66-18 This comment suggests that the PEIR lacks any independent analysis from the CPU. The analysis presented in the PEIR is a program-level review of the physical changes in the environment that would result from adoption and implementation of the proposed CPU and other associated discretionary actions. As such, it would be impossible to conduct an environmental analysis of the CPU independent of the CPU itself.</p> <p>C66-19 All mitigation measures recommended and included in the Mitigation Monitoring and Reporting Program will be legally required and enforceable by the City. This comment suggests that the Historical Resources and Paleontological Resources mitigation measures are already required by existing law. These mitigation measures go above and beyond existing regulatory requirements to ensure that impacts are avoided or minimized and provide a framework to ensure future development implements identified mitigation.</p> <p>C66-20 At a program level of review, it is appropriate to include mitigation measures that would be implemented by future individual development projects. For traffic, the mitigation measures are identified to meet the CEQA requirements for identifying mitigation, but the measures would not be feasible to implement at a project level as discussed in the Candidate Findings included as an attachment to the staff report.</p> <p>C66-21 Some projects implemented in accordance with the proposed Uptown CPU would be subject to ministerial review while others would be subject to discretionary review pursuant to the City's Land Development Code.</p> |
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LETTER

RESPONSE

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| <p>C66-22 Therefore, the PEIR must rely on imposition of Development Impact Fees on every new project in order to say impacts are mitigated.</p> <p>C66-23 However, the DIF Study is only that: a study. It is flawed and its cost estimates are potentially very inaccurate.</p> <p>C66-24 By far the largest component of DIF is a \$250,000,000 fund to acquire parkland.</p> <p>C66-25 So DIF are set at \$12,000 per DU for residential projects.</p> <p>C66-26 It is unclear whether DIF payments are lumped in a single DIF pool for Uptown, or whether the fees are broken down into their separate components and an individual fund created for each component.</p> <p>C66-27 If the latter is the case, then at the outset of permitting under the new CPU, there will be inadequate funds available for road improvements that are somehow linked to each project. Since most projects are unlikely to go through discretionary review, there will be no objective basis to assess road and other impacts.</p> <p>C66-28 If the former is the case, improvements can be phased to meet needs (based on LOS studies, etc.) and sufficient funding may be available. But, this means the massive amount of money needed for park land acquisition may not be available until the end of the time frame considered in the PEIR (year 2035 according to the PEIR)</p> <p>C66-29 Therefore, I cannot tell whether the proposed mitigations (which apply similarly to each alternative as I read the PEIR) are in fact coincident with need (except for park land).</p> <p>C66-30 If not, are they indeed mitigations?</p> <p>C66-31 It would be cynical to think that the massive amount of money deemed necessary to acquire park land was only put in the DIF in order to generate fees large enough to actually do the required (road and circulation) work.</p> <p>C66-32 In disregarding the potential affect of (high) DIF on the rate of new (residential) development, and the absolutely chilling affect on affordable housing, the PEIR makes subjective and unwarranted assumptions about the ability of the CPU to meet GHG and CAP goals.</p> <p>II. Specific comments:</p> <p>C66-33 1. Table S-1 page S-10, Light and Glare. There is no reason to believe City will in fact assure that lighting does not create excessive brilliance and glare.</p> <p>C66-34 The lights of the Decorative Street Lamp project in Mission Hills create a great deal of light trespass (too much light falling on building facades and up into the air and too much light cast on streets themselves).</p> <p>C66-35 This may be a result of improper contract administration.</p> <p>C66-36 The approved plans for the project indicated the lumieres would be the same as used in Talmadge. In fact, the plans were taken directly from the Talmadge project and not even re-titled for Mission Hills. But, there is a tremendous difference in light trespass between the communities. Talmadge decorative lights seem to function as set forth in the plan. The Mission Hills lumieres are far brighter and cast light in many more directions other than "down". City has tried to remedy this problem by installing individual shields on lumieres. A sad statement about the efficacy of our contracting process.</p> | <p>C66-22 This comment suggests that Development Impact Fees are the only tool to ensure mitigation is completed. However, the PEIR includes other measures that would be implemented at the project level. For example, Mitigation Measure HIST 6.7-1 requires project level evaluation and potential mitigation or avoidance of potentially historic resources prior to the City's issuance of a development permit.</p> <p>C66-23 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C66-24 Comment noted.</p> <p>C66-25 Comment noted.</p> <p>C66-26 Comment noted. Development Impact Fees (DIF) are collected within a single DIF fund for the Uptown community.</p> <p>C66-27 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C66-28 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C66-29 This comment is unclear as to which mitigation measure is referred to as being unclear on its "coincident with need." All mitigation measures proposed are intended to reduce potentially significant impacts resulting from development consistent with the proposed Uptown CPU. Refer to the Mitigation Monitoring and Reporting Program of the Final PEIR for more detail.</p> <p>C66-30 See response to comment C66-29.</p> <p>C66-31 Comment noted. This comment does not suggest an inadequacy in the PEIR.</p> <p>C66-32 See response to comment C66-11 regarding the proposed Uptown CPU's consistency with the General Plan and CAP.</p> |
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LETTER

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|  | <p>C66-33 As discussed in Issue 5 of Section 6.2.3, Impact Analysis, of the PEIR, development implemented in accordance with the proposed Uptown CPU may contribute to existing conditions of light and glare. However, the Urban Design Element of the proposed CPU addresses lighting in the community to ensure there is no unnecessary adverse light and glare, such as Policies UD-3.12, UD-3.13, and UD-3.15. In addition, development would be subject to the citywide lighting policies included in the Land Development Code.</p> <p>C66-34 This comment references an existing condition and does not suggest an inadequacy of the analysis presented in the PEIR. Lighting policies within the proposed Uptown CPU Urban Design Element would support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage.</p> <p>C66-35 Comment noted.</p> <p>C66-36 This comment references an existing condition and does not suggest an inadequacy of the analysis presented in the PEIR. Lighting policies within the proposed Uptown CPU Urban Design Element would support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage.</p> |
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LETTER

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| C66-37 | It also seems City has withdrawn from the Dark Skies program. The kind of lighting called for in the CPU (non-hooded) casts light upward. The light is of a spectrum that disrupts astronomers and wildlife (migrating birds). The lumieres can be ordered with "shields" that prevent light being thrown upward. But at least in Mission Hills, that was not the case.                                                                                                                                                                                                                   | C66-37 This comment suggests that the proposed Uptown CPU calls for street lighting that casts light upward. On the contrary, lighting policies within the proposed Uptown CPU Urban Design Element would support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage. Specifically, Policy UD-3.15 calls for street lighting to focus on illuminating the pedestrian zone, which would mean lighting would be cast downward. |
| C66-38 | 2. Traffic mitigations should include two other options that provide vastly more congestion relief than proposed in the PEIR, including Trans 6.3-7;                                                                                                                                                                                                                                                                                                                                                                                                                                      | C66-38 See responses to comments C66-39 and C66-40.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| C66-39 | --A bus pocket/turnout on the north side of Washington St. between 5th and 4th Avenues. This is currently a bank branch and before that was a fast food restaurant.                                                                                                                                                                                                                                                                                                                                                                                                                       | C66-39 Comment noted. Policies in the Mobility Element of the proposed CPU would support transit facility improvements. The specific mitigation measure would not be appropriate for a program-level analysis, but could be considered as individual developments are proposed in the area. Additionally, the comment does not provide any support or evidence that the measure would in fact reduce significant traffic impacts.                                                   |
| C66-40 | --Extension of Front St. through Florence School. Florence School can be relocated and may be closed. It forms what should be the heart of West Hillcrest. Extending Front St. from the Medical Complex to Robinson will greatly relieve congestion on Washington St. and probably allow Front St. to be re-stripped to two ways north of Washington. This also creates a "center of town" and enable many of the CPU's goals--walkability, bicycling, transit, parks and recreation centers.                                                                                             | C66-40 This comment suggests mitigation that would require the closure of an existing school and road extension. The specific mitigation measure would not be appropriate for a program-level analysis, but could be considered as individual developments are proposed in the area. Additionally, the comment does not provide any support or evidence that the measure would in fact reduce significant traffic impacts.                                                          |
| C66-41 | --Rapid re-sequencing of lights along Washington and University after emergency vehicles pass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | C66-41 Policy MO-5.1 of the proposed Uptown CPU calls for the utilization of Intelligent Transportation System improvements, which include traffic signal coordination. Inclusion of the referenced mitigation measure would not be appropriate for a program-level analysis, but could be considered as individual developments are proposed in the area.                                                                                                                          |
| C66-42 | 3. Page S-21. Noise. Does not seem to consider the increasing number of hybrid and electric cars and buses in use or the decrease in auto traffic resulting from more walking, biking and transit use.                                                                                                                                                                                                                                                                                                                                                                                    | C66-42 Refer to Section 6.6, Noise, of the PEIR for a detailed discussion and analysis of the ambient noise impacts due to vehicular traffic, trolley service, and land use patterns associated with build-out of the proposed Uptown CPU. Additionally, a potential shift in noise from use of electric and hybrid vehicles would be speculative to assume in the analysis.                                                                                                        |
| C66-43 | 4. Page S-26, HIST 6.7-1, 2, etc. There is no evidence given that impacts are not fully mitigated by existing codes and laws. The rest of this section restates the CPU, provides no additional analysis and should be removed.                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-44 | 5. Page S-42 PALEO 6.10 describes North Park. That is not part of Uptown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-45 | 6. I am not sure changes in transportation such as ride sharing and potentially the driverless car (all of which should accelerate over the horizon of the PEIR--to the year 2035) are factored into these analyses.                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-46 | 7. Page 6.5-11 and 6.5.3 Cumulative Impacts. I am not sure what the writers are trying to say. The City cannot quickly modify land use plans. The CPU itself is the manifest example of the inability to deal with change. This plan update has taken nearly 10 years and there is still a virtually 50/50 split in Uptown community members over its direction. Therefore to say we can be responsive is not borne out by facts. The plan needs to get things right NOW, not later. (There is no feature for "Adaptive Management" in a Community Plan. It is a sorely lacking feature). |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-47 | 8. 6.7.1. Impacts on Historic Resources are speculative. We have codes and laws in place.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-48 | 9. 6.11.4. Is LID in place in the City of San Diego? My sense from the Stormwater PEIR fiasco was City treated LID as a "...goal rendered infeasible due to our clay soils and the built-out nature of most of our urban communities."                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-49 | Are stormwater BMP's in place? Again, my sense was city staff and their consultants rejected the central ideas of LID and Green Streets in favor of highly engineered (steel, concrete and electricity) treatment facilities. See plans for Maple Canyon erosion controls.                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| C66-50 | 10. 6.12.1.2. This says it all! We need 155,96 acres of parkland. We have 18.21 acres. There is no feasible plan for bridging the gap. DIF says it will cost more than \$250,000,000.                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

LETTER

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|  | <p>C66-43 Refer to Section 6.7, Historical Resources, for a detailed discussion and analysis of the potential impacts to historical resources, existing regulations, mitigation measures, and significance of potential impacts after mitigation.</p> <p>C66-44 The Final PEIR has been corrected to reference Uptown, and not North Park.</p> <p>C66-45 Impacts to transportation and circulation were assessed based on a description of future community build-out conditions for the Uptown CPU area compared to existing conditions. Benefits of ride sharing and self-driving cars on the long-term transportation setting of the entire community are difficult to quantify and, therefore, not included.</p> <p>C66-46 This comment makes reference to the following statement: "If implementation of the proposed Uptown CPU and associated discretionary actions cumulatively with other CPUs would be inconsistent with the CAP or other plans/policies for the reduction of GHG, the City could amend land use plans to reflect more aggressive strategies for GHG reduction and to ensure consistency with the adopted CAP." This statement references the fact that City policies, plans, and codes will be evaluated as needed to ensure CAP greenhouse gas emissions targets are met as intended. This does not mean that the City's land use plans and policies that are currently being updated in accordance with the CAP, such as the proposed Uptown CPU, are not expected to meet greenhouse gas emissions targets. However, many circumstances play into the effectiveness of various plans and policies and if, in the future, it is determined that these targets are not being met as planned, then the City will need to update land use plans and policies to reflect more aggressive strategies to ensure the targets can be met in the future.</p> <p>C66-47 Comment noted. The PEIR concluded a significant and unavoidable impact to potential historic districts because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis.</p> |
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|  | <p>C66-48 Comment noted. This comment does not indicate an inadequacy in the PEIR.</p> <p>C66-49 This comment does not indicate an inadequacy in the PEIR. Storm water best management practices are required on a project basis.</p> <p>C66-50 Comment noted. The comment does not identify an inadequacy in the PEIR. The PEIR does identify that the community should be served by 155.96 acres of parkland based on General Plan standards for population-based parks. The Final PEIR has been corrected to state that 14.66 acres of population-based parkland currently exists in the community, not 18.21 acres. While there is a deficiency in population-based parks, this is not considered significant at the program level because implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the Uptown CPU area. Additionally, the Recreation Element of the proposed Uptown CPU includes numerous policies addressing the need for additional parkland and park equivalencies in the community.</p> |
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| <p>C66-51</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C66-51 Comment noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C66-52</p> <p>11. Chapter 8 Growth Inducement. The writers of the PEIR flatly state that Uptown's population will grow irrespective of the CPU.</p> <p>Therefore, given the significant limitations on growth in the CPU (Height, FAR, setbacks, DIF) rents and prices will rise. This makes Uptown less affordable and less attractive to many potential employers. It reduces the likelihood CPU will achieve GHG and CAP goals, much less General Plan objectives.</p>                                                                                                                                                         | <p>C66-52 See response to comment C66-12 regarding the proposed Uptown CPU's guidance for the provision of affordable housing. See also response to comment C66-1 regarding the proposed Uptown CPU's consistency with the General Plan and CAP.</p>                                                                                                                                                                                                        |
| <p>C66-53</p> <p>12. Project Alternatives.</p> <p>In fact, the existing Adopted Plan, freed from the Interim Height Ordinance significantly increases the possibility of build out by 2035 thus reducing GHG and boosting the goals of the CAP. It concentrates higher density along transit corridors and strengthens employment (at higher wages than in retail/entertainment)</p>                                                                                                                                                                                                                                                 | <p>C66-53 Comment noted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C66-54</p> <p>13. 10.2.2 (d) and (e) may be incorrect. With increased density cities normally experience less pollution and GHG emissions and greater use of transit. That is the whole point of our General Plan, City of Villages and the CAP.</p>                                                                                                                                                                                                                                                                                                                                                                              | <p>C66-54 By its nature, increased density is associated with an increase in vehicle miles traveled, which would result in increased air pollution and greenhouse gas emissions.</p>                                                                                                                                                                                                                                                                        |
| <p>C66-55</p> <p>14. 10.4.1 Density Redistribution Alternative. The PEIR states this option allows for the same development potential. I think that is incorrect. I cannot see it in the land use maps or Table 10-4. It appears to change zoning in the Medical Complex that eliminates mixed uses in favor of purely residential uses. Table 10-4 shows less population and fewer DU's under this alternative. Something is amiss.</p>                                                                                                                                                                                             | <p>C66-55 The Density Redistribution Alternative would increase densities in some areas from the proposed Uptown CPU and decrease densities in others, resulting in a similar development potential.</p>                                                                                                                                                                                                                                                    |
| <p>C66-56</p> <p>15. 10.6. Environmentally Superior Alternative. Not logical and without quantitative support. GHGs are not less than other alternatives and CAP is not as well-supported.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>C66-57</p> <p>16. 11.2 b Mitigation for Transportation and Circulation.</p> <p>Are these mandatory mitigations? Suggested mitigations? The PEIR suggests their phasing and funding will be dependent on actual building permit applications with DIF applied. DIF is a study and contains many unchallenged assumptions.</p> <p>--There should be a bus pocket on the north side of Washington St. between Fifth and Fourth Avenue.</p> <p>--Front St. should be extended through Florence School, the school relocated and this land become the center of west Hillcrest, providing transit hub, park and recreation center.</p> | <p>C66-56 See responses to comments C66-1 and C66-2 regarding the environmentally superior alternative.</p> <p>C66-57 All mitigation measures recommended and included in the Mitigation Monitoring and Reporting Program will be mandatory. Note that many mitigation measures identified in Section 6.3, Transportation and Circulation, are not carried forward due to inconsistencies with the proposed CPU and/or the City's inability to enforce.</p> |
| <p>C66-58</p> <p>17. 11.2.3 and 11.2.4. This restates codes and the law. Why is that necessary?</p> <p>Peter H. StClair<br/> 2341 Whitman Street<br/> San Diego CA 92103<br/> <a href="tel:619-260-1307">619-260-1307</a></p>                                                                                                                                                                                                                                                                                                                                                                                                        | <p>C66-58 As previous stated, these measures go above and beyond existing regulations and code to reduce potentially significant impacts.</p>                                                                                                                                                                                                                                                                                                               |

LETTER

RESPONSE

Letter C67

**From:** Dawn Taggett <dawndburton@outlook.com>  
**Sent:** Friday, August 05, 2016 7:46 PM  
**To:** PLN\_PlanningCEQA  
**Cc:** Dawn Taggett; Lorenzo Burton  
**Subject:** Comments on Uptown Community Plan Update: 21002568 / SCH No. Pending / Uptown District 3

Dear Mr. Steinert,

C67-1 My name is Dawn Taggett-Burton and I live with my husband Lorenzo Burton, on Albatross Street in the Uptown Hillcrest district. I would like to officially register my support for the Lower-Density Alternative development plan (page 518 of the EIR), which incorporates land uses proposed in the June 2015 Draft Community Plan. This plan is the closest plan to the community plan negotiated over several years by the Uptown Planners and supported by the Uptown Community. The lower-density alternative plan also does not include the corresponding density bonus incentives, and according to the Uptown Planners and the EIR, it is also the "environmentally superior alternative" as shown on p. 524 of the EIR.

C67-2 Even though I am in support of the lower-density alternative (p. 518), I would like add that any plan adopted by the city must include rigid, unwavering requirements for real community improvement including street repair, traffic easing, public open space (not pseudo open space within the proposed developments, but real parks and meeting spaces). It has not escaped our community that Hillcrest is being asked to accept all of the new development; however, none of the new park space is within Hillcrest. We find this troubling and it must be rectified. Additionally, as seen with previously adopted plans, community improvement funds are always part of the approved deals; however, those funds are then reallocated outside of the district, and Hillcrest is left with nothing more than greater density and traffic jams.

C67-3 Recent studies have found that although the development plans mainly focus on the urban core areas, the new jobs are being created in the northern portions of our county (Sorrento Valley/La Jolla/Del Mar), including inland areas just west of I15. Studies have reported that individuals moving into the urban areas (Downtown, Uptown, North Park, etc...) are then commuting into the areas where the jobs actually are (not in urban areas). If the city is serious about implementing the Climate Action Plan, then proposed development should focus mainly on providing housing (affordable, middle-class, and high-end) near where people work. By providing housing near where the jobs are, commuting can be accomplished using greener alternatives (cycling, walking, bus, trolley, etc...), rather than moving more people into the Uptown/Downtown areas without adequate long range transportation options, forcing them onto the I5, I8, and I15 where they sit in traffic and increase levels of greenhouse gases.

C67-4 We all realize that housing is a problem within San Diego. Affordable housing is an even greater problem. However, I wholly reject the idea that if San Diego approves the super high density development plans proposed by the developers who have been lobbying the city and showing up at the Uptown Planners meetings, that this will somehow result in affordable housing. It defies logic. They want us to believe that if a 15 story building is approved, it will somehow result in cheaper rents. It hasn't in the past, so why would it now? Uptown is a community that commands higher rents and purchase prices, so that is exactly what the developers have demanded in the past and will continue to demand for the foreseeable future. Higher density will only mean that developers will have more units to rent or sale at **unaffordable** prices. I want someone to tell me how many units will have to be

C67-1 Thank you for your comment. The City appreciates your participation in the public review process and expressing support for the Lower-Density Alternative.

C67-2 As described in Section 3.4.4, the Uptown CPU includes adoption of an Impact Fee Study (IFS) (formerly known as a Public Facilities Financing Plan [PFFP]) that addresses the need for public facilities associated with the identified needs of the Uptown CPU area. Funds collected under the Uptown IFS are maintained for use within the Uptown community. Additionally, the proposed Uptown CPU Public Facilities, Services, and Safety Element includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing include public facilities and services prioritization as well as fire-rescue, police, wastewater, storm water infrastructure, waste management and recycling, libraries, schools, public utilities, and healthcare services and facilities, all included within the proposed Uptown CPU. It should be noted that future growth would occur throughout the CPU area and would not be limited to Hillcrest. As shown on Figure 6.12-2, the Uptown CPU proposes to introduce several park facilities within Hillcrest, including Mystic Park, Normal Street Linear Park, Maryland Street Pocket Park, Sixth Avenue Pocket Park, and First & Robinson Avenue Pocket Park.

C67-3 The proposed Uptown CPU is one of 52 community plans within the City. Future updates of other community plans covering La Jolla, Sorrento Valley, and neighboring jurisdictions would plan for housing in those areas to address the jobs/housing balance within the northern region of the City (It should be noted, that Del Mar is an incorporated city). Consequently, the Uptown CPU is one of numerous community plans that collectively address regional needs within the City.



LETTER

RESPONSE

C67-5

built before we reach the magic supply:demand ratio where there is so much supply, that consumers can demand lower prices. Would there be a single tree or greenspace left in Uptown if we even tried to achieve that magical point? The developers attending the meetings could not answer this question, because to do the math and answer it would demonstrate to all listening, that Uptown cannot responsibly increase density to the point of oversupply, because to do so would require that we rid our area of most of the historic homes and replace them with multi units and highrises. Canyons would be peppered with multifamily units, and greenspace would be scarce.

So again, I support the lower-density alternative recommended by the Uptown Planners. However, I hope that the city considers the history of broken promises made by developers; history of re-routing funds meant for community improvement; the conspicuous absence of dedicated park space for Uptown; lack of any real plans for traffic easing; lack of real plans for preserving our historic homes/buildings; and lack of a vision for developing in such a way that will revitalize the character of the community without stripping our neighbors of their access to natural sunlight.

Thank you for your consideration,  
Dawn Taggett-Burton/Lorenzo Burton

Sent from [Mail](#) for Windows 10

C67-4 The Uptown CPU would provide for affordable housing through Land Use Policy LU-1.1, which would “provide a variety of land use types to accommodate both affordable and market rate housing and commercial opportunities.” It is difficult to predict future prices within the volatile Southern California housing market, but adherence to Land Use Policy LU-1.1 would ensure that the Uptown CPU introduces a variety of housing options, including affordable housing.

C67-5 Comment noted. The comment does not raise an issue with the adequacy of the PEIR.

LETTER

RESPONSE

Letter C68

**From:** Tait, Laurie <ltait@ndli.com>  
**Sent:** Tuesday, August 02, 2016 3:30 PM  
**To:** PLN\_PlanningCEQA  
**Cc:** Laurie&Gaelle TAIT PERSO (ltait@cox.net)  
**Subject:** Uptown Community Plan Update: Project No. 21002568

Laurie Thomas Tait  
 3033 India Street #3  
 San Diego, CA 92103  
 August 2<sup>nd</sup> 2016

Kurtis Steiner  
 Senior Environmental Planner  
 City of San Diego Planning Department,  
 1010 Second Avenue, MS 413,  
 San Diego, CA 92101

[PlanningCEQA@sanidiego.gov](mailto:PlanningCEQA@sanidiego.gov)

RE:  
 Project Name: Uptown Community Plan Update  
 Project No. 21002568 / SCH No. Pending  
 Community Area: Uptown  
 Council District: 3<sup>rd</sup>

Dear Mr Steiner,

C68-1 I am writing to you to voice my strong objection to the proposed Mobility Study Project No. 21002568. The proposal as I understand it will have a significant impact to the safety of my community, an impact to the amenities of my neighborhood, and an almost certain hit to the value of my property.

C68-2 As I understand it the design of street systems should encompass:

- Safety- for both vehicular and pedestrian traffic.
- Efficiency of Service- for all users.

C68-1 Introductory comment noted. The City appreciates individual participation in the public review comment process.

C68-2 Comment noted.

LETTER

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| <ul style="list-style-type: none"> <li>• Livability or Amenities- especially as affected by traffic elements in the circulation system.</li> <li>• Elements in the local circulation system should not have to rely on extensive traffic regulations in order to function efficiently and safely.</li> <li>• Local streets should be designed to discourage excessive speeds.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>C68-3</p> <p>In terms of <b>safety</b>, my main concern is that if India Street is widened to add an additional lane, the added volume (as shown in Uptown Community Plan Update PEIR Page 6.3-33) of traffic and increased speed will make entering/exiting my driveway outright dangerous. If not impossible, it will also make walking my dog very unsafe (not to mention the fact I will not be able to walk him down to the amenities of Middletown Neighborhood Village, prominently known for its various restaurants located along India Street also known as International Restaurant Row). A study by Farouki (1976) and Moore (1969) show that the mean free speed of cars in roads increases linearly with the roadway width. If the speed along India increases by this factor we will need extensive traffic regulation to discourage excessive and dangerous speed. What are the Planning Department proposing in terms of regulation &amp; policing?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>C68-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>C68-4</p> <p>As part of the Project No. 21002568 Mobility Study, has the City of San Diego conducted a Traffic Impact Study specifically outlining the safety impact to this community? The impact study I read (<a href="https://www.sandiego.gov/sites/default/files/appendix_b-1_traffic_impact_study.pdf">https://www.sandiego.gov/sites/default/files/appendix_b-1_traffic_impact_study.pdf</a>) seemed to be mainly concerned with traffic volume, traffic flow and delays, capacity etc. Nowhere did I see any mention of safety impacts. Surely Safety must be at the top of the San Diego Senior Environmental Planner's priorities when proposing an environmental plan of this nature?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>C68-4 Comment noted. This comment does not identify an inadequacy of the PEIR. The purpose of the Traffic Impact Study was to identify potential transportation and circulation impacts resulting from the proposed Uptown CPU and associated discretionary actions related to traffic operations. However, safety is a primary concern that plays a role in determining which identified mitigation measures are feasible to implement. The Mobility Element of the proposed Uptown CPU includes numerous policies addressing safety of streets within the community, including Policy MO-4.1, MO-4.3, MO-4.9, MO-4.10, MO-4.11, and MO-5.1.</p> |
| <p>C68-5</p> <p>The San Diego County General Plan (<a href="http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/GP/MobilityElement.pdf">http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/GP/MobilityElement.pdf</a>) outlines several Goals and Policies that conflict with the proposals in project No. 21002568.</p> <p>The Mobility Element balances competing goals of accommodating trips generated by land use, while striving to retain a transportation network that complements, rather than impacts, the character of communities, which is generally rural in much of the unincorporated County. Therefore, widening of roads, which can dramatically change the character of a community, should be pursued only after environmental and community character impacts are also considered. The need to widen roads is minimized when trip vehicle miles traveled are reduced, the performance of the existing network is optimized, and the use of alternative modes of travel is maximized.</p> <p>Accommodate all users of the road right-of-way —The Mobility Element also supports the concept of complete streets that are designed and operated to <b>enable safe access</b> for all users and for all modes of travel including non-motorized users and transit riders. This includes users of all ages and abilities such as the elderly, children, and people with disabilities.</p> <p>GOALS AND POLICIES</p> <p>GOAL M-1 Balanced Road Network. Policies <b>A safe</b> and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities. M 1.1 Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.</p> | <p>C68-5 Comment noted. This comment does not identify an inadequacy of the PEIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>C68-6</p> <p>In terms of <b>amenities</b> the removal of all sidewalks to the North of my property along India Street will have a great impact on the walkable shops, bars and restaurants my neighborhood currently offers. Implementation of the proposed Uptown CPU and associated discretionary actions would restrict &amp; impede pedestrian connectivity. It seems that this plan is in direct opposition to The City of San Diego Pedestrian Master Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>C68-6 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

LETTER

RESPONSE

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C68-7  | <p>The Project Working Group and the consultant team prepared an overall vision statement for the PMP: "To create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner."</p>                                                                                                                                                      | C68-7 Comment noted. This comment does not identify an inadequacy of the PEIR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C68-8  | <p>In addition the Institute of Traffic Engineers guidelines point out that "Sidewalks should ordinarily be provided along streets used for pedestrian access to schools, parks, shopping areas, and transit stops."</p>                                                                                                                                                                                                                                                                | C68-8 Comment noted. This comment does not identify an inadequacy of the PEIR. The Mobility Element of the proposed CPU includes numerous policies that address pedestrian safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| C68-9  | <p>The concept of protecting neighborhoods by ensuring that local streets serve their residential function is usually supported by local ordinances.</p>                                                                                                                                                                                                                                                                                                                                | C68-9 Comment noted. This comment does not identify an inadequacy of the PEIR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| C68-10 | <p>Lastly the Uptown CPU draft outlines the noise impact on my neighborhood as Significant and Unavoidable. This alongside the increased traffic volume, the safety issues of entering/exiting my property due to increased volume and speed of traffic, the loss of amenities will certainly have a negative impact on property values in this neighborhood. What does San Diego City Planning department propose in terms of compensation due as a direct result of this project?</p> | C68-10 This comment does not identify an inadequacy of the PEIR. A significant and unavoidable impact associated with an increase in ambient noise levels was identified due to build-out of the proposed Uptown CPU. However, ambient noise increases are anticipated to occur with any level of growth and would also occur under the adopted Uptown Community Plan. While there are no feasible mitigation measures to reduce noise impacts to existing residences, the Noise Element proposed Uptown CPU contains numerous policies that address noise compatibility in the community that will guide future development to locate noise-generating and noise-sensitive uses appropriately, require noise attenuation measures from new development, reduce unnecessary noise, and encourage other noise controls in the community. |
|        | <p>Yours Sincerely,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|        | <p>Laurie Tall.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Letter C69

**From:** V <va.sdsolutions@gmail.com>  
**Sent:** Friday, August 05, 2016 6:26 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Project Name: Uptown Community Plan Update/ Project No. 21002568 / SCH No. Pending

Community Area: Uptown  
Council District:3\*

2nd Email due to Delivery Failure.

To whom it may concern,

C69-1

I am writing to you as a concerned member of the community that frequently visits, dines and shops around the India St. area that is proposed to have a major construction project. Getting rid of the southbound St. and the sidewalk/parking and shoulder on India and turning it into a three-lane St. is going to make that place a complete danger zone. I frequently visit the Starlight restaurant, drop my dog off at "Camp Run-A-Mutt", turn right on the cross streets that lay on India St. from Laurel to Washington. If you cut out and get rid of the sidewalk, there will no longer be an area for many community members to safely turn on the cross streets, pull over to the shoulder for drop offs and pick ups and will not have any foot access across that long stretch of India. People already come off the 5 North Sassafras exit speeding down as if it's a highway and this project will make it look exactly as such with 3-lane no shoulder/sidewalk St. Individuals will potentially be driving down that proposed 3-lane highway at higher speeds making it extremely dangerous for those to turn onto India or turn right on any of the cross streets.

Personally, if ever I'm visiting a friend in Mission Hills off India or dropping off/picking up my dog from the "Camp Run-A-Mutt" grooming/dog day care area it's going to be an extreme safety issue not having parking or a shoulder to pull over, park or slowly turn on those cross streets. I already feel as though someone is going to rear end me when I'm turning but the comfort of the shoulder/parking on the side makes it safer and easier. It also allows walking access from locations such as the dog day care to the restaurants at the end of the block (Gelato Vero, Irish Hub, El Indio, Rubicon Deli, etc.). If removed, I seriously fear for my safety and the safety of those in similar circumstances such as mine who utilize that area, the parking, shoulder and the sidewalk.

I'm also amongst the many that use the southbound St. on India to get to many of my favorite and necessary locations like those mentioned above. Cutting this route will extend my trips to an unnecessary extra length by having to get off near downtown and make my way back to find India St.

I believe this project will cause a huge safety issue for the residents, business owners and community members on India St. I believe its an unnecessary cost for the city to spend on such a huge project when there are many other community areas in the city need major fixing. I also deeply know it's going to cause such a great inconvenience to so many people of that community which is why I am a part of the community who opposes this project.

Thank you

C69-1

Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C70

**From:** V A <vardan.a@hotmail.com>  
**Sent:** Friday, August 05, 2016 6:09 PM  
**To:** PLN\_PlanningCEQA  
**Subject:** Uptown Community Plan Update: Project #21002568/sch No. pending

Hello,

C70-1

I am writing because I work as a delivery driver for a parts and service company who often makes drop offs and pick ups at the ATS Transmission Shop on India St. Cutting off this the shoulder/parking is going to be a complete nightmare! I won't be able to pull to the shoulder or be able to briefly park to drop off inoperable automobiles with a tow-truck and I definitely have no clue I will wheel anything out of there without the safety of a shoulder lane with a huge tow truck. I also know a lot of people in the automotive industry that do drop/offs and pickups at that location and they are able to pull to the side parking in front and complete those tasks. I don't know how this business, and many other businesses will survive effectively if this project goes into motion. I oppose this project 100%!

Thank you,

Community Member of the Automotive Transmission Industry

C70-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

LETTER

RESPONSE

Letter C71

**From:** beekie@shearparadise.com  
**Sent:** Monday, August 08, 2016 7:11 AM  
**To:** PLN, Planning/CEQA  
**Subject:** Uptown Community Plan Update: 21002568/SCH No. Pending

Mr. Steiner,

My thoughts and opinions have already been stated with a letter from the Middletown Advisory Committee.

C71-1

However, what is equally disturbing is how matters for India Street were decided with complete disregard to the many residents and businesses that have been in the Middletown area for decades. It truly feels as if the city doesn't realize that Middletown is a neighborhood, that India Street isn't an on ramp to the freeway. The fact that the proposed changes to India Street were even written down tells me and all other residents that your office didn't do proper research, never came to the actual area to look at the situation, doesn't think through a problem and just picks what looks like the option that requires no thought.

With the opening of the RCC, and a dumping of ALL the traffic it has created in our neighborhood, did you really think we wouldn't notice? Just to give you an idea of what we are dealing with, just imagine 3,000 confused, late in a hurry, un-familiar with steep hills, drivers in un-familiar cars on your street daily. Not a pleasant thought is it?

India Street is used by downtown, which has grown, by Little Italy which has grown, and the airport which has grown. And soon, more hotels will be opening in the Harbor Island area. So India Street will have even more traffic. I have lived on Columbia Street above India for 27 years, the traffic has gotten worse every year but the RCC sent it over the top.

The solution is clear, a dedicated on/off ramp for the RCC, airport, Harbor Island traffic. If your office had been thinking that plan would've been started years ago certainly to keep up with the growing area.

The cluster which is Sasafress, Kettner is a frightening ingress/ egress mess for the RCC. Did you think we wouldn't notice that either? Many of us do our shopping in the Midway area. Your lack of proper planning is ruining our neighborhood, our property values have gone down and it's un-safe to live here.

Please fix the mess you have allowed to happen.

Beekie Webster

C71-1 Comment noted. This comment does not identify an inadequacy of the PEIR. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).



LETTER

RESPONSE

Letter C72

**From:** Stephen Wong <swong7664@gmail.com>  
**Sent:** Monday, August 01, 2016 2:06 AM  
**To:** PLN\_PlanningCEQA  
**Subject:** Project Name: Uptown Community Plan Update Project No. 21002568

Dear Mr. Steiner:

C72-1

My family resides at 3054 Union Street within the Uptown Community and would like to express our concerns about some of the proposed amendments to the Uptown Community Plan. My son attended the last meeting on the subject of traffic amendments to India Street on July 5th and was told there really was no intention to modify the traffic pattern. It is now my understanding that this amendment to the Community Plan (Appendix C) specifically includes the changes to India Street. The portion we specifically object to is the removal of the southbound lane between Sassafras Street to Redwood Street. Elimination of this lane deletes the primary access to our home on Union Street forcing my family to exit to Laurel Street and return on India Street northbound thus adding to the traffic on Laurel and India and increasing our travel time significantly. Please reconsider your proposal.

Sincerely,  
Stephen & Sandy Wong

C72-1

Introductory comment noted. The City appreciates individual participation in the public review comment process. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

Letter C73

**From:** Francis Wray <fwray20@gmail.com>  
**Sent:** Monday, August 08, 2016 9:53 PM  
**To:** PLN\_PlanningCEQA  
**Cc:** Brittany Lonero  
**Subject:** Middletown proposal

Dear San Diego City Planners,

C73-1 I am a homeowner and HOA board member in Middletown and I am expressing my concern about the proposals found in a mobility study within the Uptown Community Plan. This study contains a plan to remove parking and sidewalks along India Street, and tables show the removal of the southbound lane of India Street. If these proposals are implemented, it would be a largely unpopular decision that would negatively effect a great number of residents and local businesses of Middletown.

C73-2 Middletown is a heavily populated residential area that contains small business that are primarily found along India street. Removing sidewalks and parking there would not only hurt these local businesses but would cause great safety concerns for residents. There are many residential homes very close to India street and taking away a sidewalk would greatly raise the chance of a pedestrian getting injured by fast moving traffic entering and exiting the freeway. Children and pets of these residents would be at a higher risk of getting struck by a vehicle on this already heavily used street where speeding is common.

C73-3 Removal of the southbound lane of India street would pose many problems to residents and businesses as well. Personally, I use this lane every day. It is the only way to access Redwood Street (which leads to my street) coming southbound. Middletown is comprised of many canyons and most of the streets are divided and lead to dead ends. There are not many direct ways to enter my neighborhood in Middletown, except for this southbound lane. Removing it would add about 15-20 mins to my commute daily, as I would have to take an alternate route through the winding streets of South Mission Hills. This would be the case for any commuting residents in my section of a largely populated area of Middletown. Also, the Southbound lane allows for access to some of the local businesses and parking in the area. It provides an opportunity to take a U-turn to find parking and street access.

Please remove this proposal or at least consider some alternatives. Some have suggested utilizing the Pacific Coast Highway for car rental center and airport traffic. That would greatly reduce the number of residents and businesses effected.

Thank you for your time on this matter.

Sincerely,  
 Francis Wray  
 3020 Horton ave

C73-1 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

C73-2 Comment noted. Please refer to the master response regarding India Street mitigation measures included in the introduction to these responses to comments. The goals stated in the proposed CPU's Mobility Element are to create "safe, walkable neighborhoods, which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience". The City proposes Mobility Element Policy MO-4.9 which would implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown, and Mobility Element Policy MO-7.13 which supports on-street parking on all streets in order to support adjacent uses and enhance pedestrian safety and activity. As future development occurs these policies would be implemented through future construction improvements.

C73-3 Comment noted. Please refer to the Master Response Regarding India Street Mitigation Measures included in the introduction to these response to comments (pages RTC-4 through RTC-6).

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## List of Abbreviated Terms

|                   |                                                           |
|-------------------|-----------------------------------------------------------|
| °F                | degrees Fahrenheit                                        |
| µg/m <sup>3</sup> | micrograms per cubic meter                                |
| AAQS              | Ambient Air Quality Standards                             |
| AB                | Assembly Bill                                             |
| ACOE              | U.S. Army Corps of Engineers                              |
| ADA               | Americans with Disabilities Act                           |
| ADT               | average daily traffic                                     |
| AFY               | acre-feet per year                                        |
| AIA               | Airport Influence Area                                    |
| Airport Authority | San Diego County Regional Airport Authority               |
| ALUC              | Airport Land Use Commission                               |
| ALUCP             | Airport Land Use Compatibility Plan                       |
| AMSL              | above mean sea level                                      |
| APCD              | Air Pollution Control District                            |
| APS               | Alternative Planning Strategy                             |
| ART               | <del>Arterial Rapid Transit</del>                         |
| Basin Plan        | Water Quality Control Plan for the San Diego Basin        |
| BAU               | business as usual                                         |
| BMP               | best management practice                                  |
| BRT               | <del>bus rapid transit</del>                              |
| CAA               | Clean Air Act                                             |
| CAAQS             | California Ambient Air Quality Standards                  |
| CAFE              | Corporate Average Fuel Economy                            |
| Cal EPA           | California Environmental Protection Agency                |
| CAL FIRE          | California Department of Forestry and Fire                |
| CalARP            | California Accidental Releases                            |
| CalEEMod          | California Emissions Estimator Model                      |
| CalGreen          | California Green Building Standards Code                  |
| CalRecycle        | California Department of Resources Recycling and Recovery |
| Caltrans          | California Department of Transportation                   |
| CAP               | Climate Action Plan                                       |
| CAPCOA            | California Air Pollution Control Officers Association     |
| CARB              | California Air Resources Board                            |
| CASAC             | Clean Air Scientific Advisory Committee                   |
| CBC               | California Building Code                                  |

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|                 |                                                                       |
|-----------------|-----------------------------------------------------------------------|
| CCAP            | U.S. Climate Change Action Plan                                       |
| CCC             | California Coastal Commission                                         |
| CCR             | California Code of Regulations                                        |
| CDC             | California Department of Conservation                                 |
| CDFW            | California Department of Fish and Wildlife                            |
| CDP             | Coastal Development Permit                                            |
| CEC             | California Energy Commission                                          |
| CEQA            | California Environmental Quality Act                                  |
| CERCLA          | Comprehensive Environmental Response, Compensation, and Liability Act |
| CFR             | Code of Federal Regulations                                           |
| CH <sub>4</sub> | Methane                                                               |
| CIP             | Capital Improvement Project                                           |
| City            | City of San Diego                                                     |
| City BMP        | City of San Diego Bicycle Master Plan                                 |
| CNDDDB          | California Natural Diversity Data Base                                |
| CNEL            | Community Noise Equivalent Level                                      |
| CO              | Carbon monoxide                                                       |
| CO <sub>2</sub> | Carbon dioxide                                                        |
| CPIOZ           | Community Plan Implementation Overlay Zone                            |
| CPU             | Community Plan Update                                                 |
| CPUAC           | Community Plan Update Advisory Committee                              |
| CPUC            | California Public Utilities Commission                                |
| CRC             | California Residential Code                                           |
| CRHR            | California Register of Historic Resources                             |
| CTC             | California Transportation Commission                                  |
| CUPA            | Certified Unified Program Agency                                      |
| CWA             | Clean Water Act                                                       |
| dB              | decibel                                                               |
| dB(A)           | A-weighted decibels                                                   |
| DIF             | Development Impact Fees                                               |
| DPM             | diesel particulate matter                                             |
| DTSC            | California Department of Toxic Substances Control                     |
| du/ac           | dwelling units per acre                                               |
| EO              | Executive Order                                                       |
| EPA             | U.S. Environmental Protection Agency                                  |
| EPCRA           | Emergency Planning Community Right-to-Know Act                        |
| ESA             | Endangered Species Act                                                |
| ESA             | Environmental Site Assessment                                         |
| ESD             | Environmental Services Department                                     |
| ESL             | Environmentally Sensitive Lands                                       |
| FAA             | Federal Aviation Administration                                       |
| FAR             | floor area ratio                                                      |
| FEMA            | Federal Emergency Management Act                                      |

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|        |                                                                   |
|--------|-------------------------------------------------------------------|
| FHWA   | Federal Highway Administration                                    |
| FIRM   | Flood Insurance Rate Map                                          |
| FTA    | Federal Transit Administration                                    |
| GHC    | Geologic Hazard Category                                          |
| GHG    | greenhouse gas                                                    |
| GIS    | geographic information system                                     |
| GWP    | global warming potential                                          |
| gdp    | gallons per day                                                   |
| H&SC   | California Health and Safety Code                                 |
| HAs    | Hydrologic Areas                                                  |
| HAZMIT | 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan |
| HCH    | hexachlorocyclohexane                                             |
| HCM    | Highway Capacity Manual                                           |
| HFC    | hydrofluorocarbons                                                |
| HMBP   | Hazardous Materials Business Plan                                 |
| HMD    | Hazardous Materials Division                                      |
| HMTA   | Hazardous Materials Transportation Act                            |
| HOV    | High Occupancy Vehicle                                            |
| HRB    | Historical Resources Board                                        |
| HSAs   | Hydrologic Subareas                                               |
| HUs    | Hydrologic Units                                                  |
| HVAC   | heating, ventilation, and air conditioning                        |
| Hz     | Hertz                                                             |
| I-5    | Interstate 5                                                      |
| I-8    | Interstate 8                                                      |
| I-805  | Interstate 805                                                    |
| ICLEI  | International Council for Local Environmental Initiatives         |
| IFS    | Impact Fee Study                                                  |
| in/sec | inches per second                                                 |
| IPCC   | Intergovernmental Panel on Climate Change                         |
| ITS    | Intelligent Transportation Systems                                |
| IWRP   | Integrated Water Resources Plan                                   |
| IWRP   | <del>Integrated Water Resources Plan</del>                        |
| JRMP   | Jurisdictional Runoff Management Plan                             |
| JURMP  | <del>Jurisdictional Urban Runoff Management Program</del>         |
| kHz    | kilo-Hertz                                                        |
| LBP    | lead-based paint                                                  |
| LCFS   | Low Carbon Fuel Standard                                          |
| LCP    | Local Coastal Plan                                                |
| LCPA   | Local Coastal Plan Amendment                                      |
| LCS    | lead-containing surfaces                                          |
| LDC    | Land Development Code                                             |
| LDM    | Land Development Manual                                           |

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|                       |                                                    |
|-----------------------|----------------------------------------------------|
| L <sub>dn</sub>       | day-night equivalent level                         |
| L <sub>eq</sub>       | Average sound level                                |
| LEV III               | Low Emission Vehicle III                           |
| LGBT                  | lesbian, gay, bisexual, and transgender            |
| LGBTQ                 | lesbian, gay, bisexual, transgender, and queer     |
| LID                   | Low Impact Development                             |
| LOS                   | Level of Service                                   |
| L <sub>pw</sub>       | sound power                                        |
| LRA                   | Local Responsibility Area                          |
| LRT                   | light rail transit                                 |
| LUE                   | Land Use Element                                   |
| LUP                   | Land Use Plan                                      |
| LUST                  | leaking underground storage tanks                  |
| MBTA                  | Migratory Bird Treaty Act                          |
| MHCP                  | Multiple Habitat Conservation Program              |
| MHMP                  | Multi-Jurisdictional Hazard Mitigation Plan        |
| MHPA                  | Multi-Habitat Planning Area                        |
| MMRP                  | Mitigation Monitoring and Reporting Program        |
| MMT CO <sub>2</sub> E | million metric tons of CO <sub>2</sub> equivalent  |
| MOE                   | measurement of effectiveness                       |
| mpg                   | miles per gallon                                   |
| mph                   | miles per hour                                     |
| MPL                   | Multiple Property Listing                          |
| MPO                   | Metropolitan Planning Organization                 |
| <u>MS4</u>            | <u>Municipal Separate Storm Sewer System</u>       |
| MSCP                  | Multiple Species Conservation Program              |
| MSL                   | mean sea level                                     |
| MT CO <sub>2</sub> E  | metric tons of CO <sub>2</sub> equivalent          |
| MW                    | megawatt                                           |
| MWD                   | Metropolitan Water District of Southern California |
| MWh                   | megawatt hour                                      |
| N <sub>2</sub> O      | Nitrous oxide                                      |
| NAAQS                 | National Ambient Air Quality Standards             |
| NAHC                  | Native American Heritage Commission                |
| NCCP                  | Natural Community Conservation Plan                |
| NCHRP                 | National Cooperative Highway Research              |
| NCP                   | National Contingency Plan                          |
| NCWRP                 | North City Water Reclamation Plant                 |
| NDP                   | Neighborhood Development Permit                    |
| NFIP                  | National Flood Insurance Program                   |
| NFPA                  | National Fire Protection Association               |
| NHTSA                 | National Highway Traffic and Safety Administration |
| NMFS                  | National Marine Fisheries Service                  |

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|                   |                                                      |
|-------------------|------------------------------------------------------|
| NO <sub>2</sub>   | nitrogen dioxide                                     |
| NOP               | Notice of Preparation                                |
| NO <sub>x</sub>   | oxides of nitrogen                                   |
| NPDES             | National Pollutant Discharge Elimination System      |
| NRC               | Nuclear Regulatory Commission                        |
| NRHP              | National Register of Historic Places                 |
| O <sub>3</sub>    | ozone                                                |
| OES               | Office of Emergency Services                         |
| OES               | Office of Emergency Services                         |
| OPR               | Office of Planning and Research                      |
| OSHA              | Occupational Safety and Health Administration        |
| PAHS              | polynuclear aromatic hydrocarbons                    |
| pb                | lead                                                 |
| PCB               | polychlorinated biphenyls                            |
| PCBs              | polychlorinated biphenyls                            |
| PCE               | Tetrachloroethylene                                  |
| PDO               | Planned District Ordinance                           |
| PDP               | Planned Development Permit                           |
| PEIR              | Program Environmental Impact Report                  |
| PFC               | perfluorocarbons                                     |
| PFFP              | Public Facilities Financing Plan                     |
| PLWTP             | Point Loma Wastewater Treatment Plan                 |
| PM                | particulate matter                                   |
| PM <sub>10</sub>  | particulate matter less than 10 microns in diameter  |
| PM <sub>2.5</sub> | particulate matter less than 2.5 microns in diameter |
| ppb               | parts per billion                                    |
| pphm              | parts per hundred million                            |
| ppm               | parts per million                                    |
| PPV               | peak particle velocity                               |
| PRD               | planned residential developments                     |
| PSE               | Public Safety Element                                |
| PUD               | Public Utilities Department                          |
| PWD               | Public Works Department                              |
| RAC               | Regional Advisory Committee                          |
| RAQS              | Regional Air Quality Strategy                        |
| RBP               | Regional Bicycle Plan                                |
| RCP               | Regional Comprehensive Plan                          |
| RCRA              | Federal Resource Conservation and Recovery Act       |
| RHNA              | Regional Housing Needs Assessment                    |
| RM                | Ready Made                                           |
| RME               | Resource Management Element                          |
| ROG               | Reactive organic gas                                 |
| RPS               | Renewable Portfolio Standard                         |

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|                 |                                                      |
|-----------------|------------------------------------------------------|
| RTP             | Regional Transportation Plan                         |
| RUWMP           | Regional Urban Water Management Plan                 |
| RWMG            | Regional Water Management Group                      |
| RWQCB           | Regional Water Quality Control Board                 |
| SAM             | Site Assessment and Mitigation                       |
| SANDAG          | San Diego Association of Governments                 |
| SARA            | Superfund Amendments and Reauthorization Act         |
| SB              | Senate Bill                                          |
| SBWRP           | South Bay Water Reclamation Plant                    |
| SCAB            | South Coast Air Basin                                |
| SCH             | State Clearinghouse                                  |
| SCS             | Sustainable Communities Strategy                     |
| SDAB            | San Diego Air Basin                                  |
| SDCWA           | San Diego County Water Authority                     |
| SDG&E           | San Diego Gas & Electric                             |
| SDIA            | San Diego International Airport                      |
| SDMC            | San Diego Municipal Code                             |
| SDPL            | San Diego Public Library                             |
| sec/veh         | seconds per vehicle                                  |
| sf              | square feet                                          |
| SF <sub>6</sub> | sulfur hexafluoride                                  |
| SFHA            | Special Flood Hazard Area                            |
| SHPO            | State Historic Preservation Office                   |
| SIP             | State Implementation Plan                            |
| SNPMS           | Sustainable North Park Main Street                   |
| SO <sub>2</sub> | sulfur dioxide                                       |
| SoCalGas        | Southern California Gas Company                      |
| SOI             | Sphere of Influence                                  |
| SR-15           | State Route 15                                       |
| SR-163          | State Route 163                                      |
| SR-94           | State Route 94                                       |
| SSMP            | Sewer System Management Plan                         |
| SSO             | Sanitary Sewer Overflows                             |
| STAA            | Surface Transportation Assistance Act                |
| STC             | sound transmission class                             |
| SUSMP           | <del>Standard Urban Stormwater Mitigation Plan</del> |
| SWPPP           | storm water pollution prevention plan                |
| SWRCB           | State Water Resources Control Board                  |
| T&SW            | Transportation and Storm Water Department            |
| TAC             | toxic air contaminants                               |
| TAIC            | Technology Associates International Corporation      |
| TCM             | transportation control measures                      |
| TDM             | Transportation Demand Management                     |

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|                 |                                            |
|-----------------|--------------------------------------------|
| TDS             | total dissolved solids                     |
| TERPS           | Terminal Instrument Procedures             |
| TMDL            | total maximum daily loads                  |
| TPA             | Transit Priority Area                      |
| TSS             | Threshold Siting Surface                   |
| UDC             | Unified Disaster Control                   |
| <del>URMP</del> | <del>Urban Runoff Management Plan</del>    |
| USACE           | United States Army Corps of Engineers      |
| U.S.C.          | United States Code                         |
| U.S. DOT        | United States Department of Transportation |
| USFWS           | United States Fish and Wildlife Service    |
| UST             | underground storage tank                   |
| UWMP            | Urban Water Management Plan                |
| v/c             | volume to capacity                         |
| VMT             | vehicle miles travelled                    |
| VOC             | volatile organic compounds                 |
| WMP             | Waste Management Plan                      |
| WQIP            | Water Quality Improvement Plans            |
| WRCC            | Western Regional Climate Center            |
| WSA             | Water Supply Assessment                    |



## **Executive Summary**

### **S.1 Proposed Project**

#### **Project Location and Setting**

The Uptown Community Plan Update (CPU) area is centrally located to the north of Downtown San Diego and south of the Mission Valley community. The Uptown Community Plan area forms the western boundary and a portion of the northern boundary of Balboa Park.

The Uptown Community Plan area consists of approximately 2,700 acres (approximately 4.2 square miles) and lies just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and I-5. The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West.

Uptown's overall physical structure reflects its geography and development patterns. Most of the street system uses a grid pattern. The CPU area is traversed by three major east-west streets; Washington Street and University Avenue in the northern portion of the community and Laurel Street in the southern portion. Park Boulevard, which services as the community's eastern boundary, as well as First Avenue are important two-way north-south streets along with Fourth and Fifth avenues, which are one-way south- and northbound streets, respectively. Other significant streets are the one-way northbound India Street and one-way westbound Hawthorne Street.

#### **Project Description**

The project includes the comprehensive update to the Uptown Community Plan, which is intended to guide development through 2035 build-out of the Community Plan. For facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035. The

Community Plan also addresses changes in conditions since 1988, when the Uptown Community Plan was last adopted. The proposed CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private); local street and transit network; prioritization and provision of public facilities, community, and site-specific urban design guidelines; and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the proposed CPU as a component of the General Plan Land Use Element, adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. A comprehensive Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption.

The overall vision of the Uptown Community Plan is to guide, over the next 20 to 30 years, future infill development that is transit supportive per the General Plan and is also protective of desired community character and resources. The proposed land use plan locates the highest intensity land uses within the community along transit corridors where existing and future commercial, residential and mixed-use development can support existing and planned transit investments. The Land Use Element defines Village Districts and key corridors where future growth is targeted within the community in order to fulfill the General Plan's City of Villages strategy.

The proposed Uptown CPU includes an Introduction and Implementation chapter, and includes the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. Chapter 11 of the proposed Uptown CPU describes available financing methods for public improvement projects.

## **S.2 Project Objectives**

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following objectives were identified to outline the underlying purpose for the project. These objectives will be used to assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives for the project are:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.

- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

### S.3 Areas of Controversy

Areas of controversy include community concerns, generally related to the distribution of residential densities, development intensity, building heights, and the use of potential historic districts. Refer to Section 4.3, Changes Based on Comments on the Draft Community Plans, of this PEIR. Although there are no clear-cut areas of controversy, environmental impacts classified as significant and unavoidable that may generate controversy have been identified in the resource topics of transportation and circulation, noise, historical resources, and paleontological resources, which are described in Chapters 6.3, 6.6, 6.7, and 6.10, respectively.

### S.4 Project Alternatives

In order to fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed project be analyzed. Section 15126.6 of the state CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

- Alternatives to the proposed CPU are evaluated in Chapter 10 of this PEIR for the Uptown CPU. The evaluations analyze the ability of each alternative to further reduce or avoid significant environmental effects of the proposed CPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates ~~four~~ five alternatives to the proposed Uptown CPU and associated discretionary actions including: (1) No Project (Adopted Community Plan) Alternative; (2) Adopted Community Plan with Removal of the Interim Height Ordinance Alternative;

(3) Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative; (4) Density Redistribution Alternative, and (45) Lower-Density Alternative.

## **No Project (Adopted Community Plan) Alternative**

Under the No Project Alternative, the adopted Uptown Community Plan would continue to guide development and would be implemented with the zoning program, which includes Mid-City Communities Plan District, West Lewis Plan District, and the Interim Height Ordinance.

The No Project Alternative would consist of the adopted Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1988 to the most recent amendment in 2008. Adopted community plan land use designations seek to promote a balance of land uses. The majority of the land use is designated as Low-Density Residential at 5 to 10 units per acre. The adopted plan locates higher residential density away from the single-family neighborhoods and focuses development on the major transportation corridors: Washington; University; Park Boulevard; and 4th, 5<sup>th</sup>, and 6th avenues. Mixed-use development is encouraged in selected areas with residential use over street-level retail use. In Uptown, the Hillcrest and Bankers Hill neighborhoods are identified for the highest intensity within the community with up to 110 dwelling units per acre (du/ac) along 5th and 6th avenues and within the Hillcrest core. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the existing Community Plan. Specifically, the proposed Uptown CPU could have approximately 32,700 dwelling units at build-out, while the No Project Alternative could have approximately 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

## **Adopted Community Plan with Removal of the Interim Height Ordinance Alternative**

This alternative would apply the adopted Uptown Community Plan and zoning program including the Mid-City Communities Plan District and West Lewis Plan District with the exception that the Interim Height Ordinance (O-20329) that limits structure heights in specific areas to 50 and 65 feet would not be applied. Height limits of the base zones would be applied. As a result, those areas now subject to the Interim Height Ordinance would allow buildings up to the height permitted by the Mid-City Communities Plan District. In the case of areas in Mission Hills currently limited to 50 feet, structures would be permitted up to 150 feet. In the areas of Hillcrest limited to 65 feet, structures would be permitted to 200 feet (refer to Figure 10-3).

Compared to the proposed Uptown CPU that would include new structure height regulations in certain areas through implementation of the CPIOZ (depicted on Figures 3-7 and 3-8 of this PEIR), the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. The increased building height allowance combined with slightly higher density

under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have the potential to increase the intensity of development with taller buildings compared to the proposed Uptown CPU and associated discretionary actions.

Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the adopted Community Plan. Specifically, the Adopted Community Plan would accommodate 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

## **Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would use the adopted Uptown Community Plan land use map. The alternative would address neighborhood character issues by implementing the new proposed urban design policies that address objectives such as creating development transitions between new development and existing neighborhoods, increasing the urban tree canopy, and supporting sustainable development. Under this alternative, the current zoning program, which includes the Mid-City Communities Plan District and the West Lewis Plan District, would be retained with the exception of the Interim Height Ordinance (O-20329), which would be rescinded. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative. The proposed project CPIOZ would reduce heights in areas of Mission Hills and Hillcrest compared to building heights that would be allowed under the Proposed CPU Policies with the Adopted Community Plan Land Use Map Alternative.

The build-out assumptions and land use map would be identical to the No Project (Adopted Community Plan) Alternative. Similar to the proposed project, this alternative would also address potential historical resource impacts by amending the Historical Resources Regulations in the Land Development Code to provide supplemental development regulations pertaining to potential historic districts. Application of the proposed Uptown CPU policies related to urban design and mobility under this alternative would provide design guidance including development transitions to new development and would support multi-modal transportation choices.

## **Density Redistribution Alternative**

The Density Redistribution Alternative uses land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. Under this alternative, the density of future development would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. Under this alternative, the reduction in density would be redistributed resulting in the same overall development potential as the proposed Uptown CPU. The locations and associated density decreases from the proposed Uptown CPU are described below:

1. India Street (Neighborhood Commercial 0-29 du/ac)
2. Reynard Way (Residential Medium 16-29 du/ac and Neighborhood Commercial 0-29 du/ac)

3. 4th Avenue between Upas and Spruce (Office Commercial 0-29 du/ac)
4. 4th Avenue between Laurel and Grape (Office Commercial 0-29 du/ac)
5. Bankers Hills/Park West Neighborhood west of 1st Ave (Residential Medium 16-29 du/ac)
6. Medical Center Complex (Neighborhood Office Commercial 0-44 du/ac)
7. Washington Street near Dove (Community Commercial 0 - 44 du/ac)
8. Central Hillcrest (Community Commercial 0-44 du/ac)
9. South of Pennsylvania in Hillcrest (Community Commercial 0-73 du/ac)

When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along India Street, Reynard Way, the 4th Avenue Commercial Office areas, and Bankers Hills/Park West Neighborhood from 44 du/ac to 29 du/ac. The Density Redistribution Alternative reduces areas of the Medical Center Complex, Washington Street near Dove Street, and areas within Central Hillcrest from 73 du/ac to 44 du/ac. Additionally, the core Central Hillcrest area is reduced from 109 du/ac to 44 du/ac and density in Hillcrest, South of Pennsylvania, is reduced from 109 du/ac to 74 du/ac. The Normal Street corner lot along Park Boulevard is reduced to Community Commercial 0-44 du/ac. The Density Redistribution Alternative increases transit corridor density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac.

## **Lower-Density Alternative**

The Lower-Density Alternative incorporates the land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. The Lower-Density Alternative would be the same as the Density Redistribution Alternative with the exception that density would not increase along the Park Boulevard generally between Washington Street, University Avenue, and Normal Street. The Lower-Density Alternative would reduce multi-family development potential and result in a slight increase in single-family development potential. The total projected population under the Lower-Density Alternative would be 2,650 persons fewer than under the proposed Uptown CPU.

## **Environmentally Superior Alternative**

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPU's goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU, it would reduce impacts related to traffic circulation and air quality. At the same time, the Density Redistribution Alternative would not support the full implementation of the General Plan's City of Villages strategy of developing multi-modal centers that encourage walking, bicycling, and taking transit and contain a mixture of commercial and residential development because the density of future development under the Density Redistribution Alternative would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue



and Washington Street and Normal Street. The Density Redistribution Alternative could also conflict with the implementation of the City's Climate Action Plan since the redistribution of density would result in a likely increase in greenhouse gas emission impacts and vehicle miles traveled.

## **S.5 Summary of Significant Impacts and Mitigation Measures that Reduce the Impact**

Table ES-1 summarizes the results of the environmental analysis including the potentially significant environmental impacts of the proposed CPU and proposed mitigation measures to reduce or avoid these impacts. Impacts, including analysis of cumulative impacts, and mitigation measures are organized by issue in Chapter 6.0, Environmental Analysis. Chapter 6.0 also includes discussions of proposed policies that would reduce identified impacts.

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                          | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Mitigation           | Impact Level After Mitigation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------|
| <b>Land Use</b>                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |                               |
| <p>Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and as a result, cause an indirect or secondary environmental impact?</p> | <p>The proposed Uptown CPU and associated discretionary actions are consistent with the General Plan and the City of Villages strategy. Furthermore, the policies developed for the proposed Uptown CPU associated with each of the elements were drafted in a manner that is consistent with the General Plan and San Diego Forward – the Regional Plan. Proposed amendments to the Land Development Code and zoning amendments would implement the proposed CPU and would be consistent with applicable environmental goals, objectives and guidelines of the General Plan. The proposed change from the PDO to Citywide zone and implementation of the CPIOZ to regulate height would not create any conflicts or inconsistencies with the adopted Land Development Code. Future development in accordance with the proposed Uptown CPU would be required to comply with Environmentally Sensitive Lands (ESL) regulations. As the proposed Uptown CPU and associated discretionary actions would be consistent with applicable environmental goals, objectives, or guidelines of a General Plan, no indirect or secondary environmental impact would result and impacts would be less than significant. No mitigation is required.</p> | <p>None Required</p> | <p>Less than Significant</p>  |
| <p>Would the proposed project lead to the development or conversion of General Plan or Community Plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?</p>                           | <p>The proposed Uptown CPU and associated discretionary actions would not result in the conversion of open space or physically divide an established community. Community connectivity would be enhanced by provisions in the proposed Uptown CPU that improve pedestrian and transit amenities. Impacts would be less than significant; therefore, no mitigation would be required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>None Required</p> | <p>Less than Significant</p>  |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                           | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Mitigation    | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Would the project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan? | Implementation of the proposed Uptown CPU and associated discretionary actions would not have significant impacts on the Multi-Habitat Planning Area (MHPA) because ESL Regulations would limit development encroachment into sensitive biological resources and would be consistent with the MSCP. Therefore, impacts related to conflicts with the MSCP Subarea Plan would be less than significant and no mitigation is required.                                                                                                                                                                                                                                                                                                      | None Required | Less than Significant         |
| Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?                                                                   | Although the Uptown community is within the San Diego International Airport (SDIA) Airport Influence Area (AIA), the proposed Uptown CPU and associated discretionary actions would not result in conflicts with the adopted Airport Land Use Compatibility Plan (ALUCP). Future projects would be required to receive Airport Land Use Commission consistency determinations, as necessary which would ensure future projects are reviewed for consistency with the SDIA ALUCP. As a result, the proposed Uptown CPU and associated discretionary actions would not result in land uses that are incompatible with an adopted Airport Land Use Compatibility Plan. Impacts would be less than significant and no mitigation is required. | None Required | Less than Significant         |
| <b><i>Visual Effects and Neighborhood Character</i></b>                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |               |                               |
| Would the project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?                                               | The implementation of the proposed Uptown CPU and associated discretionary actions would not result in substantial obstruction of public views from 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, thereby not impacting view corridors. The policies of the proposed Uptown CPU and associated discretionary actions would enhance public view corridors through use of setbacks and design improvements along major roadways within the CPU area. Therefore, public view impacts would be less than significant, and no mitigation would be required.                | None Required | Less than Significant         |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                    | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Mitigation    | Impact Level After Mitigation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Would the project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area? | The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character and impacts would be less than significant. No mitigation would be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | None Required | Less than Significant         |
| Would the project result in the loss of any distinctive or landmark tree(s), or stand of mature trees identified in the community plan?                | The implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees or any stand of mature trees; therefore no impacts would result.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | None Required | Less than Significant         |
| Would the project result in a substantial change in the existing landform?                                                                             | Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant landform alteration impacts based on the developed nature of the CPU area and compliance with existing regulations in place that would protect steep slope and canyon areas from development. The proposed Uptown CPU includes policies that would protect and preserve existing landforms (i.e., canyons and open space areas). In addition, future development would be evaluated to ensure compliance with the City's grading ordinance and significance thresholds related to grading quantities. Therefore, impacts would be less than significant and no mitigation would be required. | None Required | Less than Significant         |
| Would the project create substantial light or glare which would adversely affect daytime and nighttime views in the area?                              | Impacts relative to lighting and glare would be less than significant. No mitigation would be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | None Required | Less than Significant         |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                               | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Impact Level After Mitigation             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <b>Transportation and Circulation</b>                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                           |
| <p>Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?</p> | <p>The Uptown CPU would result in the following cumulative impacts to intersections, roadway segments, freeway segments and ramp meters:</p> <p><b>a. Intersections</b></p> <ul style="list-style-type: none"> <li>• Washington Street &amp; Fourth Avenue (<i>Impact 6.3-1</i>)</li> <li>• Washington Street &amp; Eighth Avenue/ SR-163 Off-Ramp (<i>Impact 6.3-2</i>)</li> <li>• Washington Street/ Normal Street &amp; Campus Avenue/ Polk Avenue (<i>Impact 6.3-3</i>)</li> <li>• University Avenue &amp; Sixth Avenue (<i>Impact 6.3-4</i>)</li> <li>• Elm Street &amp; Sixth Avenue (<i>Impact 6.3-5</i>)</li> <li>• Cedar Street &amp; Second Avenue (<i>Impact 6.3-6</i>)</li> </ul> <p><b>b. Roadway Segments</b></p> <ul style="list-style-type: none"> <li>• First Avenue: Washington Street to University Avenue (<i>Impact 6.3-7</i>)</li> <li>• First Avenue: University Avenue to Robinson Avenue (<i>Impact 6.3-7</i>)</li> <li>• First Avenue: Robinson Avenue to Grape Street (<i>Impact 6.3-7</i>)</li> <li>• Fourth Avenue: Arbor Drive to Washington Street (<i>Impact 6.3-8</i>)</li> <li>• Fourth Avenue: Walnut Avenue to Laurel Street (<i>Impact 6.3-9</i>)</li> <li>• Fifth Avenue: Robinson Avenue to Walnut Avenue (<i>Impact 6.3-10</i>)</li> <li>• Sixth Avenue: Washington Street to University Avenue (<i>Impact 6.3-11</i>)</li> <li>• Sixth Avenue: University Avenue to Laurel Street (<i>Impact 6.3-11</i>)</li> <li>• Sixth Avenue: Laurel Street to Elm Street (<i>Impact 6.3-11</i>)</li> </ul> | <p>The following mitigation measures were identified to reduce significant impacts; however as discussed in Chapter 6.3 of this PEIR, not all measures would be feasible and only specified measures are included in the proposed Impact Fee Study (IFS), as indicated below.</p> <p><b>Intersections</b></p> <p><b>TRANS 6.3-1:</b> Washington Street &amp; Fourth Avenue (<i>Impact 6.3-1</i>): Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane.</p> <p><b>TRANS 6.3-2:</b> Washington Street &amp; Eighth Avenue/SR-163 Off-Ramp (<i>Impact 6.3-2</i>): Widen Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes.</p> <p><b>TRANS 6.3-3:</b> Washington Street/Normal Street &amp; Campus Avenue/Polk Avenue (<i>Impact 6.3-3</i>): Widen Washington Street in the northeast direction to add an exclusive right-turn lane.</p> <p><b>TRANS 6.3-4:</b> University Avenue &amp; Sixth Avenue (<i>Impact 6.3-4</i>): Widen Sixth Avenue in the southbound direction to add a second left-turn lane.</p> | <p><b>Significant and Unavoidable</b></p> |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Impact Level After Mitigation |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     | <ul style="list-style-type: none"> <li>• Ninth Avenue: Washington Street to University Avenue (<i>Impact 6.3-12</i>)</li> <li>• Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard (<i>Impact 6.3-13</i>)</li> <li>• Cleveland Avenue: Tyler Street to Richmond Street (<i>Impact 6.3-14</i>)</li> <li>• Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (<i>Impact 6.3-15</i>)</li> <li>• Grape Street: First Avenue to Third Avenue (<i>Impact 6.3-16</i>)</li> <li>• Grape Street: Third Avenue to Sixth Avenue (<i>Impact 6.3-16</i>)</li> <li>• Hawthorn Street: First Avenue to Third Avenue (<i>Impact 6.3-17</i>)</li> <li>• Hawthorn Street: Third Avenue to Sixth Avenue (<i>Impact 6.3-17</i>)</li> <li>• India Street: Washington Street to Winder Street (<i>Impact 6.3-18</i>)</li> <li>• India Street: Glenwood Drive to Sassafrass Street (<i>Impact 6.3-19</i>)</li> <li>• India Street: Sassafrass Street to Redwood Street (<i>Impact 6.3-19</i>)</li> <li>• Laurel Street: Columbia Street to Sixth Avenue (<i>Impact 6.3-20</i>)</li> <li>• Lincoln Avenue: Washington Street to Park Boulevard (<i>Impact 6.3-21</i>)</li> <li>• Park Boulevard: Mission Avenue to El Cajon Boulevard (<i>Impact 6.3-22</i>)</li> <li>• Park Boulevard: Robinson Avenue to Upas Street (<i>Impact 6.3-23</i>)</li> <li>• Richmond Street: Cleveland Avenue to Upas Street (<i>Impact 6.3-24</i>)</li> <li>• Robinson Avenue: First Avenue to Third Avenue (<i>Impact 6.3-25</i>)</li> </ul> | <p><b>TRANS 6.3-5:</b> Elm Street &amp; Sixth Avenue (<i>Impact 6.3-5</i>): Widen Elm Street in the westbound direction to add a second right-turn lane. This improvement project is identified in the Uptown IFS.</p> <p><b>TRANS 6.3-6:</b> Cedar Street &amp; Second Avenue (<i>Impact 6.3-6</i>): Install a traffic signal at this intersection. This intersection is located outside the boundaries of the CPU.</p> <p><b>Roadway Segments</b></p> <p><b>TRANS 6.3-7:</b> First Avenue (<i>Impact 6.3-7</i>)</p> <ol style="list-style-type: none"> <li>a. Washington Street to University Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> <li>b. University Avenue to Robinson Avenue: Widen the roadway to a 4-lane collector with continuous left-turn lane.</li> <li>c. Robinson Avenue to Laurel Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> <li>d. Laurel Street to Hawthorn Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.</li> <li>e. Hawthorn Street to Grape Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> </ol> <p><b>TRANS 6.3-8:</b> Fourth Avenue from Arbor Drive to Washington Street (<i>Impact 6.3-8</i>):</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Impact Level After Mitigation |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     | <ul style="list-style-type: none"> <li>• Robinson Avenue: Third Avenue to Eighth Avenue (<i>Impact 6.3-25</i>)</li> <li>• San Diego Avenue: Hortensia Street to Pringle Street (<i>Impact 6.3-26</i>)</li> <li>• State Street: Laurel Street to Juniper Street (<i>Impact 6.3-27</i>)</li> <li>• University Avenue: Ibis Street to Fifth Avenue (<i>Impact 6.3-28</i>)</li> <li>• University Avenue: Sixth Avenue to Eighth Avenue (<i>Impact 6.3-29</i>)</li> <li>• University Avenue: Normal Street to Park Boulevard (<i>Impact 6.3-30</i>)</li> <li>• Washington Street: Fourth Avenue to Sixth Avenue (<i>Impact 6.3-31</i>)</li> <li>• Washington Street: Richmond Street to Normal Street (<i>Impact 6.3-32</i>)</li> </ul> <p><b>c. Freeway Segments</b></p> <ul style="list-style-type: none"> <li>• I-5 from Old Town Avenue to Imperial Avenue (<i>Impact 6.3-33</i>)</li> <li>• I-8 from Hotel Circle West to SR-15 (<i>Impact 6.3-34</i>)</li> <li>• SR-15 from I-805 to SR-94 (<i>Impact 6.3-35</i>)</li> <li>• I-805 from I-8 to SR-15 (<i>Impact 6.3-36</i>)</li> <li>• SR-94 from 25th Street to SR-15 (<i>Impact 6.3-37</i>)</li> <li>• SR-163 from I-8 to I-5 (<i>Impact 6.3-38</i>)</li> </ul> <p><b>d. Ramp Meters</b></p> <ul style="list-style-type: none"> <li>• Hancock Street to I-5 southbound on-ramp in the PM peak period (<i>6.3-39</i>)</li> <li>• Kettner Boulevard to I-5 southbound on-ramp in the PM peak period (<i>6.3-40</i>)</li> <li>• Fifth Ave to I-5 southbound on-ramp in the PM peak period (<i>6.3-41</i>)</li> </ul> | <p>Widen the roadway to a 4-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-9:</b> Fourth Avenue from Walnut Avenue to Laurel Street (<i>Impact 6.3-9</i>): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane.</p> <p><b>TRANS 6.3-10:</b> Fifth Avenue from Robinson Avenue to Walnut Avenue (<i>Impact 6.3-10</i>): Restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane.</p> <p><b>TRANS 6.3-11:</b> Sixth Avenue (<i>Impact 6.3-11</i>)</p> <ol style="list-style-type: none"> <li>a. Washington Street to University Avenue: Widen the roadway to a 6-lane prime arterial.</li> <li>b. University Avenue to Laurel Street: Widen the roadway to a 4-lane major arterial.</li> <li>c. Laurel Street to Elm Street: Widen the roadway to a 4-lane collector.</li> </ol> <p><b>TRANS 6.3-12:</b> Ninth Avenue from Washington Street to University Avenue (<i>Impact 6.3-12</i>): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-13:</b> Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard (<i>Impact 6.3-13</i>): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-14:</b> Cleveland Avenue from Tyler Street to Richmond Street (<i>Impact 6.3-14</i>):</p> |                               |



**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Impact Level After Mitigation |
|---------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-15:</b> Fort Stockton Drive from Sunset Boulevard to Goldfinch Street (impact 6.3-15): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-16:</b> Grape Street from First Avenue to Sixth Avenue (Impact 6.3-16): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-17:</b> Hawthorn Street from First Avenue to Sixth Avenue (Impact 6.3-17): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-18:</b> India Street from Washington Street to Winder Street (Impact 6.3-18): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-19:</b> India Street (Impact 6.3-19)</p> <ul style="list-style-type: none"> <li>a. Glenwood Drive to Sassafrass Street: Widen the roadway to a 4-lane one-way collector.</li> <li>b. Sassafrass Street to Redwood Street: Widen the roadway to a 3-lane one-way collector.</li> </ul> <p><b>TRANS 6.3-20:</b> Laurel Street from Columbia Street to Sixth Avenue (Impact 6.3-20): Widen the roadway to a 4-lane collector.</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p><b>TRANS 6.3-21:</b> Lincoln Avenue from Washington Street to Park Boulevard (Impact 6.3-21): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-22:</b> Park Boulevard from Mission Avenue to El Cajon Boulevard (Impact 6.3-22): Widen the roadway to a 4-lane one-way collector.</p> <p><b>TRANS 6.3-23:</b> Park Boulevard from Robinson Avenue to Upas Street (Impact 6.3-23): Widen the roadway to a 4-lane one-way collector.</p> <p><b>TRANS 6.3-24:</b> Richmond Street (Impact 6.3-24)</p> <ul style="list-style-type: none"> <li>a. Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.</li> <li>b. Robinson Avenue to Upas Street: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> </ul> <p><b>TRANS 6.3-25:</b> Robinson Avenue (Impact 6.3-25)</p> <ul style="list-style-type: none"> <li>a. First Avenue to Third Avenue: Restripe the roadway to a 2-lane collector with continuous left-turn lane.</li> <li>b. Third Avenue to Eighth Avenue: Widen the roadway to a 4-lane collector.</li> </ul> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Impact Level After Mitigation |
|---------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p><b>TRANS 6.3-26:</b> San Diego Avenue from Hortensia Street to Pringle Street (Impact 6.3-26): Restripe the roadway to a 2-lane collector with continuous left-turn lane.</p> <p><b>TRANS 6.3-27:</b> State Street from Laurel Street to Juniper Street (Impact 6.3-26<del>27</del>): Restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.</p> <p><b>TRANS 6.3-28:</b> University Avenue from Ibis Street to Fifth Avenue (Impact 6.3-28): Widen the roadway to a 4-lane collector.</p> <p><b>TRANS 6.3-29:</b> University Avenue from Sixth Avenue to Eighth Avenue (Impact 6.3-29): Widen the roadway to a 4-lane major arterial and install a raised median.</p> <p><b>TRANS 6.3-30:</b> University Avenue from Normal Street to Park Boulevard (Impact 6.3-30): Widen the roadway to a 4-lane collector.</p> <p><b>TRANS 6.3-31:</b> Washington Street from Fourth Avenue to Sixth Avenue (Impact 6.3-31): Widen the roadway to a 6-lane major arterial.</p> <p><b>TRANS 6.3-32:</b> Washington Street from Richmond Street to Normal Street (Impact 6.3-32): Restripe the roadway to a 6-lane prime arterial and remove on-street parking.</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Impact Level After Mitigation |
|---------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p><b>Freeway Segments</b></p> <p><b>TRANS 6.3-33:</b> I-5 northbound and southbound from Old Town Avenue to Imperial Avenue: <del>SANDAG's 2050 Revenue Constrained Regional Transportation Plan (RTP) includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it improves freeway operation in the vicinity of the project. No improvements are identified for this segment in SANDAG's San Diego Forward, The Regional Plan (RP) (Impact 6.3-33)</del></p> <p><b>TRANS 6.3-34:</b> I-8 eastbound and westbound from Hotel Circle (W) to SR-15: SANDAG's <del>2050 Revenue Constrained RPT</del> includes operational improvements along I-8 between <del>Hotel Circle (W) and SR-15</del> I-5 and SR-125. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project. (Impact 6.3-34)</p> <p><b>TRANS 6.3-35:</b> SR-15 northbound and southbound from I-805 to SR-94: SANDAG's <del>2050 Revenue Constrained RPT</del> proposes the construction of managed lanes along SR-15 <del>between I-805 and SR-94</del> from I-5 to I-805 and from I-8 to SR-163. <del>Between I-8 and SR-163, the project is expected to be constructed</del></p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Impact Level After Mitigation |
|---------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p><u>by 2035, between SR-94 and I-805, the project is expected to be constructed by 2035, and between I-5 and SR-94, the project is expected to be constructed by 2050. This project is expected to be constructed by year 2035.</u> This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-35)</p> <p><b>TRANS 6.3-36:</b> I-805 northbound and southbound from I-8 to SR-15: SANDAG's <del>2050 Revenue Constrained RTP</del> proposes the construction of managed lanes along I-805 between <del>SR-158</del> and SR-1635. This project is expected to be constructed by year 20530. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. <u>Additionally, Caltrans is studying buses on shoulder options along the I-805 corridor on an interim basis.</u> (Impact 6.3-36)</p> <p><b>TRANS 6.3-37:</b> SR-94 eastbound and westbound from 25th Street to SR-15: SANDAG's <del>2050 Revenue Constrained RTP</del> proposes the construction of managed lanes along SR-94 between <del>25th Street and SR-15</del> I-5 and SR-125-805. <u>This project is expected to be constructed by year 2020</u>Between I-5 and I-805, this project is expected to be constructed by year 2035. In 2050, the project is expected to be constructed between I-805 and SR-125. Caltrans is evaluating</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Impact Level After Mitigation |
|---------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p><u>alternatives to this measure as part of the environmental analysis for the SR-94 Express Lanes Project. This measure (or an alternative measure) would provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes. (Impact 6.3-37)</u></p> <p><b>TRANS 6.3-38:</b> SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050 RPT. (Impact 6.3-38)</p> <p><b>Ramp Meters</b></p> <p><b>TRANS 6.3-39:</b> The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. <u>At the project level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution or TDM measures that encourage carpooling and other alternative means of transportation consistent with</u></p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                       | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation                                                                                                                                                                                                                                                                                    | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><u>proposed CPU policies. Fair share contributions may be provided at the project level for impacted ramps where the impacted facility is included in the SANDAG RP; however, at this time none of the impacted ramps are included in the SANDAG RP.</u><br/>(Impacts 6.3-39 – 6.3-41)</p> |                               |
| <p>Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?</p>                                        | <p>The proposed Uptown CPU and associated discretionary actions would be consistent with adopted policies, plans, or programs supporting alternative transportation. The proposed Uptown CPU and associated discretionary actions would provide policies that support improvements to pedestrian, bicycle, and transit facilities. Thus, the project would have a less than significant impact related to conflicts with adopted policies, plans or programs supporting alternative transportation.</p>                      | <p>None Required</p>                                                                                                                                                                                                                                                                          | <p>Less than Significant</p>  |
| <b>Air Quality</b>                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                               |                               |
| <p>Would the project conflict or obstruct implementation of the applicable air quality plan?</p>                                                          | <p>Future operational emissions from the build-out of the Uptown CPU would be less than anticipated for future operational emissions under the adopted community plan. Thus, emissions associated with the proposed Uptown CPU are already accounted for in the RAQS, and adoption of the proposed Uptown CPU and associated discretionary actions would not conflict with the Regional Air Quality Strategy (RAQS). Thus impacts related to conflicts with applicable air quality plans would be less than significant.</p> | <p>None Required</p>                                                                                                                                                                                                                                                                          | <p>Less than Significant</p>  |
| <p>Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?</p> | <p>Regarding operational emissions under Issue 2, build-out of the CPU area would exceed the City's project-level thresholds for the proposed Uptown CPU; however the Uptown CPU would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU would not increase air pollutants in the region,</p>                                                                                                                                  | <p>None Required</p>                                                                                                                                                                                                                                                                          | <p>Less than Significant</p>  |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                             | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Mitigation    | Impact Level After Mitigation |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
|                                                                                                                                 | would not further increase the frequency of existing violations of federal or state Ambient Air Quality Standards (AAQS), or would not result in new exceedances. Therefore, operational air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would be less than significant.                                                                                                                                                                         |               |                               |
| Would the project expose sensitive receptors to substantial pollutant concentrations, including toxins?                         | Implementation of the proposed Uptown CPU and associated discretionary actions would not result in any CO hotspots. Additionally, carcinogenic risks associated with diesel fueled vehicles operating on local freeways would be less than the applicable threshold and non-carcinogenic risks from diesel particulate matter would be below the maximum chronic hazard index. Thus, air quality impacts to sensitive receptors would be less than significant and no mitigation is required                      | None Required | Less than Significant         |
| Would the project create objectionable odors affecting a substantial number of people?                                          | Odor impacts would be less than significant as the proposed Uptown CPU and associated discretionary actions does not propose land uses associated with generation of adverse odors. No mitigation is required.                                                                                                                                                                                                                                                                                                    | None Required | Less than Significant         |
| <b>Greenhouse Gas Emissions</b>                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |                               |
| Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? | Potential impacts related to greenhouse gas (GHG) emissions from implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant as the GHG emissions from the Uptown CPU would be less than those assumed for the Uptown CPU area in the CAP GHG Inventory. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the Climate Action Plan (CAP) and would result in a less than significant impact related to GHG emissions. | None Required | Less than Significant         |



**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                       | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Mitigation                                                                                                                         | Impact Level After Mitigation             |
|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <p>Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?</p> | <p>The proposed Uptown CPU would implement the General Plan’s City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and thus, is consistent with the CAP and the General Plan. Impacts related to conflicts with applicable plans and policies addressing GHG emissions would be less than significant and no mitigation is required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>None Required</p>                                                                                                               | <p>Less than Significant</p>              |
| <p><b>Noise</b></p>                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                    |                                           |
| <p>Would the project result in or create a significant increase in the existing ambient noise levels?</p>                                 | <p>An increase in ambient vehicular traffic noise in the Uptown CPU area would result from continued build-out of the proposed Uptown CPU and associated discretionary actions and increases in traffic due to regional growth. A significant increase would occur adjacent to several street segments in the Uptown CPU area that contain existing noise sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan, and impacts would be significant (Impact 6.6-1).</p> <p>For new discretionary development, there is an existing regulatory framework in place that would ensure future projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would not be exposed to ambient noise levels in excess of the compatibility levels in the General Plan. Thus, noise impacts to new discretionary projects would be less than significant.</p> <p>However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-2).</p> | <p>No feasible mitigation has been identified at the program level to reduce impacts 6.6-1 and 6.6-2 to less than significant.</p> | <p><b>Significant and Unavoidable</b></p> |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                         | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Mitigation                                                                                                                                                                                                                         | Impact Level After Mitigation             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <p>Would the project result in an exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?</p>      | <p>In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 A-weighted decibel [dB(A)] Community Noise Equivalent Level [CNEL]) closest to the freeways and specific segments of Sixth Avenue and Grape Street.</p> <p>A mitigation framework exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the proposed Uptown CPU and General Plan would preclude or reduce traffic noise impacts because they would be required to demonstrate that exterior and interior noise levels would be compatible with City standards. Noise compatibility impacts associated with future discretionary projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be less than significant with implementation of existing regulations and noise standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-3).</p> | <p>No feasible mitigation has been identified at the program level to reduce impact 6.6-3 to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.</p> | <p><b>Significant and Unavoidable</b></p> |
| <p>Would the project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?</p> | <p>Mixed-use areas would contain residential and commercial interfaces. Mixed-use sites and areas where residential uses are located in proximity to commercial sites would expose sensitive receptors to noise. Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial uses, City policies and regulations would control noise and reduce noise impacts between various land uses. In addition, enforcement of the federal, state, and local noise regulations would control impacts. With implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant and no mitigation is required at the program level.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>None Required</p>                                                                                                                                                                                                               | <p>Less than Significant</p>              |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                    | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Impact Level After Mitigation                       |
|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <p>Would the project result in the exposure of people to significant temporary construction noise?</p> | <p><b>a. Construction Noise</b></p> <p>Construction activities related to implementation of the Uptown CPU and associated discretionary action would potentially generate short-term noise levels in excess of 75 dB(A) <math>L_{eq}</math> at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for variance to the noise ordinance. Due to the highly developed nature of the CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would remain significant and unavoidable (Impact 6.6-4).</p> | <p><b>NOISE 6.6-1:</b> At the project level, future discretionary development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.</p> <ul style="list-style-type: none"> <li>• Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington’s Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).</li> <li>• Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>• Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.</li> <li>• Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.</li> </ul> | <p>Less than Significant <u>with Mitigation</u></p> |

| Table S-1<br>Summary of Significant Environmental Impacts                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                           |
|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Environmental Issue                                                                                     | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Impact Level After Mitigation             |
|                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Utilize "quiet" air compressors and other stationary noise sources where technology exists.</li> <li>The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.</li> <li>Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.</li> </ul> |                                           |
| Would the project result in the exposure of people to significant temporary construction noise? (cont.) | <p><b>b. Vibration – Construction</b></p> <p>By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with 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, pile driving within 95 feet of existing structures has the potential to <u>the exceed 0.20 inch per second PPV threshold</u>, and <u>therefore, impacts</u> would be potentially significant (Impact 6.6-5).</p> | <p><b>NOISE 6.6-2:</b> For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to <u>ensure the development project would not adversely affect adjacent properties to the satisfaction of the Chief Building Official. Such efforts shall be conducted by a qualified structural engineer and could determine the area of impact and to present appropriate</u></p>                                                                                                                                                                                                                                                                                      | <p><b>Significant and Unavoidable</b></p> |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>mitigation measures that may include the following:</p> <ul style="list-style-type: none"> <li>• Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. <del>This task shall be conducted by a qualified structural engineer.</del></li> <li>• Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.</li> <li>• <del>At a minimum, m</del> Monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.</li> <li>• When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.</li> </ul> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                             | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Mitigation                                                                                                                                                                                                                                                                                                                                                                            | Impact Level After Mitigation             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
|                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.</li> </ul>                                                                                              |                                           |
| <p>Would the project result in the exposure of people to significant temporary construction noise? (cont.)</p>                                                                                                                                                  | <p><b>c. Vibration – Operation</b><br/>Post-construction operational vibration impacts could occur as a result of commercial operations that are implemented in accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.</p> | <p>None Required</p>                                                                                                                                                                                                                                                                                                                                                                  | <p>Less than Significant</p>              |
| <b>Historical Resources</b>                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                       |                                           |
| <p>Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?</p> | <p>Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site. This impact would be potentially significant.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><b>HIST 6.7-1:</b> Historic Buildings, Structures, and Objects<br/><br/>Prior to issuance of any permit for a development project implemented in accordance with the proposed <del>North Park</del> Uptown CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is</p> | <p><b>Significant and Unavoidable</b></p> |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Impact Level After Mitigation |
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|                     |                            | <p>historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.</p> <p>Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Preparing a historic resource management plan;</li> <li>• Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);</li> <li>• Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;</li> <li>• Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource; and</li> </ul> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                  | Results of Impact Analysis                                                                                                                                                                                                                                 | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Impact Level After Mitigation             |
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|                                                                                                                                                                      |                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning.</li> </ul> <p>Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.</p> <p><del>To further increase protection of potential resources – specifically potential historic districts – the City is proposing to amend the Historical Resources Regulations to include supplemental development regulations to assist in the preservation of specified potential historic districts until they can be intensively surveyed and brought forward for designation.</del></p> |                                           |
| <p>Would implementation of the project result in a substantial adverse change in the significance of a prehistoric archeological resource, a religious or sacred</p> | <p>Implementation of the proposed Uptown CPU and associated discretionary actions could adversely impact a prehistoric archeological resource including religious or sacred use sites and human remains. This impact would be potentially significant.</p> | <p><b>HIST-6.7-2:</b> Archaeological and Tribal Cultural Resources</p> <p>Prior to issuance of any permit for a future development project implemented in</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><b>Significant and Unavoidable</b></p> |



**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                          | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Impact Level After Mitigation |
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| <p>use site, or disturbance of any human remains, including those interred outside of formal cemeteries?</p> |                            | <p>accordance with the proposed <del>North Park</del> <u>Uptown</u> CPU that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.</p> <p>Initial Determination</p> <p>The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Impact Level After Mitigation |
|---------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.</p> <p>Step 1:</p> <p>Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.</p> <p>In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas,</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.</p> <p>Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.</p> <p>Step 2:</p> <p>Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required <del>will</del><u>shall</u> include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Impact Level After Mitigation |
|---------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Impact Level After Mitigation |
|---------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>tested, then mitigation monitoring is required.</p> <p>Step 3:</p> <p>Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.</p> <p>A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American <del>Traditional Cultural Property</del> <u>tribal cultural resource</u> or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Impact Level After Mitigation |
|---------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>investigations on private property, the request shall be honored.</p> <p>Step 4:</p> <p>Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.</p> <p>Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.</p> |                               |



**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Impact Level After Mitigation |
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|                     |                            | <p>Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Impact Level After Mitigation |
|---------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>Step 5:</p> <p>For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [<u>Coto</u>] and California Native American Graves Protection and Repatriation Act of 2001 [<u>Health and Safety Code 8010-8011</u>]) and federal (i.e., Native American Graves Protection and Repatriation Act [<u>U.S.C. 3001-3013</u>]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.</p> |                               |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                         | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Impact Level After Mitigation |
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|                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources area suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, <u>Title 36 of the Code of Federal Regulations, Part 79 of the Federal Register</u>. Additional information regarding curation is provided in Section II of the Guidelines.</p> |                               |
| <b>Biological Resources</b>                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                               |
| <p>Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or</p> | <p>Implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. Thus, impacts to sensitive species would not be anticipated to occur since any sensitive species that could occur within the CPU area are likely to occupy canyon bottoms that would not be subject to development due to their designation as Open Space and/or MHPA. Additionally, any impact to sensitive vegetation communities would be subject to</p> | <p>None Required</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Less than Significant</p>  |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                                                                                                             | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Mitigation    | Impact Level After Mitigation |
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| regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?                                                                                                                                                                                                                             | the City's ESL regulations, which would ensure any impacts to vegetation communities and potential sensitive species that may occupy those communities would be addressed. Thus, based on the lack of sensitive species anticipated to occur in the developable areas of the CPU area in addition to the regulatory framework in place that protects sensitive species, impacts to wildlife species would be less than significant and no mitigation would be required.                                                                                                                                                                                                         |               |                               |
| Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS? | Implementation of the proposed Uptown CPU and associated discretionary actions has a low potential to impact any of the five sensitive plant species previously recorded in the Uptown community. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the CPU area and along the urban- canyon interface. Impacts to sensitive plant species would be less than significant and no mitigation would be required. | None Required | Less than Significant         |
| Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?                                                                                                                            | No wetland habitats have been identified within the Uptown CPU area. Thus, impacts to wetlands would be less than significant and no mitigation would be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | None Required | Less than Significant         |
| Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native                                                                                                                                                                                             | The proposed MHPA boundary line correction would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.<br><br>Impacts to wildlife nursery sites, particularly migratory birds,                                                                                                                                                                                                                                                                                                                                                                            | None Required | Less than Significant         |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                                                                                | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation    | Impact Level After Mitigation |
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| resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?                                                                                                                                                                      | would be avoided through compliance with the Migratory Bird Treaty Act (MBTA) in addition to compliance with protections afforded to lands within and adjacent to MHPA lands. Development on lands adjacent to MHPA lands would be required to avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5 below. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |               |                               |
| Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan or local policy protecting biological resources, either within the MSCP plan area or in the surrounding region? | The proposed Uptown CPU and associated discretionary actions would be consistent with the City's MHPA Land Use Adjacency Guidelines and Municipal Code (Section 142.0740) requirements relative to lighting adjacent to the MHPA. Additionally, in complying with the MHPA Land Use Adjacency Guidelines requirements, landscape plans for future projects would require that grading would not impact environmental sensitive land, that potential runoff would not drain into MHPA land, require that toxic materials used on a development do not impact adjacency sensitive land, that development includes barriers that would reduce predation by domestic animals, that landscaping does not contain exotic plants/invasive species. In addition, the MHPA Land Use Adjacency Guidelines direct development so that any brush management activities are minimized within the MHPA and contains requirements to reduce potential noise impacts to listed avian species. Compliance with the City's MHPA Land Adjacency Guidelines and adherence to the policies in the Conservation Element of the Uptown CPU would reduce potential impacts of the proposed CPU to less than significant. | None Required | Less than Significant         |
| <b>Geologic Conditions</b>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                               |
| Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or                                                                                                                                                                                     | Based on the Geotechnical Report prepared by GEOCON, Inc., the proposed Uptown CPU and associated discretionary actions would not have direct or indirect significant environmental impacts with respect to geologic hazards, because future                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | None Required | Less than Significant         |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                     | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                               | Mitigation           | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------|
| <p>death involving:</p> <ul style="list-style-type: none"> <li>• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,</li> <li>• Strong seismic ground shaking,</li> <li>• Seismic-related ground failure, including liquefaction, or</li> <li>• Landslides?</li> </ul> | <p>development would be required to occur in accordance with the San Diego Municipal Code (SDMC) and California Building Code (CBC). This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Thus, impacts would be less than significant and no mitigation is required.</p> |                      |                               |
| <p>Would the project result in substantial soil erosion or the loss of topsoil?</p>                                                                                                                                                                                                                                                                                                                                                     | <p>Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to erosion or loss of topsoil. Thus, impacts would be less than significant and no mitigation is required.</p>                                                                                                                               | <p>None Required</p> | <p>Less than Significant</p>  |
| <p>Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</p>                                                                                                                                                                               | <p>Future development within the Uptown CPU area would be subject to requirements of the CBC and SDMC, which include preparation of a site-specific geotechnical investigation and implementation of any geotechnical recommendations to ensure geologic instability hazards are avoided. Thus, with compliance with the CBC and SDMC, geologic instability impacts associated with future development within the Uptown CPU area would be less than significant.</p>    | <p>None Required</p> | <p>Less than Significant</p>  |

| Table S-1<br>Summary of Significant Environmental Impacts                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| Environmental Issue                                                                                                                                                                                                                                                         | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Impact Level After Mitigation                                                                                                                   |
| Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?                                                                                                             | A site-specific Geotechnical Investigation required for future projects within the CPU area would be required to identify the presence of expansive soils and provide recommendations to be implemented during grading and construction to ensure potential hazards associated with expansive soils are minimized. Thus, with implementation of the recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, potential impacts associated with expansive soils would be less than significant. | None Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Less than Significant                                                                                                                           |
| <b>Paleontological Resources</b>                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                 |
| Would the project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit? | Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources.                                                                                                      | <b>PALEO 6.10:</b> Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed <del>North Park</del> <u>Uptown</u> CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review. | <u>Discretionary Projects</u><br>Less than Significant with Mitigation<br><br><u>Ministerial Projects</u><br><b>Significant and Unavoidable</b> |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue | Results of Impact Analysis | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Impact Level After Mitigation |
|---------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                            | <p>I. Prior to Project Approval</p> <p>A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:</p> <ul style="list-style-type: none"> <li>• Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/ rock unit.</li> <li>• Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.</li> <li>• Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.</li> </ul> <p>B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.</p> |                               |



**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                   | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                        | Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Monitoring is always required when grading on a fossil recovery site or a known fossil location.</li> <li>Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).</li> <li>Monitoring may be required for shallow grading (&lt;10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/rock units are present at the surface.</li> <li>Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Report Program shall be implemented during construction grading activities.</li> </ul> |                               |
| <b>Hydrology and Water Quality</b>                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                               |
| <p>Would the project result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff?</p> | <p>All development is subject to drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed Uptown CPU and associated discretionary actions would either remain the same as</p> | <p>None Required</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Less than Significant</p>  |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                   | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Mitigation    | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
|                                                                                                                                                                       | the existing condition or would be reduced when compared to the existing condition. Impacts would be less than significant and mitigation is not required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |                               |
| Would the project result in an increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body? | <p>New development under the proposed Uptown CPU and associated discretionary actions would be required to implement LID and storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from Uptown to receiving waters. Impacts would be less than significant and no mitigation would be required.</p> <p>Future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality conditions, both surface and groundwater, are not expected to have an adverse effect on water quality. Additionally, the City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters. Impacts would be less than significant, and no mitigation would be required.</p> | None Required | Less than Significant         |
| Would the project deplete groundwater supplies, degrade groundwater quality, or interfere with ground water recharge?                                                 | Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use and does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply. Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the proposed Uptown CPU and associated discretionary actions                                                                                                                                                                                                                                                                                                                                                                                                                                           | None Required | Less than Significant         |

| Table S-1<br>Summary of Significant Environmental Impacts                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               |                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Mitigation    | Impact Level After Mitigation |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | would result in a less than significant impact on groundwater supply and quality.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |                               |
| <b>Public Services and Facilities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               |                               |
| Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives? | <p><b>Police Protection</b></p> <p>Regarding police protection, the proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services, and no mitigation is required.</p> <p><b>Park and Recreation</b></p> <p>Regarding park and recreational facilities, there is an existing and projected deficit in population based parks, which is an adverse impact, but not considered significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population based parks in the CPU area, but does not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required.</p> <p><b>Fire/Life Safety Protection</b></p> <p>Regarding fire/life safety protection, implementation of the proposed Uptown CPU and associated discretionary actions would result in an increase in overall population which could</p> | None Required | Less than Significant         |

| Table S-1<br>Summary of Significant Environmental Impacts                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Mitigation    | Impact Level After Mitigation |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | result in a change in fire-rescue response times and a demand for new or expanded facilities. However, any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, at the impacts associated with police/life safety facilities would be less than significant, and no mitigation is required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |                               |
| Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives? (cont.) | <p><b>Libraries</b></p> <p>Although a new library is planned for the Uptown CPU area, the proposed Uptown CPU and associated discretionary actions does not include construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant, and no mitigation is required.</p> <p><b>Schools</b></p> <p>Regarding school facilities, future residential development that occurs in accordance with the proposed Uptown CPU and associated discretionary actions 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 district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of Senate Bill 50, and the school district would be responsible for potential expansion or development of new facilities. Therefore, impacts to schools would be less than significant, and no mitigation is required.</p> <p>The proposed Uptown CPU contains policies to address the maintenance and improvement of public facilities. Impacts would therefore be less than significant, and no mitigation is required.</p> | None Required | Less than Significant         |

| Table S-1<br>Summary of Significant Environmental Impacts                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Environmental Issue                                                                                                                                                                                                                                                        | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation    | Impact Level After Mitigation |
| <b>Public Utilities</b>                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                               |
| Would the project use excessive amounts of water beyond projected available supplies?                                                                                                                                                                                      | Based on the findings of the Water Supply Assessment (WSA), there is sufficient water supply to serve existing and projected demands of the proposed Uptown CPU and associated discretionary actions, and future water demands within the Public Utilities Department's (PUD's) service area in normal and dry year forecasts during a 20-year projection. Therefore, no significant impacts to water supply are anticipated for the implementation of the CPU.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | None Required | Less than Significant         |
| Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives? | <p><b>Storm Water</b></p> <p><del>Future projects would be required to exercise strict adherence to</del><br/> <u>Subsequent projects would be subject to existing regulations in place at the time projects are implemented</u><br/> <del>existing storm water regulations</del> and conformance with General Plan and Uptown CPU policies. Project-specific review under CEQA <u>and storm water regulations in place at the time future projects are proposed</u> would assure that significant adverse effect to the City's storm water system, as well as significant impacts associated with the installation of storm water infrastructure, would be avoided.</p> <p><b>Sewer and Water Distribution</b></p> <p>The proposed Uptown CPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the Public Works Department (PWD) and are handled on project-by-project basis. Because future development of properties with the proposed Uptown CPU and associated discretionary projects would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. The proposed Uptown CPU takes into consideration the existing patterns of development, and the update is a response to the community's needs and goals for the future. The necessary infrastructure improvements to storm</p> | None Required | Less than Significant         |

| Table S-1<br>Summary of Significant Environmental Impacts                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                      |                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------|
| Environmental Issue                                                                                                                                                                                                                                                                                   | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Mitigation           | Impact Level After Mitigation |
|                                                                                                                                                                                                                                                                                                       | <p>water, wastewater, and water infrastructure would be standard practice for new development to maintain or improve the existing system in adherence to sewer and water regulations and conformance with General Plan and proposed Uptown CPU policies. Additionally, <u>subsequent projects would be subject to existing regulations in place at the time projects are implemented</u><del>future discretionary projects would be required to undergo project-specific review under CEQA</del> that would ensure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance. Therefore, impacts to sewer and water utilities would be less than significant.</p> <p><b>Communications</b></p> <p>Given the number of private utility providers available to serve the proposed Uptown CPU area there is capacity to serve the area. Impacts would be less than significant.</p>                                                                                |                      |                               |
| <p>Would the project result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?</p> | <p>To ensure waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a Waste Management Plan (WMP) shall be prepared for any project proposed under the proposed Uptown CPU and associated discretionary actions exceeding the threshold of 40,000 square feet or more. Implementation of these WMPs would ensure that future development project impacts would be considered less than significant. Non-discretionary projects proposed under the proposed Uptown CPU and discretionary actions, and discretionary projects that would fall below the 60 ton thresholds, would be required to comply with the San Diego Municipal Code sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection. Therefore, at this program level of review, the proposed Uptown</p> | <p>None Required</p> | <p>Less than Significant</p>  |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                                 | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Mitigation    | Impact Level After Mitigation |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
|                                                                                                                                                                                                                                     | CPU and associated discretionary actions would not require increased landfill capacity, and impacts associated with solid waste would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |                               |
| <b>Health and Safety</b>                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |                               |
| Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | Existing policies and regulations would help reduce, but not completely abate, the potential risks of wildland fires. The General Plan and CPU contain goals and policies to be implemented by the City's Fire-Rescue Department, and through land use compatibility, training, sustainable development, and other measures, these goals and policies are aimed at reducing the risk of wildland fires.<br><br>Continued monitoring and updating of existing development regulations and plans also would assist in creating defensible spaces and reduce the threat of wildfires. Public education, firefighter training, and emergency operations efforts would reduce the potential impacts associated with wildfire hazards. Additionally, future development would be subject to conditions of approval that require adherence to the City's Brush Management Regulations and requirements of the California Fire Code. As such, impacts relative to wildland fire hazard would be less than significant | None Required | Less than Significant         |
| Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?                                                   | The proposed Uptown CPU and associated discretionary actions would not result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. Impacts to schools would be less than significant. No mitigation is required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | None Required | Less than Significant         |

**Table S-1  
Summary of Significant Environmental Impacts**

| Environmental Issue                                                                                                                                                                                                               | Results of Impact Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Mitigation    | Impact Level After Mitigation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------|
| Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?                                                                                        | The proposed Uptown CPU would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant, and no mitigation would be required.                                                                                                                                                                                                                                                             | None Required | Less than Significant         |
| Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment? | Although there are closed Leaking Underground Storage Tank (LUST) and Cleanup Program sites and there is one open LUST and two open Cleanup Program sites within the Uptown community, there are local, State, and Federal regulations and programs in place that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites and no mitigation is required. | None Required | Less than Significant         |
| Would the project expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?                                                                                     | Impacts relative to safety hazards related to being located within an airport influence area less than significant. No mitigation is required.                                                                                                                                                                                                                                                                                                                                                            | None Required | Less than Significant         |





## Chapter 1.0

### Introduction

This draft Program Environmental Impact Report (PEIR) for the proposed Uptown Community Plan Update (proposed CPU or project area) and other associated discretionary approvals (collectively referred to throughout this PEIR as the project) has been prepared on behalf of the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.) and in accordance with the City's Environmental Impact Report Guidelines (EIR Guidelines; City of San Diego 2005) and the City's California Environmental Quality Act Significance Determination Thresholds (Significance Determination Thresholds) (2011).

The project analyzed within this PEIR includes a number of legislative actions to be considered by the City Council but primarily is a comprehensive update of the 1988 Uptown Community Plan. The proposed Uptown CPU reflects citywide policies and programs developed in the City of San Diego General Plan Update of 2008 (General Plan) and are consistent with the General Plan for the proposed CPU area. The proposed Uptown CPU contains nine elements, as well as an Introduction and Implementation section. The elements are as follows: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation.

The proposed Uptown CPU contains a specific vision embodied in its guiding principles, as well as key goals. The proposed Uptown CPU contains development design guidelines, as well as policies related to a range of topics included in each section such as mobility options, environmental conservation, recreation opportunities, neighborhood character, and historic preservation, in accordance with the general goals stated in the General Plan. The proposed CPU serves as the basis for guiding a variety of other future implementing actions, such as parkland acquisitions and mobility options.

## 1.1 PEIR Purpose and Intended Uses

In accordance with the CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects. This PEIR is informational in nature and is intended for use by decision-makers, Responsible or Trustee Agencies as defined under CEQA, other interested agencies or jurisdictions; and the general public. The PEIR includes recommended mitigation measures which, when implemented, would lessen project impacts and provide the City, the Lead Agency as defined in Article 4 of the CEQA Guidelines (Sections 15050 to 15051), with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed CPU are presented to evaluate alternative land use scenarios, policies, and/or regulations that would further reduce or avoid significant impacts associated with the proposed CPU and associated discretionary actions.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the EIR for subsequent activities or implementing actions, including future development of public and private projects, to the extent it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the CPU area, the City finds no new effects could occur, or no new mitigation measures would be required other than those analyzed and/or required in the PEIR, the City can approve the activity as being within the scope covered by this PEIR, and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines, Sections 15152, 15153, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or EIR).

## 1.2 PEIR Legal Authority

### 1.2.1 Lead Agency

The City of San Diego is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for carrying out or approving a project. On behalf of the Lead Agency, the City's Planning Department, Environmental Analysis Section, since reorganized under the Environmental and Planning Analysis Division of the Planning Department, conducted a preliminary review of the project and decided that an EIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

### 1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over

natural resources affected by a project that are held in trust for the people of the state of California. Implementation of the project would require subsequent actions or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the project is provided below.

### **1.2.2.1 U.S. Army Corps of Engineers**

The U.S. Army Corps of Engineers (USACE) has jurisdiction over development in or affecting the navigable waters of the United States. All permits issued by the USACE are subject to consultation and/or review by the United States Fish and Wildlife Service (USFWS) and the United States Environmental Protection Agency (EPA). Drainages and canyons occurring in the CPU area may contain streams and wetlands, which may be classified as jurisdictional waters of the United States. No permits from USACE are required at this time; however, future development projects, particularly improvements to infrastructure such as water and sewer lines that could occur with implementation of the proposed CPU and associated discretionary actions, may require review and/or USACE permits in the future.

### **1.2.2.2 California Department of Transportation**

The proposed CPU area is adjacent to the California Department of Transportation (Caltrans) facilities, including Interstate 5 (I-5), State Route 163 (SR-163), and SR-94. No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments or construction of facilities in a Caltrans right-of-way associated with future projects within the CPU area.

### **1.2.2.3 California Department of Fish and Wildlife**

An Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, is under the authority of the California Department of Fish and Wildlife (CDFW) pursuant to Section 1600 et seq. of the State Fish and Game Code. The purpose of code Sections 1600-1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. Drainages and canyons occurring in the CPU area may contain streams and wetlands. No permits from CDFW are required at this time; however, development projects, particularly improvements to infrastructure such as water and sewer lines that could occur with implementation of the proposed CPU and associated discretionary actions, may require review and/or Streambed Alteration Agreements in the future.

### **1.2.2.4 San Diego Regional Water Quality Control Board**

The San Diego Regional Water Quality Control Board (RWQCB) regulates water quality through the Federal Clean Water Act Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109266, which consists of wastewater

discharge requirements, as well as Waste Discharge Requirements Program, which regulates point discharges not subject to the Federal Water Pollution Control Act Amendments. The RWQCB is responsible for implementing permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff, including overseeing the development and implementation of Water Quality Improvement Plans as required by the Regional MS4 Permit for parts of the San Diego region, which includes the City, as well as ensuring that all other MS4 permit requirements are met. No permits from RWQCB are required at this time; however, future development projects within the proposed CPU area may require review and/or Section 401 certifications.

### **1.2.2.5 San Diego County Regional Airport Authority**

The San Diego County Regional Airport Authority (Airport Authority) operates the San Diego International Airport (SDIA). The Airport Authority also serves as San Diego County's Airport Land Use Commission (ALUC) and is responsible for land use planning as it relates to public safety surrounding the region's airports. As a Responsible Agency, the Airport Authority, acting as the ALUC, would review future development proposals within the proposed CPU area and make "consistency determinations" with the provisions and policies set forth in the SDIA Airport Land Use Compatibility Plan (ALUCP) up until the time the ALUC determines the CPU and zoning consistent with the ALUCP for SDIA. Future development projects within the CPU area would be subject to the noise, safety, overflight, and airspace protection policies in the ALUCP for SDIA, which also include the Code of Federal Regulations, Part 77 requirement to provide notification to Federal Aviation Administration (FAA) as addressed in the ALUCP for SDIA.

## **1.3 EIR Type, Scope and Content, and Format**

### **1.3.1 Type of EIR**

This EIR has been prepared as a Program EIR (PEIR), as defined in Section 15168 of the CEQA Guidelines. In accordance with CEQA, this PEIR examines the environmental impacts of the proposed CPU, which are comprised of a series of actions. The combined actions can be characterized as one large project for the purpose of environmental review in this PEIR and are herein collectively referred to as the "proposed CPU or the project." The PEIR focuses on the physical changes in the environment that would result from adoption and implementation of the proposed CPU and other associated discretionary actions described in Chapter 3.0, Project Description, including anticipated general impacts that could result during future construction and operation.

### **1.3.2 PEIR Scope and Content**

The scope of analysis for this PEIR was determined by the City as a result of initial project review, as well as consideration of comments received in response to the Notice of Preparation (NOP) circulated December 23, 2013, and a scoping meeting held on January 9, 2014, at Balboa Park (Santa Fe Room), 2150 Pan American Road, San Diego, California 92101. The NOP for analysis of the project, related letters received, and comments made during the scoping meeting are included as

Appendix A of this PEIR. Through these scoping activities, the project was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Land Use
- Visual Effects and Neighborhood Character
- Transportation and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Historical Resources
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Public Services and Facilities
- Public Utilities
- Health and Safety

It should be noted that the NOP for the PEIR included the project as well as the proposed Community Plan Updates for the North Park and Golden Hill community plan areas. As a result of timing related to stakeholder input, the environmental analysis for the Uptown CPU was separated from the analysis of the North Park and Golden Hill Community Plan Updates. The North Park and Golden Hill Community Plan Updates are analyzed in a separate PEIR circulated for public review from May 31, 2016, to July 29, 2016. The State Clearinghouse number assigned with issuance of the NOP (SCH #2013121076) is being used for the North Park/Golden Hill CPU PEIR and a new State Clearinghouse number will be assigned for the Uptown CPU PEIR at the start of public review.

The intent of this PEIR is to determine whether implementation of the proposed CPU and associated discretionary actions would have a significant effect on the environment through analysis of each issue identified during the scoping process. The Environmental Analysis for the proposed Uptown CPU and associated discretionary actions is presented in the Environmental Analysis section in this PEIR (Chapter 6.0). Each environmental issue area presented in this chapter includes presentation of threshold(s) of significance for the particular issue area under evaluation based on the CEQA Guidelines and the City's Significance Determination Thresholds (2011); identification of an issue statement; an assessment of any impacts including cumulative impacts; a summary of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area.

Pursuant to CEQA Guidelines Section 15126, all phases, or in the case of this project, discretionary actions associated with the proposed CPUs are considered in this PEIR when evaluating potential impacts on the environment, including the construction of future development and operational phases to the extent possible at the program-level. Impacts are identified as direct or indirect, short-term or long-term, and are assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed CPU and associated discretionary actions compared to existing ground conditions. The proposed CPU is also compared with the current Community Plan to provide context and background for the analysis.

The PEIR includes all mandatory contents of EIRs as required pursuant to CEQA Guidelines Sections 15120 to 15132. A Cumulative Impacts analysis is presented within each specific environmental issue area of Chapter 6.0. Chapter 7.0, Effects Found Not to Be Significant, presents a brief discussion of environmental effects that were evaluated as part of the initial scoping and review process for the project and were found not to be potentially significant. Chapter 8.0 presents

a discussion of Growth Inducement, and Chapter 9.0 presents a discussion of Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, and Energy Conservation.

Chapter 10.0 of this PEIR includes a discussion of Alternatives that could avoid or reduce potentially significant environmental effects associated with implementation of the proposed CPU and associated discretionary actions. Alternatives discussed in the PEIR include the No Project (Adopted Community Plan) Alternative, Adopted Community Plan with Removal of Interim Height Ordinance Alternative, Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative, Density Redistribution Alternative, and the Lower-Density Alternative. For the purposes of this PEIR, the No Project Alternative would be the continued implementation of the adopted Community Plan with the same land uses as identified in that Community Plan.

### **1.3.3 PEIR Format**

The format and order of contents of this PEIR follow the direction in the City's EIR Guidelines. A brief overview of the various chapters of this PEIR is provided below:

- Executive Summary (CEQA Guidelines Section 15123). Provides a summary of the PEIR, a brief description of the project, identification of areas of controversy, issues to be resolved by the decision-makers, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and comparison of the potential impacts of the alternatives with those of the project is also provided.
- Chapter 1.0, Introduction. Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content.
- Chapter 2.0, Environmental Setting (CEQA Guidelines Section 15125). Provides a description of the project's regional context, location, and existing physical characteristics and land use within the proposed CPU area. An overview of available public infrastructure and services, as well as relationship to relevant plans, is also provided in this section. The Environmental Setting chapter is detailed, providing background information relevant to each environmental issue area further addressed in Chapter 6.0. Within the CPU impact analysis chapter, the applicable environmental setting discussion contained in Chapter 2.0 is referenced to avoid repetition.
- Chapter 3.0, Project Description (CEQA Guidelines Section 15124). Provides a detailed discussion of the project, including background, objectives, key features, and environmental design considerations.
- Chapter 4.0, History of Project Changes. Provides a summary of the process of developing the proposed CPU.
- Chapter 5.0, Regulatory Setting. Originally the PEIR included analysis of three CPUs (Uptown, North Park, and Golden Hill). This chapter was written to reduce the amount of redundant description of the regulations associated with individual environmental topics that would be the same for each CPU area (e.g., noise regulations). While the Uptown CPU is now a

separate document, this chapter has been retained. Within the CPU impact analysis chapter (Chapter 6.0), the applicable regulatory setting discussion contained in Chapter 5.0 is referenced.

- Chapter 6.0, Environmental Analysis (CEQA Guidelines Section 15126). This chapter provides a detailed community-specific evaluation of potential environmental impacts associated with the project for environmental issues determined through the initial review and public scoping processes to be potentially significant. Chapter 6.0 begins with the issue of land use, followed by the remaining issues in order of significance. The analysis of each issue begins with a reference to the environmental setting and regulatory framework provided in Chapters 2.0 and 5.0, respectively, and a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts, including cumulative impacts. If significant impacts are identified, feasible mitigation measures to avoid or reduce any significant impacts are identified. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided.
- Chapter 7.0, Effects Found Not to Be Significant. Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant for the proposed CPU and associated discretionary actions, and briefly summarizes the basis for these determinations. For the project, it was determined that environmental issues associated with agriculture, mineral resources, and population and housing would not be significant, and, therefore, are summarized in Chapter 7.0.
- Chapter 8.0, Growth Inducement (CEQA Guidelines Section 15126.2(d)). Evaluates the potential influence the proposed CPU and associated discretionary actions may have on economic or population growth within the proposed CPU area, as well as the region, either directly or indirectly.
- Chapter 9.0, Significant Unavoidable Impacts/Significant Irreversible Environmental Changes/Energy Conservation (CEQA Guidelines Section 15126(b), 15126(c), and 15126.4 (a)(1)) provides a summary of any significant unavoidable impacts of the project as detailed in Chapter 6.0. This chapter also describes the potentially significant irreversible changes that may be expected and addresses the use of nonrenewable resources and energy use anticipated during project implementation.
- Chapter 10.0, Alternatives (CEQA Guidelines Section 15126.6). Provides a description of alternatives to the project, including the No Project (Adopted Community Plan) Alternative, Adopted Community Plan with Removal of Interim Height Ordinance Alternative, Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative, Density Redistribution Alternative, and the Lower-Density Alternative.
- Chapter 11.0, Mitigation Monitoring and Reporting Program. Documents all the mitigation measures identified in the PEIR for the project.
- Chapter 12.0, References. Lists all of the reference materials cited in the PEIR.

- Chapter 13.0, Individuals and Agencies Consulted (CEQA Guidelines Section 15129). Identifies all of the individuals and agencies contacted during preparation of the PEIR.
- Chapter 14.0, Certification. Identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

Technical reports, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as appendices to this PEIR. The technical reports prepared for the project and their location in the PEIR are listed in the table of contents. Availability of the Draft PEIR and the technical appendices is discussed in Section 1.4.1, Draft PEIR.

### **1.3.4 Incorporation by Reference**

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR is described. These documents are included in Chapter 12.0, References, are hereby incorporated by reference, and are available for review at the City Planning Department, located at 1010 Second Avenue, Suite 1200, San Diego, California 92101. Included within the list of materials incorporated by reference into this PEIR are the following:

- City of San Diego General Plan (City of San Diego 2008)
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City of San Diego 2007)
- City of San Diego Housing Element FY2013-FY2020 (City of San Diego 2013)
- City of San Diego Municipal Code (City of San Diego 2008)
- City of San Diego Uptown Community Plan, as amended (City of San Diego 1988)
- Uptown Community Plan Area Historic Resources Survey (City of San Diego 2015)

## **1.4 PEIR Process**

The City, as Lead Agency, is responsible for the preparation and review of this PEIR. The PEIR review process occurs in two basic stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final PEIR.

### **1.4.1 Draft PEIR**

In accordance with the City's Municipal Code Section 128.0306 and CEQA Guidelines Section 15105, the Draft PEIR is distributed for review to the public and interested and affected agencies for a review period of 45 days. The purpose of the review period is to allow the public an opportunity to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be



avoided and mitigated” (Section 15204, CEQA Guidelines). City Municipal Code Section 128.0307 allows the Planning Director to approve requests for additional public review time from the affected officially recognized community planning group, in this case the Uptown Community Planning Group. Approval of additional review time shall not exceed 14 calendar days. The Uptown Planning Group has requested additional public review time and the request has been granted by the Planning Director.

In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR, a Notice of Completion is filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR issued in the *San Diego Daily Transcript*, a newspaper of general circulation in the area.

The Draft PEIR and all related technical studies are available for review during the public review period at the offices of the Planning Department, located at 1010 Second Avenue, Suite 1200, San Diego, California 92101, and on the Planning Department website for CEQA Policy and Review:

<http://www.sandiego.gov/planning/programs/ceqa/>

The Uptown Community Plan Update website is:

<http://www.sandiego.gov/planning/community/profiles/uptown/index.shtml>

Electronic copies of the Draft PEIR are also available at the following public libraries:

San Diego Central Library  
330 Park Boulevard  
San Diego, California 92101

University Heights Branch Library  
4193 Park Boulevard  
San Diego, California 92103

Mission Hills Branch Library  
925 West Washington Street  
San Diego, California 92103

North Park Branch Library  
3795 31st Street  
San Diego, California 92104

## **1.4.2 Final PEIR**

Following the end of the public review period, the City, as Lead Agency, will provide written responses to comments received on the Draft PEIR per CEQA Guidelines Section 15088. All comments and responses will be considered in the review of the PEIR. Detailed responses to the comments received during public review, a Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations for impacts identified in the PEIR as significant and unavoidable, will be prepared and compiled as part of the PEIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR, which includes the MMRP, Findings, and Statement of Overriding Considerations, as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the City Council public hearing in order to provide commenters the opportunity to review the written responses to their comment letters.



## Chapter 2.0

# Environmental Setting

At the time of the release of the Notice of Preparation (NOP), the Program Environmental Impact Report (PEIR) was to discuss the potential impacts of implementing three specific Community Plan Updates (CPUs; i.e., Uptown, North Park, and Golden Hill). Because the three Community Plan areas are adjacent to each other, many topics typically discussed as part of the Environmental Setting chapter have common elements across the three communities. However, since issuance of the NOP, the analysis of the proposed Uptown CPU was separated from the North Park and Golden Hill analyses (Chapter 4.0, History of Project Changes). The current chapter discusses the Uptown community's setting; however, because of the other community plan areas are adjacent to the Uptown community, there remains some discussion of the two other Community Plan areas as they relate to the Uptown Community Plan.

### 2.1 Regional Location

The Uptown CPU area (Uptown community or Uptown) is centrally located to the north of Downtown San Diego and south of the Mission Valley community (Figures 2-1 and 2-2). The Uptown Community Plan area forms the western boundary and a portion of the northern boundary of Balboa Park.

To the north, Uptown is bordered by the south slope of the Mission Valley community, which, in combination with the varying topography, provides an open area between the Uptown and Mission Valley communities. To the south, Uptown is adjacent to Balboa Park, Interstate 5 (I-5), and Downtown. To the east, Uptown is adjacent to Balboa Park and North Park. To the west, Uptown is adjacent to I-5 and Midway–Pacific Highway and the topographical difference between Uptown and neighboring Old Town San Diego.




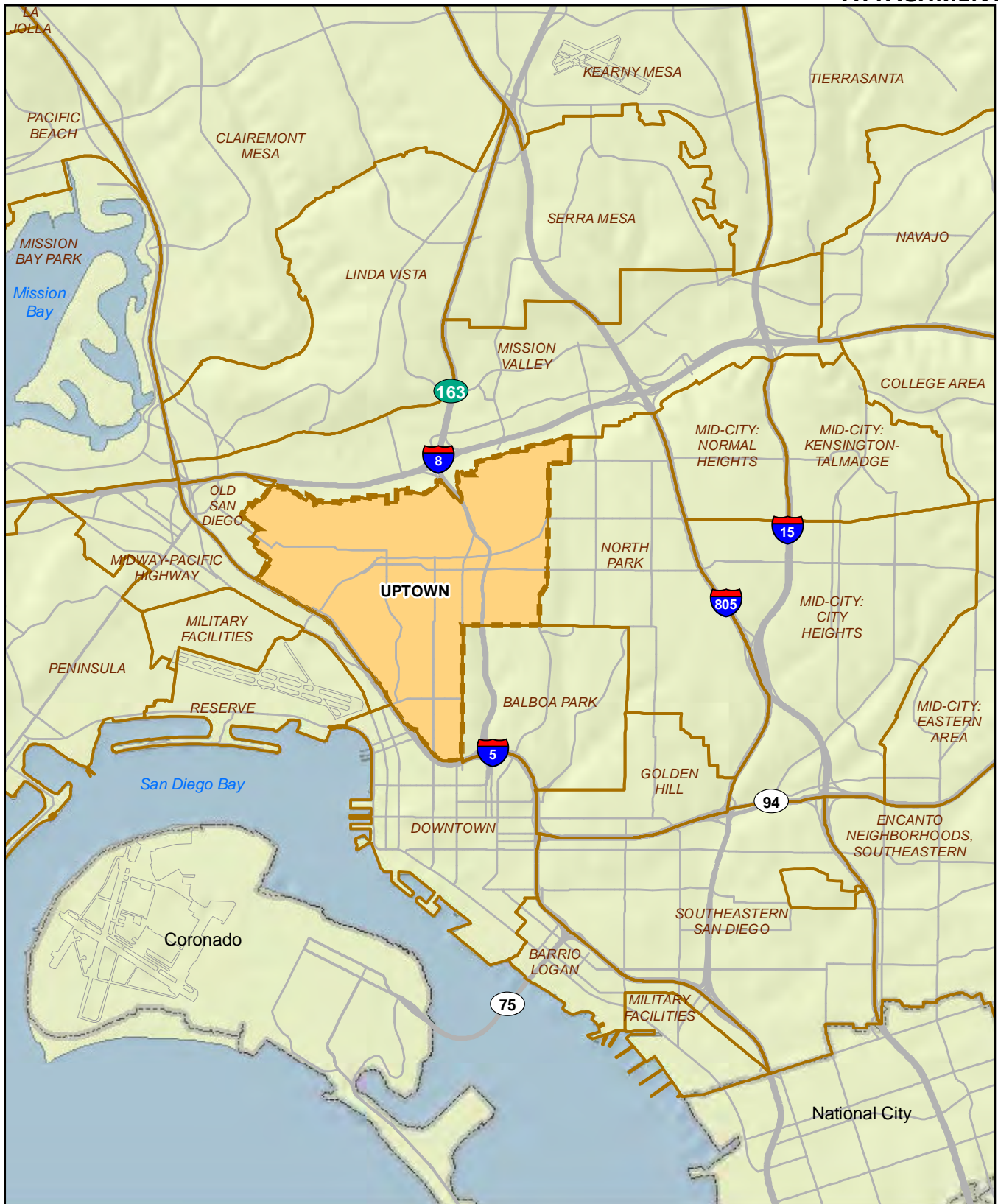

 Uptown Community Plan Boundary

FIGURE 2-1  
Regional Location





 Community Plan Boundary

**FIGURE 2-2**  
Uptown Community Vicinity Map

The Uptown community is situated within the same landform that is part of a broad mesa interspersed with many natural and/or semi-developed canyons, allowing a distinctive combination of outward views and interaction with open space along most community edge points. The canyons,

which geographically connect to Mission Valley to the north and interconnect Uptown to the North Park CPU community, are present throughout the Uptown community. Canyons offer relief from the built environment while also creating a barrier to pedestrian, bicycle, vehicular, and intra/inter-community connections. The canyon landform also creates a sense of seclusion from the surrounding City not uncommon for San Diego's neighborhoods and helps support the interconnectedness between the two communities located on the broad mesa landform.

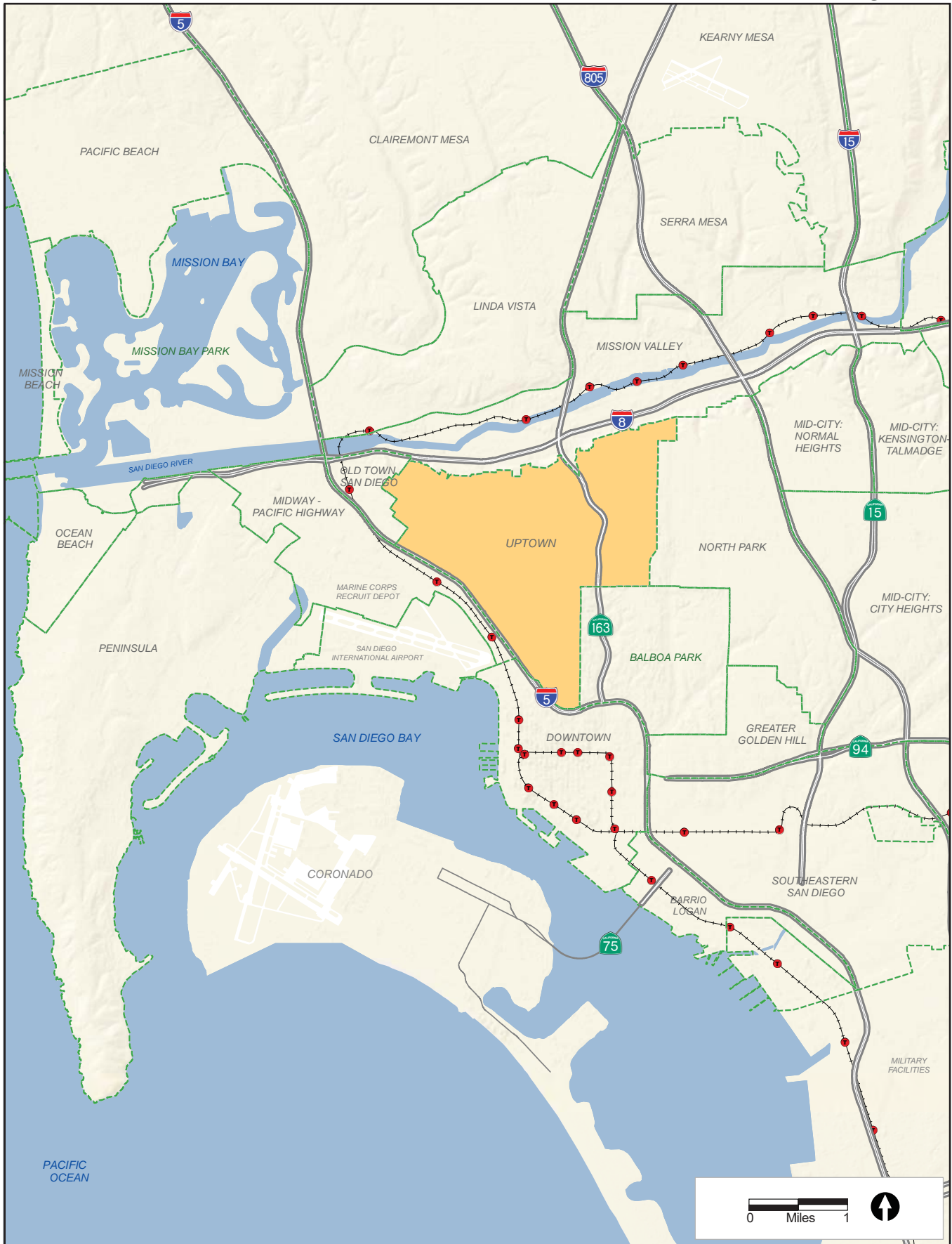
Uptown and the communities to the east and southeast surround regionally significant and historic Balboa Park. Major transportation corridors traverse the communities, connecting downtown San Diego to other communities in the City, as well as the region. As development radiated out from Downtown along streetcar lines, later forming commercial districts along arterial streets and major crossings, traditional storefronts associated with small and sole-proprietor businesses remain. A grid pattern of streets has developed in Uptown and the associated communities. Vehicular access is affected at many "pinch points" in the communities where street widths narrow or access is "funneled" due to canyon and freeway interfaces.

The CPU area is urbanized and generally characterized as a mix of residential, commercial, and institutional areas. The Uptown community has also been part of one of the longest historical development periods in the region due to its central location and various land use plans and zoning programs, which has left a variety of building forms and architectural styles as well as potential historic resources. The Uptown community developed prior to current Citywide public facilities standards. As a result, locating and financing new facilities, such as parks, is difficult due to lack of available land as well as a limited rate of new development. Aging infrastructure in the community often needs to be upgraded and/or replaced.

## 2.2 Project Location

The Uptown Community Plan area consists of approximately 2,700 acres (approximately 4.2 square miles) and lies just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and I-5 (see Figure 2-2). The Uptown community is located on a level mesa that is divided by numerous canyons and bordered by two major parks, Presidio and Balboa. The CPU area includes the neighborhoods of Mission Hills, Middletown, Hillcrest, the Medical Complex, University Heights, and Bankers Hill/Park West (Figure 2-3).

Uptown's overall physical structure reflects its geography and development patterns. Most of the street system uses a grid pattern. The CPU area is traversed by three major east-west streets; Washington Street and University Avenue in the northern portion of the community and Laurel Street in the southern portion. Park Boulevard, which services as the community's eastern boundary, as well as First Avenue are important two-way north-south streets along with Fourth and Fifth avenues, which are one-way south- and northbound streets, respectively. Other significant streets are the one-way northbound India Street and one-way westbound Hawthorne Street.



**FIGURE 2-3**  
Uptown Community Plan Update Area

## 2.3 Existing Physical Characteristics

### 2.3.1 Land Use

#### 2.3.1.1 Existing Land Uses

Uptown has a limited amount of vacant parcels. As shown in Table 2-1, single-family land use make up approximately 852 acres or 32 percent of the total acres within the community and are the predominant land use within the Uptown community. Multi-family use accounts for approximately 277 acres or 10 percent of the total acreage in the community. Commercial uses, including employment, retail, and services, cover approximately 109 acres or four percent of the total area within the community. The largest retail concentration is in the Hillcrest core where Fourth and Fifth avenues intersect with Washington Street, University Avenue, and Robinson Avenue. Retail also extends in a more linear orientation along Washington Street west of the core, University Avenue east of the core, and along Fourth and Fifth avenues south of the core. Smaller, neighborhood-scale retail nodes also exist in Uptown's residential neighborhoods, such as on Park Boulevard and on West Lewis Street.

The concentration of hospitals and medical support uses in the Medical Complex, and the distribution of office uses along Fourth and Fifth avenues contribute to the identity to these north-south corridors. The existing land uses and distribution are depicted in Figure 2-4, summarized in Table 2-1, and discussed below.

| General Plan Land Use Category | Acres |
|--------------------------------|-------|
| Agriculture (Community Garden) | 0.5   |
| Education                      | 30    |
| Industrial                     | 1     |
| Institutional                  | 97    |
| Multi-Family Residential       | 277   |
| Office Commercial              | 57    |
| Open Space                     | 410   |
| Parking                        | 28    |
| Parks                          | 28    |
| Recreational                   | 3     |
| Retail Commercial              | 109   |
| Roads                          | 761   |
| Single-Family Residential      | 852   |
| Visitor Commercial             | 6     |
| Vacant                         | 26    |
| Total Acreage                  | 2,656 |



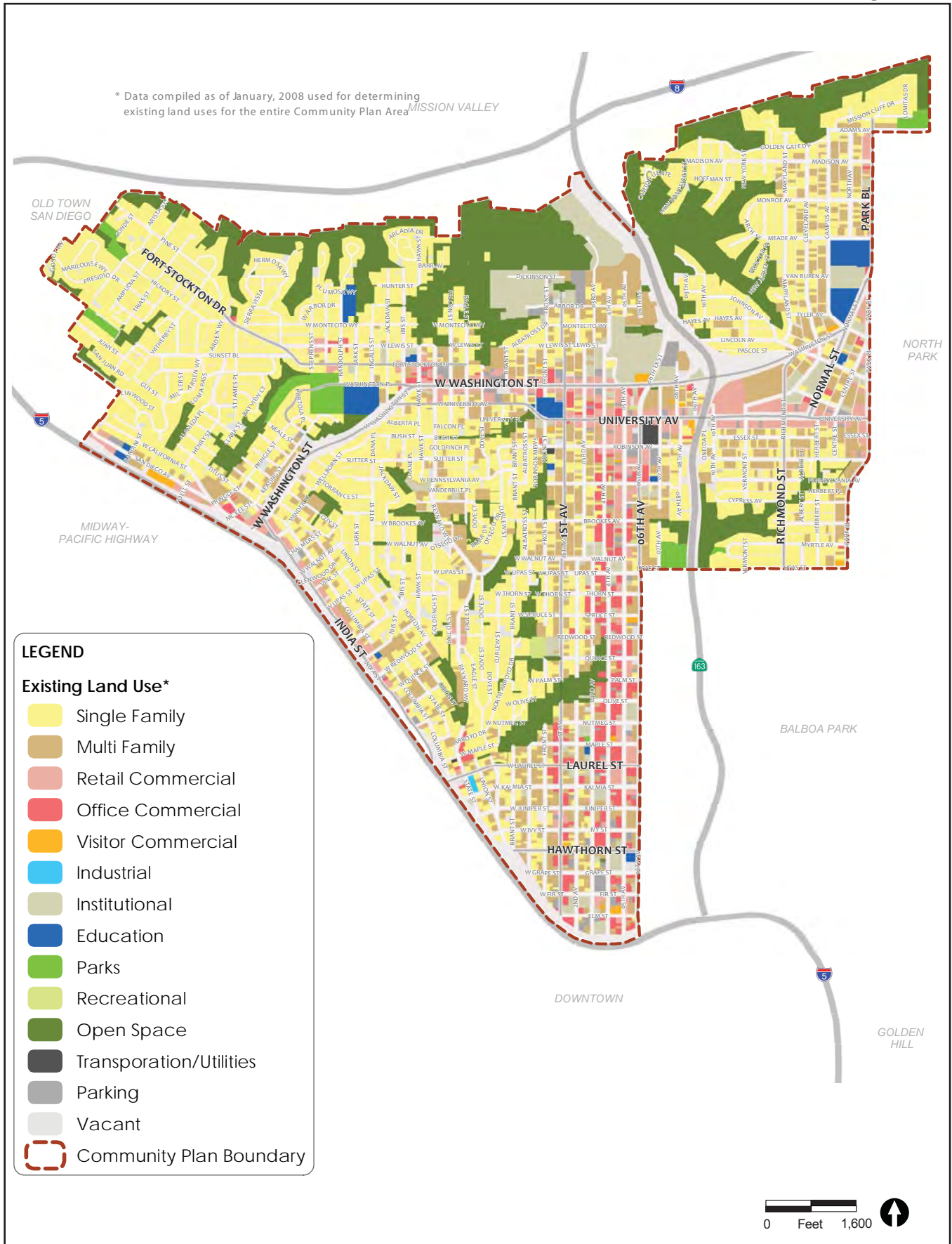


FIGURE 2-4 Existing Land Use



### **a. Residential**

Residential land uses form the basis and majority of land use acreage in the community. Residential densities vary throughout the community. Very High Residential density areas are located along Sixth Avenue between Upas Street and Laurel Street, along the Fifth Avenue commercial corridor between Pennsylvania Avenue and Maple Street, and within the central Hillcrest commercial core generally bounded by State Route 163 (SR-163), Pennsylvania Avenue, Front Street, and Washington Street. High Residential density areas are located along Second and Third avenues between Maple Canyon and Maple Street, Sixth Avenue between Laurel Street and Elm Street, First and Third avenues between University Avenue and Thorn Street, and within the residential areas in the Medical Complex neighborhood. The Low Residential density areas of the community include stable single-family neighborhoods and are located generally around the central, eastern, and western ends of the community and to the north where they are adjacent to open space.

### **b. Commercial/Mixed Use**

Commercial land uses are located primarily along the community's transportation corridors including: The San Diego Avenue–India Street corridor between the Old Town San Diego community and Olive Street; Reynard Way between Maple Street and Juniper Street; along the Washington Street, University Avenue, Robinson Avenue, and Park Boulevard commercial corridors; and along Fourth and Fifth avenues in the area south of Maple Canyon in the Bankers Hill/West Park neighborhoods. The central Hillcrest commercial core is generally bounded by SR-163, Pennsylvania Avenue, Front Street, and Washington Street. There are neighborhood commercial areas along West Lewis Street and the intersection of Redwood Street and Reynard Way. Areas that include a mixture of commercial and residential uses are also along sections of the Washington Street between Ibis Street and Third Avenue; along Fourth Avenue between Robinson Avenue and Maple Street; along First and Third avenues between Washington Street and University Avenue; Robinson Avenue between Seventh Avenue and SR-163; Seventh and Ninth avenues between Washington Street and University Avenue; within the area bounded by Front Street, Buchanan Place, Montecito Way, and Arbor Place; Third Avenue and Fifth Avenue between Lewis Street and Washington Street; the area bounded by Cleveland Avenue, Richmond Street, and SR-163; University Avenue between SR-163 and Park Boulevard; Park Boulevard between Normal Street and Lincoln Avenue; and Lincoln Street between Washington Street and Cleveland Avenue.

### **c. Institutional**

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. ~~Typically, the larger or more significant public uses such as schools, fire stations, and hospitals are identified on the land use map.~~ Major institutional land uses within the community consist mainly of hospitals, Fire Stations 3, 5, and 8; the Mission Hills and University Heights Branch Libraries; and several public and private schools. ~~Private institutional uses often require a Conditional Use Permit or other type of discretionary permit per the San Diego Municipal Code.~~

## d. Parks and Open Space

Parks and open space areas fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources and protection of views, and providing visual relief in a built-out urban environment. In the Uptown community, open space primarily consists of the steep, undeveloped canyons that also provide opportunity for recreational trail use. Just outside of the southeastern boundary of the CPU area is the extensive active open space/recreational areas of Balboa Park. Refer to Figure 6.12-2 in the Public Services and Facilities section for the location of existing parks. is generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources.

~~Protection of resources within lands designated as Open Space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands (ESL) Regulations. The City has pursued acquisition of private parcels or acquisition of easement as a means of conserving open space resources and protecting environmentally sensitive areas from development.~~

Table 2-1, Uptown Existing Land Use provides the acreage of land area covered by land use category for the existing conditions. Descriptions of the categories from the City's General Plan Land Use and Community Planning Element (Table LU-4) that are applicable to the Uptown community are presented in Table 5-1, General Plan Land Use Categories. Application of these categories for consistency with the General Plan Land Use and Community Planning elements is accomplished with approval of individual community plan updates.

### 2.3.1.2 Adopted Uptown Community Plan

The adopted Uptown Community Plan (1988) covers approximately 2,700 acres. The adopted Community Plan provides more detailed land use, design, roadway, and implementation information than what is found at the General Plan level. The adopted community plan identifies key issues in the community and enumerates a set of objectives to achieve the community's vision. Specific goals, objectives, and policies to implement the adopted Uptown Community Plan are contained in its elements: Residential, Commercial, Transportation, Community Facilities, and Services; Open Space and Recreation; Conservation, Cultural, and Heritage Resources; and Urban Design. The adopted Uptown Community Plan would be replaced by the proposed Uptown CPU. Table 2-2 lists the land uses and population at build-out of the adopted Uptown Community Plan compared to existing conditions.

| <b>Table 2-2<br/>Existing Land Use and Population versus Adopted Community Plan</b>                                                                                            |                         |                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------|
| <u>Land Use</u>                                                                                                                                                                | <u>Existing</u>         | <u>Adopted Community Plan<br/>Build-Out (2035)</u> |
| <u>Residential (dwelling units)</u>                                                                                                                                            |                         |                                                    |
| <u>Single-Family</u>                                                                                                                                                           | <u>7,540</u>            | <u>5,540</u>                                       |
| <u>Multi-Family<sup>1</sup></u>                                                                                                                                                | <u>15,620</u>           | <u>29,060</u>                                      |
| <b><u>SUBTOTAL<sup>2</sup></u></b>                                                                                                                                             | <b><u>23,160</u></b>    | <b><u>34,600</u></b>                               |
| <u>Non-Residential (square feet)</u>                                                                                                                                           |                         |                                                    |
| <u>Commercial</u>                                                                                                                                                              | <u>4,184,170</u>        | <u>4,783,000</u>                                   |
| <u>Industrial</u>                                                                                                                                                              | <u>19,710</u>           | <u>=</u>                                           |
| <u>Institutional</u>                                                                                                                                                           | <u>2,627,550</u>        | <u>2,314,900</u>                                   |
| <u>Hotels</u>                                                                                                                                                                  | <u>366,460</u>          | <u>174,000</u>                                     |
| <u>Recreation</u>                                                                                                                                                              | <u>31,110</u>           | <u>31,100</u>                                      |
| <b><u>SUBTOTAL<sup>2</sup></u></b>                                                                                                                                             | <b><u>7,229,000</u></b> | <b><u>7,303,000</u></b>                            |
| <u>Population of Community</u>                                                                                                                                                 |                         |                                                    |
| <u>Population</u>                                                                                                                                                              | <u>36,750</u>           | <u>58,870<sup>3</sup></u>                          |
| <sup>1</sup> All dwelling units that are not single-family were counted as multi-family. This includes dwelling units on other land uses such as commercial and institutional. |                         |                                                    |
| <sup>2</sup> Total area may not match the sum of listed areas due to rounding.                                                                                                 |                         |                                                    |
| <sup>3</sup> Estimated population under the adopted community plan at year 2035.                                                                                               |                         |                                                    |

## 2.3.2 Visual Effects and Neighborhood Character

### 2.3.2.1 Existing Context and Urban Form

#### a. Neighborhood Centers and Nodes

Urban design is influenced by land use; residential is the predominant land use in Uptown, but there are also several nodes of retail, office, and mixed-use, creating centers within each of Uptown's neighborhoods. These centers are generally located along the major transportation corridors. These neighborhood centers form a basis for locating village place types identified by the General Plan.

In the Uptown CPU area, the most significant concentration of the village-like development is in the Hillcrest core, where several major transportation corridors intersect. University Avenue is the anchor corridor of the urban village, which is characterized largely by commercial services and retail development. Key intersections (between First Avenue and Fifth Avenue) within this center act as additional nodes where pedestrians and commercial uses activate the environment along the street. The Hillcrest core extends to from Robinson Street to Washington Street between First and Fifth avenues, and includes residential uses and a variety of commercial use including retail, restaurants, and medical facilities.

Washington Street west of the Hillcrest core, centered at the intersection of Washington and Goldfinch, functions as a center for the Mission Hills neighborhood. This center includes more recent multi-unit, mid-rise residential buildings, many of which include pedestrian-oriented retail on the ground floor.

Smaller neighborhood-scale community centers also exist in Uptown's residential neighborhoods, such as on Park Boulevard and Adams Avenue in University Heights, Fifth Avenue and Laurel Street in Bankers Hill/Park West, and along India Street in Middletown. Within these mixed-use areas, pedestrian-oriented streets and building frontages create public space, which serves the adjacent residential areas and attracts visitors. Neighborhood centers and nodes are illustrated in Figure 2-5.

The concentration of hospitals and medical support uses in the Medical Complex neighborhood forms a community center with an important employment component. While the medical developments themselves have a distinct physical form and are visible landmarks, the distribution of commercial office uses along Fourth and Fifth avenues also provides a distinct personality to these north-south corridors.

Buildings such as St. Paul's Cathedral, the Fifth Avenue Financial Building, Village Hillcrest, and the Teachers Training annex are among those that serve as identifiable landmarks. The community's gateways and bridges are also landmarks. These include Uptown's pedestrian bridges (Quince, Spruce, and Vermont streets bridges), the First Avenue Bridge over Maple Canyon, the historic gateway signs (Hillcrest, Mission Hills, and University Heights), and the River Rock neighborhood identity markers indicating entrance into University Heights. Landmarks and gateways are important components of urban design, because they create discernible markers of neighborhood distinction. Landmarks and gateways in Uptown are illustrated in Figure 2-6.

## **b. Built Form and Development**

Uptown's physical form and architectural character is a product of its history. Uptown has been valued for its proximity to Downtown and its unobstructed views of the harbor, and includes a variety of architectural styles and mature landscapes dating to the City's early history. Infill development and the replacement and modification of buildings have occurred during past decades.

## **c. Canyons and Views**

Due to its diverse topography, Uptown has prominent view corridors, offering views to Downtown, Balboa Park, Mission Valley, the San Diego Bay, and Mission Bay. Public view corridors are located along public streets and transportation corridors with views of areas such as the San Diego Bay, Mission Bay, Balboa Park, Mission Valley, and open spaces areas and canyons.

## **2.3.3 Transportation and Circulation**

The Uptown Community Plan area is identified in the General Plan's Land Use and Street System Map (contained in the Land Use and Community Planning Element, Figure LU-2). Traffic circulation patterns within the Uptown community are reflective of the fact that freeways and/or highways form the western and southern (I-5) boundaries of the Uptown community and another freeway (Interstate 8 [I-8]) is just to the north of the Uptown planning area. In addition, SR-163 traverses the Uptown Community Plan area, resulting in the use of local roads for trucking and transport of goods occurs within the CPU area on these between the freeways and on local roads.

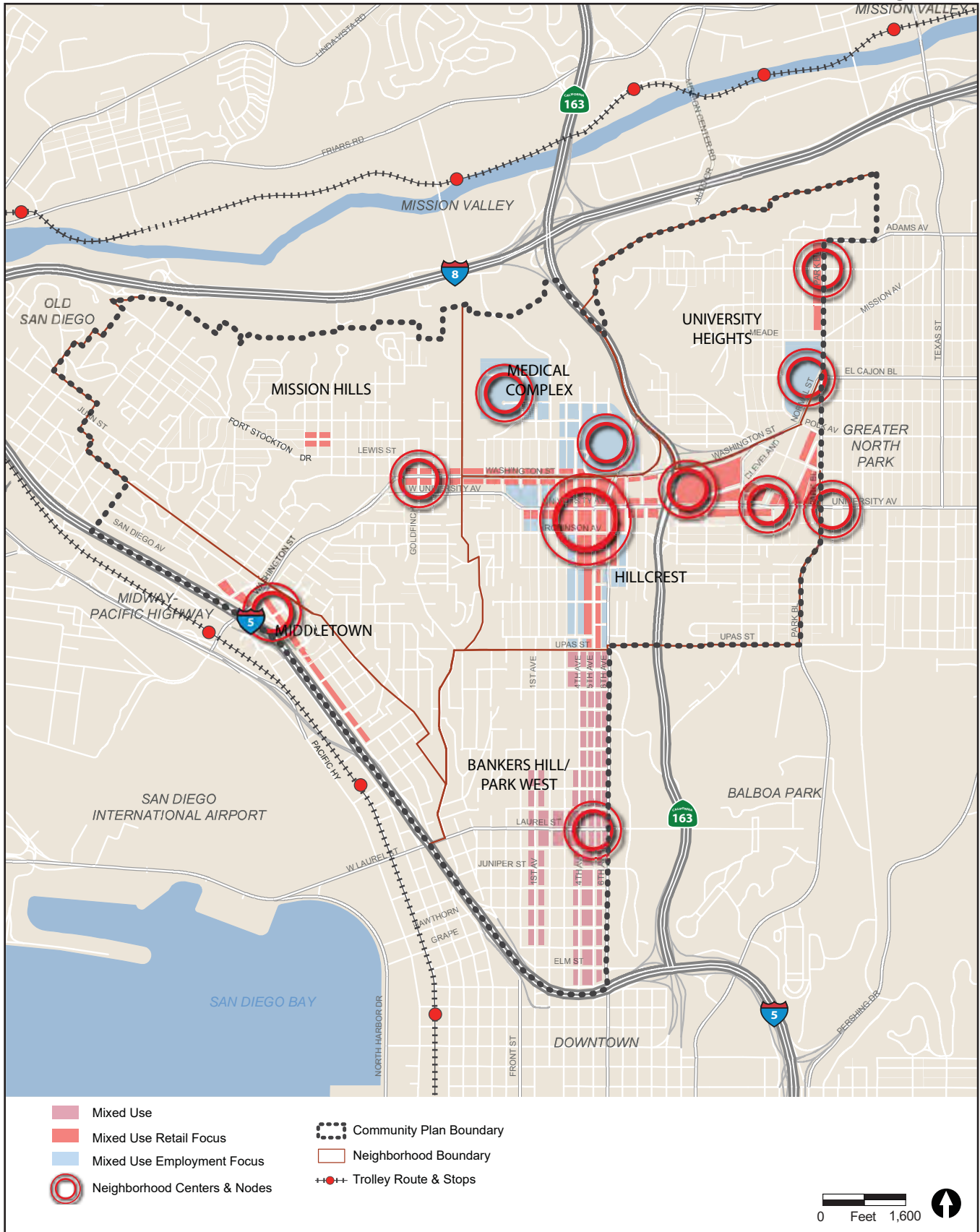


FIGURE 2-5  
Neighborhood Centers and Nodes – Uptown



FIGURE 2-6  
Landmarks and Gateways – Uptown

### 2.3.3.1 Roadways and Access

Freeway and/or highway access in the vicinity of the Uptown planning area is provided via I-5, Interstate 15 (I-15), Interstate 805 (I-805), and SR-163, which are north-south routes and State Route 94 (SR-94), which is an east-west route. I-8 is an east-west freeway located just north of the Uptown community. These highways improved regional accessibility and separate the Uptown community from central San Diego. Due to the topography of the Uptown community, in many places these facilities are below-grade to the surrounding developed land uses.

Major roadways within the Uptown community generally run in an east-west direction. The most prominent are University Avenue and Washington Street in the northern part of Uptown and Laurel Street in the southern part. Prominent north-south roadways include First, Fourth, and Fifth avenues and Park Boulevard. Traffic on several roadway segments within the Uptown community currently exceeds acceptable levels as defined by City thresholds.

### 2.3.3.2 Public Transportation

The City works with local agencies to provide transportation systems for its residents and visitors. Bus (including Bus Rapid Transit) and trolley service, as well as commuter rail stations, are served by the San Diego Metropolitan Transit System (MTS) and the North County Transit District. The Uptown community is served by the San Diego trolley (light rail) line and bus service operated by MTS. The trolley, which parallels I-5, has transit stops adjacent to the Uptown CPU area.

#### **a. ~~Bus Rapid Transit (BRT)~~**

~~BRT-Rapid transit is corridor-level service providing fast and frequent transit services that are designed to take advantage of both freeway improvements, such as High Occupancy Vehicle and managed lanes, and arterial improvements in order to serve longer distance regional trips. The Rapid Transit service on arterials will operate on arterial roadways and provide limited-stop, high-speed service along several key corridors throughout the region, supplementing existing local bus service.~~

#### **b. Light Rail Transit (LRT)**

LRT is a type of transit vehicle and service that uses steel wheels and operates over railroad tracks. LRT systems generally serve stations averaging one mile apart, are not remotely controlled, and can operate in a separated right-of-way or on public streets. The San Diego Trolley is a LRT system.

#### **c. ~~Rapid Bus (also known as Arterial Rapid Transit)~~**

~~Rapid Bus or Arterial Rapid Transit (ART) provides rapid and frequent transit service along arterials that use signal priority and queue jumper lanes at major intersections.~~

**cd. Streetcar**

Streetcars are electric-powered rail vehicles designed for short-distance trips with station spacing every few blocks or every quarter mile on average. Typical speeds are up to the speed limit of the street they operate on, generally averaging 12 miles per hour (with stops). They are designed for dense urban areas, such as downtown areas, and they integrate well with street traffic, signals, and pedestrians. They operate either in mixed traffic with automobiles or on a dedicated right-of-way and would accommodate up to 100 passengers per car.

**2.3.3.3 Rail**

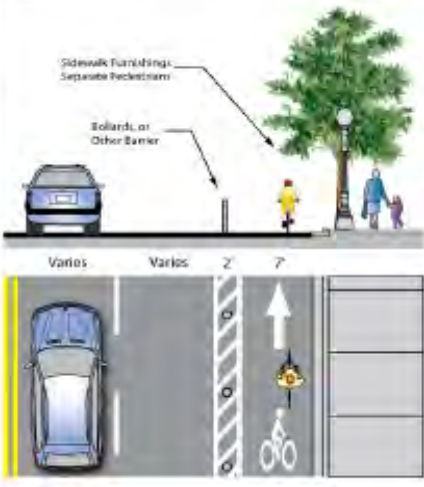

In addition to the local light rail system, the San Diego and Imperial Valley Railroad operates at night along separate tracks paralleling the trolley tracks, and the Burlington Northern Santa Fe Railroad operates freight trains on separate tracks located west of Harbor Drive (City of San Diego 2013).

**2.3.3.4 Bicycle Facilities**

Types of bicycle facilities include bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV). Bicycle boulevards and cycle tracks are additional facilities that are not defined by the California Department of Transportation (Caltrans) and are not part of the existing bicycle network in the Uptown community (Table 2-32).



**Table 2-3  
Regional Corridor Classification System**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Cycle Tracks</b></p> <p>A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. Development of cycle track on segments of the regional corridor system is proposed through experimental, pilot projects.</p>                                                                                                                                                                                                                                                                                                   |  <p>The diagram illustrates a cross-section of a cycle track. On the left is a car lane. To its right is a cycle track separated by bollards or other barriers. Further right is a sidewalk with trees, a street lamp, and pedestrians. Labels include 'Sidewalk Furnishings Separate Pedestrians' and 'Bollards, or Other Barrier'. Below the diagram are three lane width specifications: 'Varies' for the car lane, 'Varies' for the cycle track, and '2' and '7' for the sidewalk width.</p>                                |
| <p><b>Bicycle Boulevards</b></p> <p>Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, typically without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments applied to create a bike boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. Bicycle boulevards are not defined as bikeways by Caltrans Highway Design Manual; however, the basic design features of bicycle boulevards comply with Caltrans standards.</p> |  <p>The diagram shows a street layout for a bicycle boulevard. It features a central street with various traffic calming measures: 'Stop signs on cross streets to give priority to bicycle movement', 'Mini traffic circles and raised humps serve as traffic calming devices', and 'Vehicle speed bumps. Microbute crosswalks'. It also shows 'Bicycle boulevard signs and pavement markings serve as warning devices and reinforce that bicyclists are a preferred mode'. A 'Bicycle boulevard sign' is also indicated.</p> |

## 2.3.4 Air Quality

The Uptown planning area is located within the San Diego Air Basin (SDAB) of the San Diego Air Pollution Control District (SDAPCD), between 0.5 mile and 2.4 miles northeast of the San Diego Bay. Air quality conditions and local climate are described in this section.

### 2.3.4.1 Climate

The San Diego region, including the Uptown community, is influenced by proximity to the Pacific Ocean and semi-permanent high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The Uptown CPU area is subject to frequent offshore breezes. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas.

The Uptown community, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature at San Diego International Airport, recorded near downtown San Diego and Uptown, is 64 degrees Fahrenheit (°F). The average annual precipitation for the area is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 49°F, and summer mean high temperatures average 74°F based on the measurements taken at the San Diego International Airport.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than what occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the San Diego Air Basin (SDAB). Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level (MSL). In winter, the morning inversion layer is about 800 feet above MSL. In summer, the morning inversion layer is about 1,100 feet above MSL. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada to Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

### **2.3.4.2 Existing Air Quality**

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (EPA). The San Diego Air Pollution Control District (APCD) maintains 11 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these 11 stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The air quality monitoring station nearest the Uptown CPU area is the San Diego–Beardsley Street monitoring station that is located at 1110 Beardsley and monitors the following pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>) and particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). The sulfur dioxide (SO<sub>2</sub>) monitors were decommissioned in 2012, as this pollutant is less of a concern in the SDAB. Table 2-43 provides a summary of measurements of O<sub>3</sub>, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> collected at the Beardsley Street monitoring station for the years 2010 through 2014.

### **2.3.4.3 Regional Background Toxic Air Pollutants**

The San Diego APCD samples for toxic air contaminants at the El Cajon and Chula Vista monitoring stations. Excluding diesel particulate emissions, data from these stations indicate that the background cancer risk in 2008 due to air toxics was 135 in one million in Chula Vista and 150 in one million in El Cajon. There is no current methodology for directly measuring diesel particulate concentrations. Based on CARB estimates, diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in San Diego County.

Thus the combined background ambient cancer risk due to air toxics in the urbanized areas of San Diego County could potentially range from around 555 to 570 in one million. As such, diesel particulate matter is the air toxic of primary concern on a regional basis.

| <b>Table 2-4</b>                                                                                                                                                                                                                                                                                                                                                           |       |                 |       |       |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------------|-------|-------|-------|
| <b>Summary of Air Quality Measurements Recorded at the San Diego-1110 Beardsley Street Monitoring Station</b>                                                                                                                                                                                                                                                              |       |                 |       |       |       |
| Pollutant/Standard                                                                                                                                                                                                                                                                                                                                                         | 2010  | 2011            | 2012  | 2013  | 2014  |
| <b>Ozone</b>                                                                                                                                                                                                                                                                                                                                                               |       |                 |       |       |       |
| Days State 1-hour Standard Exceeded (0.09 ppm)                                                                                                                                                                                                                                                                                                                             | 0     | 0               | 0     | 0     | 1     |
| Days Federal 8-hour Standard Exceeded (0.075 ppm)                                                                                                                                                                                                                                                                                                                          | 0     | 0               | 0     | 0     | 0     |
| Days State 8-hour Standard Exceeded (0.07 ppm)                                                                                                                                                                                                                                                                                                                             | 0     | 0               | 0     | 0     | 2     |
| Max. 1-hr (ppm)                                                                                                                                                                                                                                                                                                                                                            | 0.078 | 0.082           | 0.071 | 0.063 | 0.093 |
| Max. 8-hr (ppm)                                                                                                                                                                                                                                                                                                                                                            | 0.066 | 0.061           | 0.065 | 0.053 | 0.072 |
| <b>Carbon Monoxide</b>                                                                                                                                                                                                                                                                                                                                                     |       |                 |       |       |       |
| Days Federal 8-hour Standard Exceeded (35 ppm)                                                                                                                                                                                                                                                                                                                             | 0     | 0               | 0     | 0     | 0     |
| Days State 8-hour Standard Exceeded (20 ppm)                                                                                                                                                                                                                                                                                                                               | 0     | 0               | 0     | 0     | 0     |
| Max. 1-hr (ppm)                                                                                                                                                                                                                                                                                                                                                            | 2.8   | 2.8             | 2.6   | 3.0   | 2.7   |
| Max. 8-hr (ppm)                                                                                                                                                                                                                                                                                                                                                            | NA    | NA              | NA    | NA    | NA    |
| <b>Nitrogen Dioxide</b>                                                                                                                                                                                                                                                                                                                                                    |       |                 |       |       |       |
| Days Federal 1-hour Standard Exceeded (0.10 ppm)                                                                                                                                                                                                                                                                                                                           | 0     | 0               | 0     | 0     | 0     |
| Days State 1-hour Standard Exceeded (0.18 ppm)                                                                                                                                                                                                                                                                                                                             | 0     | 0               | 0     | 0     | 0     |
| Max 1-hr (ppm)                                                                                                                                                                                                                                                                                                                                                             | 0.077 | 0.067           | 0.065 | 0.072 | 0.075 |
| Annual Average (ppm)                                                                                                                                                                                                                                                                                                                                                       | 0.015 | 0.014           | 0.013 | 0.014 | 0.026 |
| <b>Sulfur Dioxide<sup>a</sup></b>                                                                                                                                                                                                                                                                                                                                          |       |                 |       |       |       |
| Days State 24-hour Standard Exceeded (0.04 ppm)                                                                                                                                                                                                                                                                                                                            | 0     | 0               | NA    | NA    | NA    |
| Max 24-hr (ppm)                                                                                                                                                                                                                                                                                                                                                            | 0.002 | 0.003           | NA    | NA    | NA    |
| Annual Average (ppm)                                                                                                                                                                                                                                                                                                                                                       | 0.000 | NA <sup>b</sup> | NA    | NA    | NA    |
| <b>PM<sub>10</sub></b>                                                                                                                                                                                                                                                                                                                                                     |       |                 |       |       |       |
| Days State 24-hour Standard Exceeded (50 µg/m <sup>3</sup> ) <sup>b</sup>                                                                                                                                                                                                                                                                                                  | 0     | 0               | 0     | 6     | 4     |
| Days Federal 24-hour Standard Exceeded (150 µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                            | 0     | 0               | 0     | 0     | NA    |
| Max. Daily—Federal (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                    | 40.0  | 48.0            | 45    | 90    | NA    |
| Max. Daily—State (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                      | 40.0  | 49.0            | 47    | 92    | 59.0  |
| Federal Annual Average (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                | 22.8  | 23.3            | 21.8  | 24.9  | NA    |
| State Annual Average (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                  | 23.4  | 24.0            | 22.2  | 25.4  | NA    |
| <b>PM<sub>2.5</sub></b>                                                                                                                                                                                                                                                                                                                                                    |       |                 |       |       |       |
| Days Federal 24-hour Standard Exceeded (35 µg/m <sup>3</sup> ) <sup>b</sup>                                                                                                                                                                                                                                                                                                | 0     | 0               | 1     | 1.1   | 1     |
| Max. Daily—Federal (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                    | 29.7  | 34.7            | 39.8  | 37.4  | 37.2  |
| Max. Daily—State (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                      | 31.0  | 35.5            | 39.8  | 37.4  | 37.2  |
| Federal Annual Average (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                | 10.4  | 10.8            | 11.0  | 10.3  | NA    |
| State Annual Average (µg/m <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                  | NA    | 10.9            | NA    | 10.4  | NA    |
| SOURCE: State of California 2015b                                                                                                                                                                                                                                                                                                                                          |       |                 |       |       |       |
| NA = Not available.                                                                                                                                                                                                                                                                                                                                                        |       |                 |       |       |       |
| <sup>a</sup> The SO <sub>2</sub> monitor was decommissioned on June 30, 2011.                                                                                                                                                                                                                                                                                              |       |                 |       |       |       |
| <sup>b</sup> Calculated days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. The number of days above the standard is not necessarily the number of violations of the standard for the year. |       |                 |       |       |       |

## 2.3.5 Greenhouse Gas Emissions

The Uptown Community Plan area is currently a source of anthropogenic greenhouse gas (GHG), with emissions generated by vehicular traffic and by the energy use, water use, and solid waste disposal practices of existing development.

### 2.3.5.1 State and Regional GHG Inventories

#### a. CARB Inventory

The CARB performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO<sub>2</sub> equivalent (MMT CO<sub>2</sub>E). Table 2-54 shows the estimated statewide GHG emissions for the years 1990, 2008, and 2012.

As shown in Table 2-54, statewide GHG source emissions totaled approximately 427 MMT CO<sub>2</sub>E in 1990, 487 MMT CO<sub>2</sub>E in 2008, and 459 MMT CO<sub>2</sub>E in 2012. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. CARB has adopted multiple GHG emission reduction measures, and most of the reductions since 2008 have been driven by economic factors (recession), previous energy-efficiency actions, and the Renewables Portfolio Standard. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. The forestry sector is unique because it not only includes emissions associated with harvest, fire, and land use conversion (sources), but also includes removals of atmospheric carbon dioxide (CO<sub>2</sub>; sinks) by photosynthesis, which is then bound (sequestered) in plant tissues.

| <b>Table 2-5<br/>California GHG Emissions by Sector in 1990, 2008, and 2012</b>                                                            |                                                                                            |                                                                                            |                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <b>Sector</b>                                                                                                                              | <b>1990<sup>1</sup><br/>Emissions in<br/>MMT CO<sub>2</sub>E<br/>(% total)<sup>2</sup></b> | <b>2008<sup>3</sup><br/>Emissions in<br/>MMT CO<sub>2</sub>E<br/>(% total)<sup>2</sup></b> | <b>2012<br/>Emissions in<br/>MMT CO<sub>2</sub>E<br/>(% total)<sup>2</sup></b> |
| Sources                                                                                                                                    |                                                                                            |                                                                                            |                                                                                |
| Agriculture                                                                                                                                | 23.4 (5%)                                                                                  | 37.99 (8%)                                                                                 | 37.86 (8%)                                                                     |
| Commercial                                                                                                                                 | 14.4 (3%)                                                                                  | 13.37 (3%)                                                                                 | 14.20 (3%)                                                                     |
| Electricity Generation                                                                                                                     | 110.6 (26%)                                                                                | 120.15 (25%)                                                                               | 95.09 (21%)                                                                    |
| High GWP                                                                                                                                   | --                                                                                         | 12.87 (3%)                                                                                 | 18.41 (4%)                                                                     |
| Industrial                                                                                                                                 | 103.0 (24%)                                                                                | 87.54 (18%)                                                                                | 89.16 (19%)                                                                    |
| Recycling and Waste                                                                                                                        | --                                                                                         | 8.09 (2%)                                                                                  | 8.49 (2%)                                                                      |
| Residential                                                                                                                                | 29.7 (7%)                                                                                  | 29.07 (6%)                                                                                 | 28.09 (6%)                                                                     |
| Transportation                                                                                                                             | 150.7 (35%)                                                                                | 178.02 (37%)                                                                               | 167.38 (36%)                                                                   |
| Forestry (Net CO <sub>2</sub> flux)                                                                                                        | -6.69                                                                                      | --                                                                                         | --                                                                             |
| Not Specified                                                                                                                              | 1.27                                                                                       | --                                                                                         | --                                                                             |
| <b>TOTAL</b>                                                                                                                               | <b>426.6</b>                                                                               | <b>487.10</b>                                                                              | <b>458.68</b>                                                                  |
| SOURCE: California Energy Commission (CEC) 2014, CARB 2007 & 2014a                                                                         |                                                                                            |                                                                                            |                                                                                |
| <sup>1</sup> 1990 data was retrieved from the CARB 2007 source.                                                                            |                                                                                            |                                                                                            |                                                                                |
| <sup>2</sup> Percentages may not total 100 due to rounding.                                                                                |                                                                                            |                                                                                            |                                                                                |
| <sup>3</sup> 2008 and 2012 data was retrieved from the CARB 2014a source.                                                                  |                                                                                            |                                                                                            |                                                                                |
| <sup>4</sup> Reported emissions for key sectors. The inventory totals for 2008 and 2012 did not include Forestry or Not Specified sources. |                                                                                            |                                                                                            |                                                                                |

## b. City of San Diego CAP Inventory

A San Diego regional emissions inventory prepared as part of the City of San Diego's Climate Action Plan reported GHG emissions totaling approximately 13 MMT CO<sub>2</sub>E in 2010. Similar to the statewide emissions, transportation-related GHG emissions contributed the most Citywide, followed by emissions associated with energy use.

### 2.3.6 Noise

Existing conditions related to the noise environment are included in Section 6.6.1 of the PEIR. The following background information provides additional context related to evaluating the noise environment.

#### 2.3.6.1 Existing Noise Environment

Noise sensitive receptors are land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common noise sensitive uses include: residences, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space. Existing noise sources in the CPU area include motor vehicle and

stationary sources. Stationary noise sources include industrial and commercial operations. Noise from these sources can conflict with existing noise sensitive receptors.

### **2.3.6.2 Fundamentals of Noise**

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors including the distance from the source, geometric spreading, ground absorption and atmospheric effects, as well as shielding by natural and/or manmade features. Noise is unwanted or disturbing sound.

The noise descriptors used in the environmental analysis (Chapter 6.0) are the decibel (dB), A-weighted decibel (dBA), 1-hour average-equivalent noise level ( $L_{eq}$ ), and the community noise equivalent level (CNEL). The hourly equivalent sound level ( $L_{eq}$ ) is the average dBA sound level over a 1-hour period. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Similar to  $L_{eq}$ , the CNEL is a 24-hour average A-weighted decibel sound level. However, CNEL also incorporates a 5 dBA penalty to sound levels occurring between 7:00 p.m. and 10:00 p.m., and 10 dBA penalty to sound levels occurring between 10:00 p.m. and 7:00 a.m. The additional 5 dBA and 10 dBA penalties during evening and nighttime hours, respectively, are intended to account for the added sensitivity of humans to noise during these time periods. For example, although a noise level of 60 dBA is typically considered acceptable during the day, during rest hours that same 60 dBA noise level may be considered a nuisance. CNEL values are typically used in land use planning to evaluate the compatibility of adjacent land uses.

The subsections below further describe elements and measures of noise.

#### **a. Frequency and Hertz**

A continuous sound can be described by its frequency (pitch) and its amplitude (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch, like the low notes on a piano, whereas high-frequency sounds are high in pitch, like the high notes on a piano. Frequency is expressed in terms of oscillations, or cycles, per second. Cycles per second are commonly referred to as Hertz (Hz). High frequencies are sometimes more conveniently expressed in units of kilo-Hertz (kHz) or thousands of Hertz. The extreme range of frequencies that can be heard by the healthiest human ear spans from 16 to 20 Hz on the low end to about 20,000 Hz (or 20 kHz) on the high end.

#### **b. Sound Pressure Levels and Decibels**

The amplitude of a sound determines its loudness. Loudness of sound increases and decreases with its amplitude. Sound pressure levels are described in units called the decibel. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

### c. A-weighted Decibels

The human ear is not equally sensitive to all frequencies within the sound spectrum. Human hearing is limited not only in the range of audible frequencies but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter.

The A-scale weighting network approximates the frequency response of the average healthy ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels [dB(A)]. All sound levels discussed in the PEIR analysis (Chapter 6.0) are A-weighted. Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 2-6.

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1.5 dB(A) under certain conditions. Outside such controlled conditions, the average healthy ear can barely perceive changes of 3 dB(A), a change of 5 dB(A) is readily perceptible; and an increase (decrease) of 10 dB(A) sounds twice (half) as loud.

| Table 2-6<br>Typical Sound Levels in the Environment and Industry |                     |                                                                  |
|-------------------------------------------------------------------|---------------------|------------------------------------------------------------------|
| Common Outdoor Activities                                         | Noise Level [dB(A)] | Common Indoor Activities                                         |
| —                                                                 | 110                 | Rock band                                                        |
| Jet fly over at 300 m (1000 feet)                                 | 100                 | —                                                                |
| Gas lawn mower at 1 m (3 feet)                                    | 90                  | —                                                                |
| Diesel truck at 15 m (50 feet),<br>at 80 km/hr (50 mph)           | 80                  | Food blender at 1 m (3 feet)<br>Garbage disposal at 1 m (3 feet) |
| Noisy urban area, daytime<br>Gas lawn mower at 30 m (100 feet)    | 70                  | Vacuum cleaner at 3 m (10 feet)                                  |
| Commercial area<br>Heavy traffic at 90 m (300 feet)               | 60                  | Normal speech at 1 m (3 feet)                                    |
| Quiet urban daytime                                               | 50                  | Large business office<br>Dishwasher next room                    |
| Quiet urban nighttime                                             | 40                  | Theater, large conference room<br>(background)                   |
| Quiet suburban nighttime                                          | 30                  | Library                                                          |
| Quiet rural nighttime                                             | 20                  | Bedroom at night, concert hall<br>(background)                   |
| —                                                                 | 10                  | Broadcast/recording studio                                       |
| Lowest threshold of human hearing                                 | 0                   | Lowest threshold of human hearing                                |

SOURCE: Caltrans 2013



## **d. Noise Descriptors**

The two noise metrics used in the analysis (Chapter 6.0) are the equivalent noise level ( $L_{eq}$ ) and the CNEL.

### ***Equivalent Noise level ( $L_{eq}$ )***

The equivalent sound level ( $L_{eq}$ ) is also referred to as the time-average sound level. It is the equivalent steady state sound level, which in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. The period of time averaging may be specified;  $L_{eq}(3)$  would be a three-hour average. When no period of time is specified, a one-hour average is assumed. The one-hour A-weighted equivalent sound level is the energy average of the A-weighted sound levels occurring during a one-hour period. It is important to understand that noise of short duration, that is, times substantially less than the averaging period, is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

### ***Community Noise Equivalent Level (CNEL)***

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. Thus, the CNEL was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased noise sensitivity during the evening (7:00 P.M. to 10:00 P.M.) and nighttime hours (10:00 P.M. to 7:00 A.M.) by adding five and ten decibels, respectively, to the average sound levels occurring during these hours.

## **2.3.6.3 Vibration**

Groundborne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent structures. The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz. The normal frequency range of most groundborne vibration that can be felt generally ranges from a low frequency of less than 1 Hz to a high of about 200 Hz.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. When vibration encounters a building the overall vibration level is typically reduced;

however, under certain circumstances, vibration can be amplified due to structural resonances of the floors and walls.

Vibration levels are usually expressed as single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second. Since it is related to the stresses that are experienced by buildings, PPV is often used in monitoring of blasting vibration. Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response since it takes some time for the human body to respond to vibrations.

## 2.3.7 Historical Resources

Historical resources (also referred to as cultural resources) are physical features, both natural and constructed, which reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. For purposes of the PEIR, historical resources consist of archaeological sites, tribal cultural resources, and built environment resources that are determined to be significant under California Environmental Quality Act (CEQA).

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both. Historic archaeological resources are those dating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

### 2.3.7.1 Prehistory

The prehistoric cultural sequence for what is now San Diego County is generally thought of as three basic periods: Paleoindian, locally characterized by the San Dieguito complex; Archaic, characterized by the cobble and core technology of the La Jollan and Pauma complexes; and Late Prehistoric, marked by the appearance of ceramics, small arrow points, and cremation burial practices. Late Prehistoric materials in southern San Diego County, known as Yuman I and Yuman II, are believed to represent the ancestral Kumeyaay (AECOM 2015).

By the time Spanish colonists began to settle in Alta California in 1769, the areas that are now part of the Uptown community were within the territory of the Kumeyaay people, a group of exogamous, nontotemic territorial bands with patrilineal descent. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For people in the area that is now Uptown, grass seeds were probably the primary food, supplemented by various other seeds such as sage (*Salvia* spp.), sagebrush (*Artemisia californica*), lamb's quarters (*Chenopodium album*), and pine nuts

(*Pinus* sp.). Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, taking them with lines, nets, and bows and arrows. Balsas or reed boats were used. Shellfish and other littoral resources were important to coastal people, too. Settlements were moved seasonally to areas where wild foods were in season. For example, inland bands might have moved into desert areas in the spring to gather agave (*Agave deserti*), then to higher-altitude areas in the fall to gather acorns. Coastal bands lived in more or less permanent villages focused on more seasonally stable inshore and littoral resources. However, they often traveled to the area that is now Torrey Pines and La Rumarosa (in northern Baja California) to harvest pine nuts, for example, and to Cuyamaca and Mount Laguna for acorns (AECOM 2015).

There is one named Kumeyaay village identified in the vicinity of the community of Uptown, the village of *Cosoy/Kosaii/Kosa'aay*. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River, which is located approximately 0.5 mile from the Uptown Community Plan area, provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Although the actual location of the village is unknown, it is reported that a site called *Cosoy/Kosaii/Kosa'aay* by the Native Americans was in the vicinity of Presidio Hill and Old Town, located less than one mile west of the Uptown Community Plan area boundary. Additionally, two named Kumeyaay villages or *rancheria* may lie to the southeast of the Uptown Community Plan area, in the vicinity of Golden Hill. The village, or *rancheria of Los Choyas*, was located near the mouth of Los Chollas Creek. The village of *Pu-Shuyi* was located near the foot of modern-day Market Street (AECOM 2015).

### 2.3.7.2 History

In the mid-19th century, San Diego had approximately 650 residents. However, new arrivals were transforming the small Mexican community into a growing commercial center. In 1867, Alonzo Erastus Horton acquired nearly 1,000 acres of land two miles south of "Old Town", where downtown San Diego sits today. Dubbed "New San Diego", Horton orchestrated the creation of a new city center, relocating the city's first bank, main newspaper, and several government buildings to this site. Thus Old Town was supplanted as the city's primary commercial center. The arrival of the railroad in the 1880s linked San Diego with the eastern United States and sparked its first building boom. By 1887, San Diego's population had spiked to 40,000, and large tract of new development began to appear on the hills immediately adjacent to downtown.

By 1892, substantial infrastructure improvements were underway, including public utilities, street paving, sewer systems, and the electrification of the streetcar system. These improvements would be critical to the development of new suburbs surrounding downtown and the 1,400-acre City Park (Balboa Park), including present-day Uptown and the communities of North Park and Golden Hill.

The completion of a transcontinental rail line in 1885 was a catalyst for the first notable wave of development in Uptown. At the time, speculation still abounded, but a substantial number of homes were constructed near the southern border of Uptown, in present-day Park West. Over the next two decades, new development shifted north towards present-day Hillcrest and University Heights, due in large part to the construction of several public transit lines. Development at this time was

primarily residential, but by the early 1900s the area was also home to several businesses, a state Normal School, and a popular public park.

Development activity accelerated once more in anticipation of the much awaited 1915 Panama-California Exposition. By the 1920s, both Park West and Hillcrest were almost entirely developed, and the more distant communities of University Heights and Mission Hills were nearly built out by the 1930s. Following the Great Depression and World War II, Uptown was the target of several redevelopment efforts and witnessed a considerable amount of physical change. Despite being bisected by Interstate 5 and State Route 163, Uptown still contains cohesive blocks of historic structures, especially in Park West, Hillcrest, and University Heights. In addition, Mission Hills has retained its historic fabric and contains a sizable concentration of single-family homes dating from the 1910s, 1920s and 1930s.

In the years following the Great Depression, Uptown experienced marked physical change. Residential construction essentially ceased, and many business ventures failed along established commercial thoroughfares. It was United States' entrance into World War II that effectively ended the economic downturn and boosted the regional economy. This was particularly true in San Diego; with its extensive military or manufacturing facilities now devoted to the defense industry, the city had received the highest per capita share of war contracts in the state. Like other large cities, San Diego's wartime and postwar population growth far outpaced its ability to provide sufficient services and housing. In response, City officials rezoned large sections of the Community Plan area to accommodate high-density residential development.

In Uptown, unimproved lots in established neighborhoods were infilled with single-family homes and residential courts inspired by Federal Housing Administration (FHA) designs. Developers of multi-family housing favored higher densities over the residential courts of the pre-war period. The result was the proliferation of the two-story stucco box apartment building, designed to maximize the number of units and provide the required the parking on a single residential lot. Development from this era reflected Post-War American values and design trends, such as automobile oriented commercial development and Modern design in both residential and commercial buildings.

As the economy slowly began to rebound, new businesses occupied existing storefronts along established commercial corridors, often renovating their facades with more contemporary details. The modernization of storefronts occurred along Main Streets and commercial corridors throughout California, and included new large display windows which allowed merchandise to be visible to passing motorists. Such changes reflect the evolution of a thriving commercial core.

The suburbanization of the Post-War period left Uptown with an aging population and deteriorating building stock by the late 1960s. The relative safety and affordability this presented attracted members of the Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) community, who established businesses and support and advocacy groups catering to the gay community beginning in the 1970s. In most instances, existing building stock was utilized and adaptively reused. The affordable housing, particularly the bungalow and apartment courts, was also attractive to those seeking a sense of community. The investment of the LGBTQ community in Uptown has led to a renaissance over the last several decades that has made Uptown a vibrant, walkable community.

Today, Uptown is best characterized in terms of its diversity. In addition to housing people from a wide variety of income levels and ethnic groups, the community boasts a built environment that is equally as eclectic, reflecting the rich history – both shared and unique – of some of San Diego’s oldest neighborhoods.

Some of the key historical themes in the evolution of the Uptown community include:

- The Railroad Boom and Early Residential Development: 1885-1909
- The Panama-California Exposition and Streetcar Suburbs: 1909-1929
- Great Depression and World War II: 1929–1948
- Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970
- Neighborhood Revitalization and the LGBT Community: 1970-Present

## **2.3.8 Biological Resources**

Uptown is one of the urban communities in the City of San Diego and is essentially completely built out. Most of each of the community plan areas are developed and consist of ornamental and non-native vegetation within the urbanized portions. Native vegetation generally occurs within the canyons and areas designated as open space where development has not occurred.

### **2.3.8.1 Soils**

The U.S. Department of Agriculture mapped the following soil series in the Uptown area: Gaviota fine sandy loam, Huerhuero loam, Olivenhain cobbly loam, Riverwash, Redding-Urban Land complex, Redding cobbly loam, terrace escarpments, made land, and urban land. Most of the Uptown area is covered by urban lands; the canyons are mostly covered by Huerhuero loam.

### **2.3.8.2 Topography**

The Uptown Community Plan area consists of the generally flat San Diego Mesa incised by steep-sided canyons draining into Mission Valley and/or the San Diego Bay basin. Current land use in the CPU area consists of developed residential communities and commercial buildings on the mesa tops, and undeveloped areas generally located on natural canyon hillsides and in canyon bottoms. The gradient of natural canyon slopes is variable but are locally steeper than 2:1 (horizontal to vertical). Manufactured slopes are locally present and where steeper than 1 ½:1 up to eight feet high or greater than eight feet high and steeper than 2:1 are considered existing non-confirming slopes.

### **2.3.8.3 Botanical Resources**

A general description of vegetation communities and land cover types mapped within the Uptown community is described below. There are seven vegetation communities and land cover types present: coastal sage scrub, chaparral, grassland, riparian scrub, eucalyptus woodland, disturbed land, and urban/developed. Acreages of vegetation communities and land cover types mapped within the CPU area is described within Section 6.8.

## a. Wetland Vegetation Communities

Wetland vegetation communities are dominated by plant species adapted to soils that have periods of prolonged saturation. Wetland vegetation communities are considered sensitive and regulated by the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and the City of San Diego. One wetland community, riparian scrub, occurs in the CPU area.

Riparian scrub is considered a sensitive wetland habitat under Environmentally Sensitive Lands (ESL) and the City of San Diego's Biology Guidelines. This vegetation community may vary from open to dense and is typically dominated by broad-leaved, winter deciduous trees and/or shrubs. It may contain an understory consisting of sub-shrubs or herbaceous species, although denser stands may prevent the development of understory vegetation. Tree species may include willows (*Salix* spp.), Fremont cottonwoods (*Populus fremontii*), and/or western sycamores (*Platanus racemosa*). Scrubs are generally dominated by riparian shrubs such as mule fat (*Baccharis salicifolia*). Riparian scrub is typically found along major drainages, but also may occur in smaller drainages.

## b. Upland Communities

Upland vegetation communities do not support wetland species. These native vegetation types occur on the drier areas of the mesa, slopes, and canyons in the CPU area. There are three vegetation communities and three land cover types in this category as described below.

### ***Grassland***

Grassland is characterized by a dense to sparse cover of native and non-native annual grasses, which may include numerous native wildflowers, particularly in years of high rainfall. Grasslands contain species including, but not limited to, needle grasses, bromes, wild oats, ryegrasses, and fescues. Typically, this community includes at least 50 percent cover of the entire herbaceous layer attributable to annual non-native grass species, although other native and non-native plant species may be intermixed.

These annual plants germinate with the onset of the rainy season and set seeds in the late winter or spring. Grassland is typically found on fine-textured, usually clay, soils that range from being moist or waterlogged in the winter to being very dry during the summer and fall. This community is found in valleys and foothills throughout much of California at elevations below 3,000 to 4,000 feet.

### ***Coastal Sage Scrub***

Coastal sage scrub is a plant community comprised of low-growing, aromatic, drought-deciduous, soft-woody shrubs that have an average height of approximately three to four feet. The plant community is typically dominated by facultatively drought-deciduous species such as California sagebrush (*Artemisia californica*), California buckwheat, and coyote bush (*Baccharis pilularis*) with non-native herbs and grasses growing between and within the shrubs. The vegetation community typically is found on low moisture-availability sites with steep, xeric slopes or clay rich soils that are slow to release stored water. These sites often include drier south- and west-facing slopes and

occasionally north-facing slopes, where the coastal sage scrub can act as a successional phase of chaparral development.

### ***Chaparral***

Chaparral is a plant community typically dominated by broad-leaved sclerophyllous shrubs or small trees that typically range in height range from four to 10 feet tall. Chaparral is typically dominated by blue-colored lilacs including Ramona lilac (*Ceanothus tomentosus* var. *olivaceus*), chaparral whitethorn (*C. leucodermis*), and hairy ceanothus (*C. oliganthus*) and may include manzanita (*Arctostaphylos* spp.), toyon (*Heteromeles arbutifolia*), sugar bush (*Rhus ovata*), and mission manzanita (*Xylococcus bicolor*). Chaparral typically is found in coastal foothills of San Diego County at elevations below 3,000 feet. It usually occupies canyon slopes or ravines where mesic conditions are present. The vegetation is usually dense, with little or no understory cover, but may include patches of bare soil. Many species in this community are adapted to repeated fires by their ability to stump sprout.

### **c. Other Land Cover Types**

Three other land cover types are present within the Uptown CPU area. All result from some sort of development, encroachment, or other human disturbance.

#### ***Urban/Developed***

Areas mapped as urban/developed include locations with residential housing, commercial, and industrial land uses. Additionally, urban/developed includes ornamental areas that have been landscaped with non-native species and are actively maintained. This land cover type is found over the majority of the Uptown CPU area.

#### ***Disturbed Land***

Disturbed land includes undeveloped areas where vegetation has been removed and supports primarily non-native plant species. These lands may have also been modified by activities such as off-road vehicle use. Disturbed land is typically located along the interface between the urban habitat areas and undeveloped canyons.

#### ***Eucalyptus Woodland***

Eucalyptus woodland is comprised of stands of eucalyptus trees (*Eucalyptus* spp.). These trees are not native to the area and are considered invasive species because of their rapid growth rate, broad cover, and allelopathic chemicals contained in their leaf litter that prevents understory species from growing. Once established, eucalyptus groves often form dense canopies that displace native habitats over time.

### **2.3.8.4 Sensitive Biological Resources**

Biological resources are considered sensitive if they are: (1) covered species or narrow endemic species under the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan and Biology Guidelines, (2) listed by state or federal agencies as threatened or endangered or are proposed for listing; (3) on California Rare Plant Rank 1B (considered endangered throughout its

range) or California Rare Plant Rank 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California (2012); or (4) considered rare, endangered, or threatened by the California Natural Diversity Data Base (CNDDDB; State of California 2014) or local conservation organizations or specialists. Noteworthy plant species are considered to be those that are on California Rare Plant Rank 3 (more information about the plant's distribution and rarity needed) and California Rare Plant Rank 4 (plants of limited distribution) of the CNPS Inventory. Sensitive vegetation communities are those identified by the CNDDDB, the Jepson Online Interchange, or identified by the City of San Diego (2012). Assessments for the potential occurrence of sensitive species are based upon review of species occurrence records from the CNDDDB, known ranges, and habitat preferences for the species relative to habitat types present in the Uptown CPU area.

### **a. Sensitive Vegetation Communities**

Sensitive vegetation communities are those communities that are of highly limited distribution. These communities may also support concentrations of sensitive plant or wildlife species. Within the City of San Diego's Biology Guidelines, upland vegetation communities have been divided into four tiers of sensitivity. Upland vegetation communities that are classified as Tier I (rare uplands), Tier II (uncommon uplands), or Tier III (common uplands) are considered sensitive by the City. Tier IV (other uplands) vegetation communities are not considered sensitive. The sensitive vegetation community tiers present in the Uptown CPU area are shown in Figure 2-7 and are summarized below.

- Coastal sage scrub, in pristine or disturbed condition, is considered sensitive by federal and state resource agencies due to the scarcity of this vegetation community and the number of sensitive species associated with it. This vegetation community is categorized as a Tier II vegetation community.
- Chaparral is categorized as a Tier IIIA vegetation community. Tier IIIA communities, although common, are considered sensitive as they may support a variety of rare plant and animal species.
- Grassland is classified as a Tier IIIB community. Tier IIIB habitat is considered less valuable than native habitat, but still provides foraging habitat for many species, particularly raptors, and may support a variety of rare plant and animal species.
- Riparian scrub is considered a sensitive wetland habitat by the City of San Diego and resource agencies.

### **b. Sensitive Plant Species**

The sensitive plant species below are known to occur within the Uptown CPU area based on information obtained from CNDDDB. Precise locations of sensitive plant species is not available at the program-level analysis conducted for this PEIR and would be identified through on-site reconnaissance and project-level analysis in conjunction with any proposed future development projects. Table 2-26 lists the sensitive plant species with known occurrences in the Uptown CPU area. General descriptions of these sensitive plant species are described below.



Image source: SanGIS (flown May 2012)



Uptown Community Plan Boundary  
 Sensitive Species (Source: CNDDB)

**Sensitive Vegetation Communities**

- Tier II
- Tier IIIA
- Tier IIIB
- Tier IV
- Wetland

0 Feet 1,800

FIGURE 2-7  
 Sensitive Biological Resources – Uptown



| <b>Table 2-7</b>                                                                            |                             |                                  |                      |                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------|-----------------------------|----------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Sensitive Plant Species Known or with the Potential to Occur in the Uptown Community</b> |                             |                                  |                      |                                                                                                                                                                      |
| Species                                                                                     | State/<br>Federal<br>Status | CNPS<br>Rare<br>Plant<br>Ranking | City of San<br>Diego | Habitat/Blooming Period                                                                                                                                              |
| <b>ANGIOSPERMS: DICOTS</b>                                                                  |                             |                                  |                      |                                                                                                                                                                      |
| <b>CACTACEAE</b>                                                                            |                             | <b>CACTUS FAMILY</b>             |                      |                                                                                                                                                                      |
| <i>Ferocactus viridescens</i><br>San Diego barrel cactus                                    | -/-                         | 2.1                              | MSCP                 | Succulent; chaparral, coastal sage scrub, valley and foothill grassland, vernal pools; blooms May-June; elevation less than 1,500 feet.                              |
| <b>CRASSULACEAE</b>                                                                         |                             | <b>STONECROP FAMILY</b>          |                      |                                                                                                                                                                      |
| <i>Dudleya variegata</i><br>Variegated dudleya                                              | -/-                         | 1B.2                             | NE,<br>MSCP          | Perennial herb; openings in chaparral, coastal sage scrub, grasslands, vernal pools; blooms May-June; elevation less than 2,000 feet.                                |
| <b>FAGACEAE</b>                                                                             |                             | <b>OAK FAMILY</b>                |                      |                                                                                                                                                                      |
| <i>Quercus dumosa</i><br>Nuttall's scrub oak                                                | -/-                         | 1B.1                             | -                    | Evergreen shrub; closed-cone coniferous forest, coastal chaparral, coastal sage scrub, sandy and clay loam soils; blooms Feb.-March; elevation less than 1,300 feet. |
| <b>LAMIACEAE</b>                                                                            |                             | <b>MINT FAMILY</b>               |                      |                                                                                                                                                                      |
| <i>Acanthomintha ilicifolia</i><br>San Diego thornmint                                      | CE/FT                       | 1B.1                             | NE,<br>MSCP          | Annual herb; chaparral, coastal sage scrub, and grasslands on friable or broken clay soils; blooms April-June; elevation less than 3,100 feet.                       |
| <b>ANGIOSPERMS: MONOCOTS</b>                                                                |                             |                                  |                      |                                                                                                                                                                      |
| <b>THEMIDACEAE</b>                                                                          |                             |                                  |                      |                                                                                                                                                                      |
| <i>Bloomeria [=Muilla] clevelandii</i><br>San Diego goldenstar                              | -/-                         | 2.1                              | MSCP                 | Perennial herb (bulbiferous); chaparral, coastal sage scrub, valley and foothill grassland, vernal pools, clay soils; blooms May; elevation 170-1,500 feet.          |
| See NOTES on next page.                                                                     |                             |                                  |                      |                                                                                                                                                                      |

| Table 2-7<br>Sensitive Plant Species Known or with the Potential to Occur in the Uptown Community                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <p><b>FEDERAL CANDIDATES AND LISTED PLANTS</b></p> <p>FE = Federally listed endangered<br/>                     FT = Federally listed threatened</p> <p><b>CITY OF SAN DIEGO</b></p> <p>NE = Narrow endemic<br/>                     MSCP = Multiple Species Conservation Program covered species</p> <p><b>CALIFORNIA NATIVE PLANT SOCIETY RARE PLANT RANKINGS</b></p> <p>1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.</p> <p>2 = Species rare, threatened, or endangered in California but more common elsewhere. The species are eligible for state listing.</p> <p>3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.</p> <p>4 = A watch list of species of limited distribution. These species need to be monitored for change in the status of their populations.</p> <p>.1 = Species seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)</p> <p>.2 = Species fairly threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)</p> <p>.3 = Species not very threatened in California (&lt;20% of occurrences threatened; low degree and immediacy of threat or no current threats known)</p> | <p><b>STATE LISTED PLANTS</b></p> <p>CE = State listed endangered</p> |

**c. Listed and MSCP-Covered Plant Species**

The sensitive plant species discussed below have known historical occurrences within the Uptown CPU area based on information obtained from CNDDDB. Precise locations of sensitive plant species are not available at the plan-level analysis conducted for this PEIR and would be identified through on-site reconnaissance in conjunction with future projects with the potential to impact sensitive biological resources. The distribution of suitable habitat within the Uptown CPU area was used to determine the potential for occurrence of sensitive plant species for the plan level of analysis. Potential areas of effect to sensitive plant species were identified in remnant native habitat existing at the interface of development and the adjacent urban canyons. Native habitat also exists within the canyons. The remaining portion of the Uptown CPU area is built out and does not support sensitive biological resources.

The geographic information system (GIS) analysis showed that only very small areas (less than 0.1 acre per lot) of native habitat may remain on individual lots adjacent to canyon edges that may be impacted by edge effects (e.g., brush management zone 1). Therefore, it was determined that sensitive plant species have a low potential to occur within these areas. The GIS analysis also showed that sensitive plant species have the potential to occur further downslope within the relatively undisturbed native habitats. However, these areas are located where development is not expected to occur. Sensitive plant species could potentially occur within relatively undisturbed native habitats in the canyon areas of the community plans. However, the project involves little or no change to the open space or Multi Habitat Planning Area (MHPA) designations in the urban canyons.

Potentially occurring sensitive species would be conserved in accordance with ESL regulations, the Biology Guidelines, and the provisions of the MSCP Subarea Plan.

**San Diego thornmint (*Acanthomintha ilicifolia*).** San Diego thornmint is federally listed as threatened and state-listed as endangered. It is considered a narrow endemic under the MSCP and has a California Native Plant Society (CNPS) Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). This annual herb in the mint family (Lamiaceae) flowers from April through June. It is known to occur at elevations between 30 and 3,200 feet in San Diego County and in northern Baja California. Preferred habitat is friable or cracked clay soil in grassy openings within chaparral and coastal scrub. This species has known occurrences within the Uptown community.

**San Diego goldenstar (*Bloomeria* [= *Muilla*] *clevelandii*).** San Diego goldenstar is a covered species under the MSCP and has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). San Diego goldenstar is a bulbiferous herb of the Brodiaea family (Themidaceae). This species is found only in southwestern San Diego County and northern Baja California, where it occurs on clay soils in coastal sage scrub, chaparral, and grassland habitats. It is a perennial bulb threatened by loss, degradation, and conversion of habitat. This species has known occurrences within the Uptown community.

**Snake cholla (*Cylindropuntia* [= *Opuntia*] *californica* var. *californica*).** Snake cholla is considered a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). It is a generally prostrate cactus (Cactaceae family) that may grow up to 9 feet and blooms with yellow or green-yellow flowers in April and May. This variety grows only in southern San Diego County and Baja California, with the northernmost known location in Florida Canyon in Balboa Park. Snake cholla occurs in coastal sage scrub and chaparral habitats between 100 and 500 feet elevation, most often on dry hillsides. It is associated with Huerhuero loam, Gaviota fine sandy loam, and Redding cobbly loam soils. This variety can be distinguished from *C. californica* var. *parkeri* by its range, prostrate form, and shorter tubercle and longer central spine. There is a low potential for occurrence of this species within the Uptown CPU area.

**Variegated dudleya (*Dudleya variegata*).** Variegated dudleya is considered a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.2 (rare, threatened, or endangered in California and elsewhere; fairly endangered in California). This small succulent perennial in the stonecrop family (Crassulaceae) emerges from a corm in spring and produces yellow flowers in May and June. Its range extends from southwestern San Diego County to Baja California. It occurs in coastal sage scrub, grassland, and chaparral habitats below 500 feet. It usually grows in stony places lacking shrub cover, on isolated rocky substrate in grasslands, and on mima mounds near vernal pools. It often occurs on gravelly loam soils. This species can be distinguished from many-stemmed dudleya (*D. multicaulis*) by its spoon-shaped, rather than linear, leaves and from Blochman's dudleya (*D. blochmaniae* ssp. *blochmaniae*) by its yellow rather than white flowers. This species has known occurrences within the Uptown community.

**Palmer's goldenbush [=Palmer's ericameria] (*Ericameria palmeri* var. *palmeri* [= *E. palmeri* ssp. *palmeri*]).** Palmer's goldenbush is a CNPS List 1B.1 species (rare, threatened, or endangered in California and elsewhere; seriously endangered in California) and is a MSCP-covered species. This

shrub in the sunflower family (Asteraceae) may grow to 5 feet tall and flowers from September to November. Its range extends from San Diego County south into Baja California; the northernmost occurrence is reported from Carmel Valley with most reports from near Jamul and Jamacha. It prefers seasonally moist sites, such as coastal drainages or mesic chaparral, but may occur in coastal sage scrub. It is associated with sandy loam soils. There is a low potential for occurrence of this species within the Uptown CPU area.

**San Diego barrel cactus (*Ferocactus viridescens*).** San Diego barrel cactus is a covered species under the MSCP and has a CNPS Rare Plant Ranking of 2B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). This globular succulent in the cactus family (Cactaceae) grows to 1 foot tall and flowers in May and June. It is found only in coastal San Diego County and Baja California. Although found as far north as Oceanside coastally and Poway inland, the largest populations of coast barrel cactus occur in Otay Mesa and Otay Valley, Point Loma, and Marine Corps Air Station Miramar. This species occurs in sandy and rocky areas in coastal sage scrub and grassland habitats below 500 feet elevation. It is the only barrel cactus found in coastal areas. This species has known occurrences within the Uptown community.

#### **d. Other Sensitive Plant Species**

**California adolphia (*Adolphia californica*).** California adolphia has a CNPS Rare Plant Ranking of 2B.1 (rare, threatened, or endangered in California, but more common elsewhere; seriously endangered in California). This small shrub in the buckthorn family (Rhamnaceae) flowers from December to April and loses its leaves in late summer and fall. Its spiny stems are identifiable at close range year-round, however. This species generally occurs in Diegan coastal sage scrub, near the edge of chaparral, particularly in dry canyons or washes. It is associated with San Miguel and Friant soils. Its range is limited to San Diego County and northern Baja California at elevations below 1,000 feet. In San Diego County, it is found from the Carlsbad area south into the Proctor Valley and the Otay area. There is a low potential for occurrence of this species within the Uptown CPU area.

**Decumbent goldenbush (*Isocoma menzezii* var. *decumbens*).** Decumbent goldenbush has a CNPS Rare Plant Ranking of 1B.2 (rare, threatened, or endangered in California and elsewhere; fairly endangered in California). This shrub is a member of the Asteraceae family that blooms from April through November. It ranges from Orange County to Baja California, with known occurrences on San Clemente and Santa Catalina islands. Decumbent goldenbush occurs in chaparral and coastal scrub habitats, often preferring sandy substrate and disturbed areas at elevations from 30 to 400 feet above mean sea level. There is a low potential for occurrence of this species within the Uptown CPU area.

**Nuttall's scrub oak (*Quercus dumosa*).** Nuttall's scrub oak has a CNPS Rare Plant Ranking of 1B.1 (rare, threatened, or endangered in California and elsewhere; seriously endangered in California). This evergreen shrub in the oak family (Fagaceae) grows less than 10 feet tall and blooms from February to April. This species is found near the coast in Santa Barbara, Orange, and San Diego Counties; and in Baja California, at elevations below 1,300 feet. It grows in chaparral, coastal sage scrub, and closed-cone coniferous forest habitats, preferring coastal chaparral with a relatively open canopy in flat areas, but growing in dense stands on north-facing slopes. In San Diego County it is known to grow as far inland as Camp Elliot and Otay Mesa, being replaced by the similar scrub oak

(*Q. berberidifolia*) in higher, drier locations. Nuttall's scrub oaks can be distinguished from the scrub oak, with which it may hybridize, by its acorn, which is less than 0.4 inch wide, moderately tuberculed, with a thin cup, and by its leaves, which tend to be smaller, spinier, more undulated, and have densely matted gray hairs. This species has known occurrences within the Uptown CPU area. However, there is a low potential for occurrence of this species within Uptown CPU area.

**Singlewhorl burrobrush (*Ambrosia monogyra* [= *Hymenoclea monogyra*]).** Singlewhorl burrobrush is a CNPS List 2B.2 species. This shrub in the sunflower family (Asteraceae) has slender stems, narrow leaves, and large inflorescences that bloom from August to November. Singlewhorl burrobrush is found in the southwestern United States from California to Texas as well as within northern Mexico. This species occurs in washes and dry riverbeds. There is a low potential for occurrence of this species within the area affected by the Uptown CPU.

**e. Sensitive Wildlife Species**

The sensitive wildlife species discussed below are known to occur within the CPU area based on information obtained from CNDDDB. Precise locations of sensitive wildlife species are not available for this program-level analysis and would be identified through on-site reconnaissance in conjunction with future projects. Table 2-87 lists the sensitive wildlife with known occurrences in the Uptown area. These sensitive wildlife species are described below.

| Table 2-8<br>Sensitive Wildlife Species Known to Occur in the Uptown CPU Area |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Species                                                                       | Status       | Habitat/Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| BIRDS (Nomenclature from American Ornithologists' Union 2013 and Unitt 2004)  |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| TROGLODYTIDAE – Wrens                                                         |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Coastal cactus wren<br><i>Campylorhynchus<br/>brunneicapillus</i>             | CSC, MSCP, * | Maritime succulent scrub, coastal sage scrub and desert scrub with <i>Opuntia</i> thickets. Rare localized resident.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| MAMMALS (Nomenclature from Baker et al. 2003 and Hall 1981)                   |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| PHYLLOSTOMIDAE – New World Leaf-nosed Bats                                    |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Mexican long-tongued bat<br><i>Choeronycteris mexicana</i>                    | CSC          | Sightings in San Diego County very rare. Migratory.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| STATUS CODES                                                                  |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| CSC                                                                           | =            | California Department of Fish and Game species of special concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| MSCP                                                                          | =            | Multiple Species Conservation Program covered species                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| *                                                                             | =            | Taxa listed with an asterisk fall into one or more of the following categories: <ul style="list-style-type: none"> <li>• Taxa considered endangered or rare under Section 15380(d) of CEQA guidelines</li> <li>• Taxa that are biologically rare, very restricted in distribution, or declining throughout their range</li> <li>• Population(s) in California that may be peripheral to the major portion of a taxon's range, but which are threatened with extirpation within California</li> <li>• Taxa closely associated with a habitat that is declining in California at an alarming rate (e.g., wetlands, riparian, old growth forests, desert aquatic systems, native grasslands)</li> </ul> |

The GIS analysis showed that only very small areas (less than 0.1 acre per lot) of native habitat may remain on individual lots adjacent to canyon edges that may be impacted by edge effects (e.g., brush management zone 1). Therefore, it was determined that sensitive wildlife species have a low potential to occur within these areas. The GIS analysis also showed that sensitive wildlife species have the potential to occur further downslope within the relatively undisturbed native habitats. However, these areas are outside of any potential plan level impacts (i.e., development is not expected to occur); therefore, no significant impacts to sensitive wildlife species are anticipated to occur.

Sensitive wildlife species could potentially occur within relatively undisturbed native habitats in the canyon areas of the community plans. However, the plan update involves little or no change to the open space or MHPA designations in the urban canyons. Potentially occurring sensitive species would be conserved in accordance with ESL regulations, the Biology Guidelines, and the provisions of the MSCP Subarea Plan.

## **f. Sensitive Birds**

**Coastal California gnatcatcher (*Polioptila californica californica*).** The coastal California gnatcatcher is federally listed as threatened, a CDFW species of special concern, and an MSCP-covered species. The coastal California gnatcatcher is a nonmigratory, resident species found on the coastal slopes of southern California, ranging from Ventura County southward through Los Angeles, Orange, Riverside, and San Diego counties into Baja California. Coastal California gnatcatchers typically occur in or near sage scrub habitat, although chaparral, grassland, and riparian woodland habitats are used where they occur adjacent to sage scrub. Breeding occurs from February through August, and nests are constructed most often in California sagebrush. The coastal California gnatcatcher diet consists mainly of sessile small arthropods, such as leafhoppers, spiders, beetles, and true bugs. The primary cause of decline in the coastal California gnatcatcher is due to habitat loss and degradation. There is a low potential for occurrence of this species within any of the areas affected by the Uptown CPU

**Coastal cactus wren (*Campylorhynchus brunneicapillus couesi*).** The coastal cactus wren is a CDFW species of concern and an MSCP-covered species. This species ranges from southern Orange County through San Diego County into extreme northwestern Baja California. Year-round residents, coastal cactus wrens inhabit coastal lowlands containing thickets of cholla and prickly pear cactus in coastal sage and maritime succulent scrub. Coastal cactus wrens build their nests in the cactus and males often build secondary nests, used for roosting by adults and fledglings and nesting for subsequent broods. Nesting occurs from March through July; fledglings remain in the nest until September. Their diet consists mainly of grasshoppers, beetles, ants, wasps, butterflies, moths, spiders, and occasionally vegetation, reptiles, and amphibians. The primary cause for the decline of this species is degradation and loss of breeding habitat loss due to urbanization. This species has known occurrences within the Uptown community. However, the potential for occurrence of this species within Uptown CPU area is low as suitable habitat in the form of cactus thickets are not likely present.

## **g. Sensitive Mammals**

**Mexican long-tongued bat (*Choeronycteris mexicana*).** The Mexican long-tongued bat is a CDFW species of special concern. This species' distribution extends from the southern United States, through Mexico and Central Mexico, to northern South America. It has been reported as recently as 1999 in a number of urban locations in San Diego County, including Mount Helix and the San Diego Zoo. In other states, it has been reported in desert and montane riparian habitats, succulent scrub, and pinyon-juniper woodlands, and it roosts in caves, mines, and buildings. This bat is a colonial breeder from May to August. Their diet consists mainly of moths, but they eat other insects such as flies and beetles. Threats to this species include recreational caving; natural or intentional mine closures, renewed mining, mine reclamation, and loss of food resources. Indirectly, development, prescribed fire, or grazing could potentially have negative impacts on food plants. This species has known occurrences within the Uptown community. However, the potential for occurrence of this species the Uptown CPU area is low due to the lack of suitable habitat such as caves and mines, which are not present in the CPU area.

### **2.3.8.5 Jurisdictional Waters/Wetlands**

Agencies with jurisdictional authority over wetlands and other jurisdictional water resources include U.S. Fish and Wildlife Service (USFWS), ACOE, California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and the City of San Diego. Wetland definitions applicable to each agency are described below. A general description of each agencies regulatory authority over jurisdictional waters is provided in Chapter 5.0, Regulatory Framework. Approximately 3.3 acres has been mapped as a wetland (e.g., riparian scrub) within the Uptown community within the bottom of an urban canyon.

#### **a. U.S. Army Corps of Engineers**

As stated in the federal regulations for the Clean Water Act, wetlands are defined as:

Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions (EPA, 40 Code of Federal Regulations [CFR] 230.3 and CE, 33 CFR 328.3).

Wetlands are delineated using three parameters: hydrophytic vegetation, wetland hydrology, and hydric soils. According to ACOE, indicators for all three parameters must be present to qualify an area as a wetland.

In accordance with Section 404 of the Clean Water Act, ACOE regulates the discharge of dredged or fill material into waters of the U.S. The term "waters of the United States" is defined as:

- All waters currently used, or used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;



- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation, or destruction of which could affect foreign commerce including any such waters: (1) which could be used by interstate or foreign travelers for recreational or other purposes; or (2) from which fish or shellfish are, or could be taken and sold in interstate or foreign commerce; or (3) which are used or could be used for industries in interstate commerce.;
- All other impoundments of waters otherwise as defined as waters of the United States under the definition;
- Tributaries of waters identified above;
- The territorial seas; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in the paragraphs above [33 CFR Part 328.3(a)].

ACOE also requires the delineation of non-wetland jurisdictional waters. These waters must have strong hydrology indicators such as the presence of seasonal flows and an ordinary high watermark. An ordinary high watermark is defined as:

. . . that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (33 CFR Part 328.3).

Areas delineated as non-wetland jurisdictional waters may lack wetland vegetation or hydric soil characteristics. Hydric soil indicators may be missing, because topographic position precludes ponding and subsequent development of hydric soils. Absence of wetland vegetation can result from frequent scouring due to rapid water flow. These types of jurisdictional waters are delineated by the lateral and upstream/downstream extent of the ordinary high watermark of the particular drainage or depression.

## **b. U.S. Fish and Wildlife Service**

Under Sections 7 and 10 of the Endangered Species Act, USFWS has regulatory authority over federally listed endangered or threatened plant and animal species. Specifically, Section 7 requires agencies to ensure that their activities are not likely to jeopardize the continued existence of listed species or impact designated critical habitats through consultation with the Service. Under Section 7, the USFWS issues a Biological Opinion that serves as the incidental take permit (ITP) associated with a 404 permit authorized by the ACOE. Under Section 10(a)1(A), the USFWS requires the preparation of a habitat conservation plan that accompanies the ITP to ensure that the authorized take is adequately mitigated and minimized.

### **c. California Department of Fish and Wildlife**

Under sections 1600–1607 of the Fish and Wildlife Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., riparian scrub) associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider.

### **d. RWQCB Jurisdiction**

The San Diego RWQCB is a state agency responsible for protecting water quality in California’s San Diego Region (Region 9). The jurisdiction of this agency includes all waters of the state and all waters of the United States as mandated by both the federal Clean Water Act and the California Porter-Cologne Water Quality Control Act. State waters are “any surface water or groundwater, including saline waters, with the boundaries of the state” [Water Code Section 13050(e)].

### **e. City of San Diego**

According to the City of San Diego’s Municipal Code (City of San Diego 2012), wetlands are areas which are characterized by any of the following conditions: (1) all areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation; (2) areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation; and (3) areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

## **2.3.8.6 Wildlife Movement Corridors**

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by the City of San Diego and resource and conservation agencies.

Within the Uptown CPU area, several canyons occur. However, these canyons are isolated by development from and are not part of a major wildlife corridor system. Although not part of a significant regional corridor, the canyons provide for local wildlife movement, such as birds and small mammals, and serve as a stepping-stone for wildlife species movement between other local canyon systems and into major off-site habitat areas.

## 2.3.9 Geology

### 2.3.9.1 Soils and Geologic Formations

The Uptown CPU area is underlain by four surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium, alluvium (unmapped), and very old terrace deposits (formerly Lindavista Formation). The geologic formations include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation. Uptown CPU area geology is described and illustrated in Section 6.9. A general discussion of the surficial soils and geologic formations is presented below.

#### a. Artificial Fill (Unmapped)

Artificial fill is likely present in many areas of the Uptown CPU area. The location, extent, and suitability of the fill would need to be determined during site-specific geotechnical investigations. Artificial fills in older neighborhoods could possibly contain soils environmentally impacted by burn dumps, cesspools, etc.

#### b. Topsoil And Colluvium (Unmapped)

Varying thickness of topsoil likely blankets the level portions of the Uptown CPU area. Colluvium is present on sloping and natural hillsides within the Community Plan areas. Topsoil and colluvium are generally soft, loose, and/or expansive.

#### c. Alluvium (QAL)

Alluvial soils are mapped in canyon bottoms. These soils consist of soft sandy to silty clay and interfingers or grades with topsoil and slopewash along the outer edges of canyons. Depth of alluvial materials is anticipated to range from approximately 5 feet in smaller drainages to in excess of 20 feet in major drainages.

#### d. Very Old Terrace Deposits (QVOP)

Pleistocene age very old terrace deposits (formerly Lindavista Formation) are present at the surface across most of the San Diego Mesa. The very old terrace deposits are described by Kennedy and Tan (2008) as poorly sorted, red brown, interfingering siltstone, sandstone, and conglomerate.

Reed (1991) describes a mudstone unit (proposed, therein, as the Normal Heights Mudstone member of the Lindavista formation) lying on top of the very old terrace deposits. The Normal Heights Mudstone typically ranges from a few feet thick to approximately 10 feet thick, or greater, in localized areas. This mudstone unit displays a "wide variation in structural performance." The mudstone is typically highly expansive.

### **e. San Diego Formation (TSD)**

The Pliocene-age San Diego Formation is exposed on slopes along drainages within the Uptown Community Plan area and underlies the very old terrace deposits. The San Diego Formation consists of dense, yellow-brown, fine- to medium-grained, poorly indurated micaceous sandstone. It is readily eroded and forms uniform slopes along the sides of narrow canyons in the study area. The San Diego Formation is typically massive, and is considered to be flat lying, and exhibits a favorable geologic structure for gross slope stability. Soils derived from this formation are low expansive and have relatively good shear strength characteristics and, as such, can provide good capping materials for pads and higher strength soils for construction of fill slopes. Portions of the San Diego Formation are cohesionless and can erode readily where they are exposed on non-conforming slope faces.

### **f. Pomerado Conglomerate (TP)**

Tertiary-age Pomerado Conglomerate is mapped on the north-facing slopes primarily in the northern portions of the Uptown CPU area. The Pomerado Conglomerate is typically a cobble conglomerate embedded in a silty to clayey sand soil matrix. The Pomerado Conglomerate is favorable for overall slope stability.

### **g. Mission Valley Formation (TMV)**

Tertiary-age Mission Valley Formation is exposed in the canyons and north-facing slopes in the northern portions of the Uptown CPU area. The Mission Valley Formation is composed of light gray, friable, fine to medium grained sandstone with occasional cobble conglomerate tongues. The Mission Valley Formation is generally flat-lying or nearly horizontally bedded and is favorable for overall slope stability.

## **2.3.9.2 Faulting and Seismicity**

### **a. Geologic Hazard Category**

Review of the 2008 City of San Diego Seismic Safety Study, Geologic Hazards and Faults, indicates the majority of the Uptown CPU area is mapped as Geologic Hazard Category (GHC) 52. Category 52 is "other level areas, gently sloping to steep terrain, favorable geologic structure, low risk". The northern boundary of the Uptown CPU area is designated as GHC 53, which is "level or sloping terrain, unfavorable geologic structure, low to moderate risk". The south end of the CPU area is mapped within the downtown special fault zone, GHC 13. Figure 6.9-2 shows the Uptown Community Plan area boundary superimposed on the 2008 City of San Diego Seismic Safety Study.

### **b. Faulting**

Review of published geologic literature indicates the Uptown CPU area is located on the east margin of the Rose Canyon Fault Zone (see Figure 6.9-2). The Rose Canyon Fault Zone is characterized by a zone of north- trending, strike-slip faults, portions of which are deemed active by the State of California.

The *City of San Diego Seismic Safety Study, Geologic Hazards and Faults* (2008) Grid Tiles 20 and 21 map faults crossing the northwestern portion of the planning area. These faults are described as “potentially active, inactive, presumed inactive, or activity unknown”. These faults have been named as the Old Town and Mission Bay fault segments of the Rose Canyon Fault Zone. Some researchers (Rockwell 2010 in GEOCON 2015) deem faulting in Old Town, near the Mormon Battalion Historic Site and the Presidio Hills Golf Course, to be active.

Kennedy (Kennedy 1975 in GEOCON 2015) indicates the Old Town fault has vertically offset sediments approximately 100,000 years old by more than 20 meters, indicating late Quaternary activity. Typically, building set-backs are not required on potentially active or inactive faults. However, considering the proximity of these faults to the Rose Canyon fault, site-specific fault studies should be performed where development extends across the identified fault zones. Additionally, these faults are considered to have a potential for surface rupture, unless site-specific studies demonstrate otherwise.

### **2.3.9.3 Groundwater**

Near surface groundwater (less than 20 feet deep) is unlikely in geologic formations within the Uptown community. Subsurface water may be present at depth in alluvial soils deposited in canyon drainage channels.

### **2.3.10 Paleontology**

Paleontological resources, or fossils, are the remains and/or traces of prehistoric plant and animal life. Fossils provide direct evidence of ancient organisms and document the patterns of organic evolution and extinction that have characterized the history of life. Fossil remains, such as bones, teeth, shells, and wood, are found in the geologic deposits (formations) within which they were originally buried. Paleontological resources contain not only the actual fossil remains, but also the localities where those fossils are collected and the geologic formations containing the localities. Fossil remains are important, as they provide indicators of the earth’s chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources in the proposed CPU area, the presence and distribution of geologic formations, and the respective potential for paleontological resources must be evaluated.

Geologic formations located within the Uptown CPU area include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation, described in Section 2.3.9, Geology, above. A paleontological resource sensitivity matrix is provided in Table 2-98 that identifies the geologic formation, location of potential occurrence, and its sensitivity rating. Paleontological resource sensitivity of geologic formations is typically rated from high to zero. The sensitivity of the paleontological resource determines the significance of a paleontological impact. The specific criteria applied for each sensitivity category are summarized below.

| Table 2-9<br>Paleontological Determination Matrix                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                    |                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------|
| Geological Deposit/Formation/Rock Unit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Potential Fossil Localities                                                                        | Sensitivity Rating |
| Alluvium (Qsw, Qal, or Qls)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | All communities where unit occurs                                                                  | Low                |
| Ardath Shale (Ta)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | All communities where unit occurs                                                                  | High               |
| Bay Point/Marine Terrace (Qbp) <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | All communities where unit occurs                                                                  | High               |
| Cabrillo Formation (Kcs)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | All communities where unit occurs                                                                  | Moderate           |
| Delmar Formation (Td)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | All communities where unit occurs                                                                  | High               |
| Friars Formation (Tf)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | All communities where unit occurs                                                                  | High               |
| Granite/Plutonic (Kg)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | All communities where unit occurs                                                                  | Zero               |
| Lindavista Formation (Qln, Qlb) <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Mira Mesa/Tierrasanta                                                                              | High               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas                                                                                    | Moderate           |
| Lusardi Formation (Kl)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe                                          | High               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas                                                                                    | Moderate           |
| Mission Valley Formation (Tmv)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | All communities where unit occurs                                                                  | High               |
| Mt. Soledad Formation (Tmv)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Rose Canyon                                                                                        | High               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas where unit occurs                                                                  | Moderate           |
| Otay Formation (To)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | All communities where unit occurs                                                                  | High               |
| Point Loma Formation (Kp)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | All communities where unit occurs                                                                  | High               |
| Pomerado Conglomerate (Tp)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Scripps Ranch/Tierrasanta                                                                          | High               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas                                                                                    |                    |
| River/Steam Terrace Deposits (Qt)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | South Eastern/Chollas Valleys/ Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro | Moderate           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas                                                                                    | Low                |
| San Diego Formation (Qsd)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | All communities where unit occurs                                                                  | High               |
| Santiago Peak Volcanics (Jsp) Metasedimentary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/ Peñasquitos                       | Moderate           |
| Santiago Peak Volcanics (Jsp) Metavolcanic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | All other areas                                                                                    | Zero               |
| Scripps Formation (Tsd)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | All communities where unit occurs                                                                  | High               |
| Stadium Conglomerate (Tst)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | All communities where unit occurs                                                                  | High               |
| Sweetwater Formation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | All communities where unit occurs                                                                  | High               |
| Torrey Sandstone (Tf)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Black Mountain Ranch/Carmel Valley                                                                 | High               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All other areas                                                                                    | Low                |
| <p>Sensitivity Rating Grading Thresholds for Required Monitoring</p> <p>High = &gt;1,000 cubic yards and 10 feet+ deep</p> <p>Moderate = &gt;2,000 cubic yards and 10 feet+ deep</p> <p>Zero-Low = Monitoring not required</p> <p>Baypoint<sup>1</sup> – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.</p> <p>Lindavista<sup>2</sup> – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.</p> <p>*Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps.</p> <p>**Monitoring may be required for shallow grading (i.e., &lt;10ft) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.</p> <p>***Monitoring is not required when grading documented or undocumented artificial fill.</p> <p>SOURCE: City of San Diego CEQA Significance Thresholds 2011.</p> |                                                                                                    |                    |

- High Sensitivity - These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity - These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.
- Low and/or Unknown Sensitivity - These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.
- Very Low Sensitivity - Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

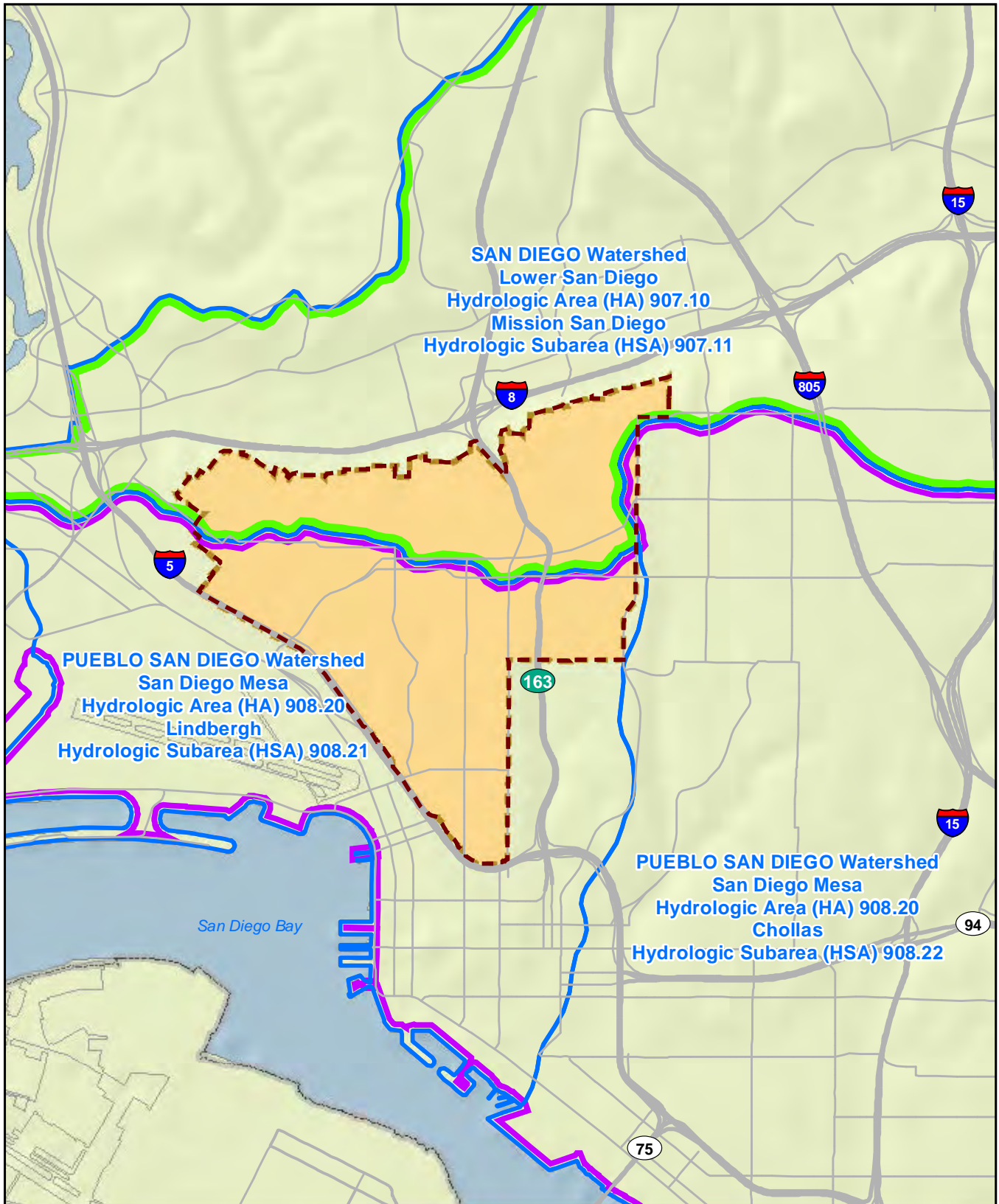
## 2.3.11 Hydrology and Water Quality

### 2.3.11.1 Drainage

The Uptown CPU area is located on a mesa top incised with a complex network of canyons. Drainage occurs in two directions. The northern portion of the mesa drains through the canyons and storm drains to the San Diego River, located within Mission Valley to the north. The southern portion of the mesa drains via the canyon systems and storm drains to San Diego Bay (City of San Diego 2015).

The Uptown CPU area is located in the San Diego Basin Planning Area Hydrologic Unit and lies within two Hydrologic Subareas of the San Diego River watershed. The northern portion of the Uptown community is located within the Mission San Diego Hydrologic Subarea 907.11 (Figure 2-8). With a land area of approximately 440 square miles, the San Diego River watershed is the second largest hydrologic unit in San Diego County. The watershed's is approximately 475,000 residents and contains portions of the cities of San Diego, El Cajon, La Mesa, Poway, and Santee and several unincorporated areas. Approximately 58.4 percent of the San Diego River watershed is currently undeveloped. Important hydrologic resources in the watershed include five water storage reservoirs, a large groundwater aquifer, extensive riparian habitat, coastal wetlands, and tide pools.

The southern portion of the Uptown community is located within the Pueblo San Diego Hydrologic Subarea 908.21. The Pueblo San Diego watershed is the smallest hydrologic unit in San Diego County, encompassing approximately 60 square miles of predominantly urban landscape in the cities of San Diego, La Mesa, Lemon Grove, and National City. The watershed contains the smallest proportion of unincorporated area (0.3 percent) of the hydrologic units within the county. The population of the Pueblo San Diego watershed is approximately 500,000 residents, making it the county's most densely populated watershed. Approximately 75 percent of the watershed is developed. Due to the high level of existing urbanization in the watershed, only small amounts of additional land is projected for development over the next 15 years (Project Clean Water 2016).







-  Uptown Community Plan Boundary
-  Pueblo San Diego Watershed
-  San Diego Watershed
-  Hydrologic Basins



FIGURE 2-8  
Uptown Watersheds



### 2.3.11.2 Water Quality

Urban runoff is surface water runoff generated from developed or disturbed land associated with urbanization. The increase in impervious surfaces and fewer opportunities for infiltration within the landscape increase storm flows and provides a source for sediment and other pollutants to enter receiving waters. Urban runoff is a major component of urban flooding and is a particular problem for management of watersheds. Urban runoff is the largest pollution source of Southern California's coastal beaches and near-shore waters. Urban runoff control programs typically focus on managing the effect that new impervious surfaces have on stream channels but may also provide remediation of existing problems. The northern portion of the community is within the San Diego Watershed, which ~~comprises~~ includes the San Diego River, and the southern portion is within the Pueblo San Diego Watershed, which ultimately discharges into San Diego Bay.

#### a. San Diego River

The San Diego River generally flows to the west from the Uptown CPU area and discharges into the Pacific Ocean just north of the Ocean Beach community. The San Diego River has been listed as an "impaired" body under Section 303(d) of the Clean Water Act due to fecal coliform, low dissolved oxygen, phosphorus, total dissolved solids, and toxicity. Major impacts to this watershed include surface water quality degradation, habitat degradation and loss, sediment, invasive species, eutrophication, and flooding. Sources of impacts include urban runoff, agricultural runoff, mining operations, sewage spills, and sand mining.

#### b. San Diego Bay

The majority of the Uptown CPU drains to San Diego Bay. The beneficial uses of the inland surface waters in the Pueblo San Diego watershed are limited to contact (potential use activities involving a significant risk if ingestion of water, including wading by children and swimming) and non-contact (aquatic recreation pursuits not involving a significant risk of water ingestion, including fishing and limited body contact incidental to shoreline activity) recreation, warm freshwater habitat, and wildlife habitat. The San Diego Bay receiving water supports an extensive array of beneficial uses (RWQCB 1994).

The existing coastal beneficial uses identified for San Diego Bay include industrial service supply, navigation, contact water recreation, non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special significance, estuarine habitat, wildlife habitat, rare, threatened, or endangered species, marine habitat, migration of aquatic organisms, spawning, reproduction, and/or early development, and shellfish harvesting (RWQCB 1994).

The watershed drainage consists of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. The creeks in the watershed are highly impacted by urban runoff, and Chollas Creek and the mouth of the creek in San Diego Bay are listed as 303(d)-impaired water bodies for various trace metals parameters and aquatic toxicity. Several sites in San Diego Bay that are impacted by runoff from the Pueblo San Diego watershed have been identified as hot spots by California's Bay Protection Toxic Cleanup Program.

Although much of the Uptown CPU area drains directly to San Diego Bay, as one of the major conveyances of water to the bay Chollas Creek may include runoff from part of the Uptown CPU area. Impairments from multiple pollutants have led to establishment of Chollas Creek total maximum daily loads (TMDLs). Five TMDLs have been adopted for Chollas Creek: the pesticide (diazinon) TMDL (with a final compliance date of December 31, 2010), the dissolved metals TMDLs (for copper, lead and zinc), and an indicator bacteria TMDL. Multiple agencies, including the City of San Diego, the Cities of La Mesa and Lemon Grove, the County of San Diego, the San Diego Unified Port District, Caltrans, and the U.S. Navy, were among those identified as having responsibility in reducing pollutants to mandated levels. The indicator bacteria TMDL is being re-evaluated based upon new scientific data. Implementation Plans are designed to meet the requirements of the metals and bacteria TMDLs over a 20-year period, with phased incremental reductions required.

### **2.3.11.3 Groundwater**

Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use by the 1989 Regional Water Quality Control Board's Resolution No. 89-33, as it was determined that this area does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply (RWQCB 1994).

## **2.3.12 Public Infrastructure**

The Uptown community is served by a variety public facilities and services, including utilities such as water and sewer, and solid waste disposal. The infrastructure needs for these services are managed through the City's Capital Improvements Projects (CIP) program. The City conducts a biannual review of public services, facilities, and utilities implementation in conjunction with the budget/CIP review cycle. As part of this review process, the City assesses the need for new or expanded services and public facilities in order to provide appropriate services and infrastructure commensurate with population increase.

### **2.3.12.1 Public Services and Facilities**

Existing public services and facilities, including parks, recreation centers, libraries, schools, fire, emergency medical, and police, serve the residents and businesses within the Uptown and surrounding communities. The following provides a discussion of the existing and planned public services and facilities that are, or will be, available to the CPU area. The information provided below is based on communications with the service providers during preparation of this PEIR.

#### **a. Police Protection**

Police services are provided by the San Diego Police Department. The Police Department does not staff individual stations based on population ratios. The goal Citywide is to maintain 1.45 officers per 1,000 population ratio, which the Police Department is currently meeting based on a 2010 census-estimated residential population of 1,376,173. The Police Department currently uses a five-level

priority dispatch system, which includes, in descending order: Priority E (Emergency), One, Two, Three, and Four.

Police protection for the Uptown community is provided by the Central Divisions and Western Division of the Police Department. Located at 2501 Imperial Avenue, Central Division serves a population of 103,524 people and encompasses 9.7 square miles. Western Division is located at 5215 Gaines Street serving a population of 129,709 people and encompassing 22.7 square miles. The Central Divisions serves the neighborhoods of Balboa Park, Barrio Logan, Core-Columbia, Cortez, East Village, Gaslamp, Golden Hill, Grant Hill, Harborview, Horton Plaza, Little Italy, Logan Heights, Marina, Memorial, Banker's Hill/Park West, Petco, Sherman Heights, South Park and Stockton. The Western Division serves the neighborhoods of Hillcrest, La Playa, Linda Vista, Loma Portal, Midtown, Midway District, Mission Hills, Mission Valley West, Morena, Ocean Beach, Old Town, Point Loma Heights, Roseville-Fletridge, Sunset Cliffs, University Heights and Wooded Area.

## **b. Parks and Recreation**

The Uptown community is served by the Mission Hills Park, Old Trolley Barn Park, a small portion of which is located in the North Park community plan area, and West Lewis Street Pocket Park, as well as joint-use facilities at Birney Elementary School (which is shared with North Park) and Roosevelt Middle School. Mission Hills Park, which includes Pioneer Memorial Park, consists of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. Old Trolley Barn Park consists of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. West Lewis Street Pocket Park consists of passive recreational amenities, a trail, public art, interpretive signage, and seating. Two regional parks border Uptown: Balboa Park (described below) and Presidio Park. Presidio Park, which is located in Old Town San Diego community plan area, encompasses approximately 40 acres and includes Junípero Serra Museum, picnic areas, small venue space, restrooms, monuments, and open lawn space for active and passive recreation.

## **c. Fire Protection**

Fire facilities serve multiple neighborhoods and therefore need to be located on major roads accessible to neighborhoods, and adjacent to freeways when practicable. Fire Station No. 5, located at 3902 Ninth Avenue, Fire Station No. 8, located at 3974 Goldfinch Street, and Fire Station No. 3, located at 725 W. Kalmia Street, provide primary fire protection and advanced life support services to the Uptown community and the surrounding area. All fire department engines and trucks are full Advanced Life Support units and are equipped and capable of managing medical emergencies. The construction of a new fire station was specifically identified by the current Public Facilities Financing Program (PFFP) for the Uptown CPU area and is included in the IFS for the update.

Emergency medical services are also provided to the Uptown community and throughout the City through a public/private partnership between the City's Emergency Medical Services (EMS) and Rural Metro Corporation, which provides additional personnel and some ambulances. EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. Calls are prioritized from Level 1 (most serious) to Level 4 (non-emergency).

#### **d. Libraries**

Library services are provided by the San Diego Public Library (SDPL) and its branch locations. Per the *City's Guiding Principles for Library Facilities* (July 2001), the minimum branch library size should be 15,000 square feet. The Library System Improvements Program for the SDPL originally included a new Central Library (completed in 2014) and 23 branch libraries. Nine libraries have been completed with either new construction or expansion. Three branches are in the SDPL five-year plan for either expansion or new construction: Mission Hills/Hillcrest, Skyline Hills, and San Ysidro. Others are in planning and design phases, on hold due to lack of funding, or the projects will be closed until funding is identified.

The Uptown community is served by two branch locations of the San Diego Library system: Mission Hills Branch Library located in Uptown and the University Heights Branch Library located in North Park.

#### **e. Schools**

The Uptown community is located within the jurisdiction of the San Diego Unified School District (SDUSD). The Uptown community is served by three public elementary schools: Florence, Alice Birney, and Grant Elementary Schools; Roosevelt Middle School; and San Diego High School.

In 2012, voters approved funding of two bond measures, Propositions S and Z, to fund repairs, and renovate and revitalize schools within the SDUSD. Bond projects build off improvements that were started with Prop MM funding and include classroom technology, safety and security upgrades, Americans with Disabilities Act (ADA) upgrades, new/renovated facilities, temporary classrooms replaced by permanent classrooms, air conditioning, upgrades to ADA improvements in athletic facilities, turf fields, and other capital improvements at traditional and charter schools throughout the district.

All development projects within the City are required to pay school fees in accordance with the requirements of the SDUSD, and as mandated by state law, to accommodate the needs of public schools serving existing and future students.

#### **g. Roadways**

The City's Public Works Department provides a full range of engineering services for the City's capital investment in various types of infrastructure, including roadways, and provides traffic engineering services to the communities. The department is responsible for the planning, design, project management, and construction management of public improvement projects, and also for providing traffic operations and transportation engineering services.

Operation and maintenance of roadways are managed by the Streets Division of the City's Transportation and Storm Water Department. The Streets Division is responsible for the maintenance of roadways, bridges, sidewalks, traffic control devices, street lighting, and urban forestry.

## **h. Water and Sewer Infrastructure**

The Uptown Community Plan area is located in the City of San Diego Public Utilities Department (PUD) service area. The PUD serves more than 1.3 million residents in the City and in certain surrounding areas, including both retail and wholesale customers. The PUD relies on imported water as its major water supply source and is a member agency of the San Diego County Water Authority (SDCWA), which is in turn a member agency of the Metropolitan Water District of Southern California (MWD). The PUD currently purchases approximately 85 to 90 percent of its water from the SDCWA, which supplies the water (raw and treated) through two aqueducts consisting of five pipelines. In addition, the PUD uses three local supply sources to meet or offset potable demands: local surface water, conservation, and re-cycled water. The PUD water system extends over 404 square miles, including 324 square miles in the City, and includes potable and recycled water facilities.

Wastewater in the CPU area is managed by the San Diego PUD Wastewater Branch, which operates the two components of the City's wastewater system: the Metropolitan Sewerage System and the Municipal Wastewater Collection System. The metropolitan system treats wastewater for a service area of 450 square miles, stretching from Del Mar and Poway in the north to Alpine and Lakeside in the east and the border of Mexico in the south. The service area includes the City of San Diego and 15 other cities and districts. The system serves a population of about 2.2 million and treats an average of 180 million gallons of wastewater per day.

The Municipal Wastewater Collection System is responsible for the collection and conveyance of wastewater from residences and businesses in the City of San Diego, serving a 330 square mile area with a population of 1.3 million people. The Municipal Wastewater Collection System consists of over 2,894 miles of sewer lines, nine major pump stations, and 75 smaller pump stations. Wastewater is conveyed via the pump stations to North City Water Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through either the Point Loma Ocean Outfall or the South Bay Ocean Outfall.

Current City sewer infrastructure is in need of continued upgrade and replacement to maintain the system. Planned improvements to existing facilities would increase City wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050, when nearly 340 million gallons per day of wastewater are anticipated to be generated. During the early 1900s, as the City of San Diego developed, sewer lines were added in the canyons to utilize gravity flow to transport sewage to the west for treatment. Of the 2,894 miles of sewer lines in the City, 253 miles are currently situated in canyons and other environmentally sensitive areas. These pipelines and manholes have historically had limited cleaning, because the original maintenance paths to these facilities were not adequately maintained. As a result, a number of sewer spills have occurred within urban canyons or other inaccessible areas over the years. In 2001, the City initiated the Long-Term Canyon Sewer Maintenance Program, which focuses on evaluating each of the City's sewer lines in canyons and environmentally sensitive areas for long-term maintenance access needs. In January of 2002, the City Council adopted two council policies related to this purpose.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in

environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long-term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency. Additionally, the CPU contains policies that address maintenance and repair of the existing sewer network (CPU PF-1.9).

### **2.3.12.2 Public Utilities**

Public utilities include public water, energy, sewer, storm water, and solid waste collection and recycling that are available to serve the Uptown CPU area. A description of the existing conditions of each of these public utilities is provided below. Potential impacts to public utilities from implementation of the Uptown CPU are discussed in Section 6.13.

#### **a. Water Supply**

##### ***City of San Diego***

The City of San Diego PUD provides water service to more than 1.3 million residents over 404 square miles of developed land in the south central portion of San Diego County, including the Uptown CPU area. In the past, the City relied on water from MWD for 95 percent of its supply. During years of drought this made the City extremely vulnerable to water supply shortages, such as in 1991 when a drought forced MWD to cut its deliveries to San Diego by 30 percent. As a result, SDCWA has implemented a strategy to aggressively diversify its water supply portfolio through the introduction of new local and imported water supplies, so that by 2014 MWD deliveries accounted for around 49 percent of the total supply with new sources and conservation efforts accounting for the remaining 51 percent.

SDCWA secured new imported water supplies through a long-term (45-75 year) water conservation and transfer agreement with the Imperial Irrigation District, which provided approximately 100,000 acre-feet of water from the Colorado River in 2014 and will double by 2021. SDCWA has a separate 110-year agreement to receive approximately 80,000 acre-feet of water from the Colorado River by lining parts of the Coachella and All-American canals.

SDCWA is also in the final stages of executing a \$3.1 billion Capital Improvements Program that involves 50 different projects, including new reservoirs, pipelines, pumping stations, a new regional water treatment facility, and a project to raise the San Vicente Dam to allow for additional local storage. Other strategies involve collaboration with SDCWA's 24 local member retail agencies, and include: promoting water conservation through water use efficiency programs, and the introduction

of supplies from groundwater, recycled water, and seawater desalination. Additional information about SDCWA water supply diversification projects is provided in SDCWA's 2010 Urban Water Management Plan (UWMP).

The City PUD receives the majority of its water supply from MWD through the Water Authority. Historic imported water deliveries from the Water Authority to the PUD and local surface water, conservation savings, and recycled water deliveries are shown in Table 2-109.

| Fiscal Year | Imported Water (acre-feet) | Local Surface Water (acre-feet) | Conservation <sup>1</sup> (acre-feet) | Recycled Water (acre-feet) | Total <sup>2</sup> (acre-feet) |
|-------------|----------------------------|---------------------------------|---------------------------------------|----------------------------|--------------------------------|
| 1990        | 233,158                    | 22,500                          | --                                    | --                         | 255,658                        |
| 1995        | 162,404                    | 59,204                          | 8,914                                 | --                         | 230,342                        |
| 2000        | 207,874                    | 39,098                          | 17,410                                | 3,250                      | 267,632                        |
| 2005        | 204,144                    | 26,584                          | 29,410                                | 4,294                      | 264,432                        |
| 2010        | 188,337                    | 13,117                          | 34,317                                | 12,173                     | 247,944                        |

<sup>1</sup>Conserved water is from savings and is not a direct supply.  
<sup>2</sup>Total includes water supplied and conserved.

The City water system consists primarily of nine surface water reservoirs with over 408,000 acre-feet of storage capacity, three water treatment plants, 31 treated water storage facilities, and more than 3,213 miles of transmission and distribution lines. The local surface raw water storage facilities are connected directly or indirectly to the City's water treatment operations: Otay Water Treatment Plant, Alvarado Water Treatment Plant, and Miramar Water Treatment Plant. These three plants have a total capacity of 294.4 million gallons per day.

The City's two recycled water facilities, North City Water Reclamation Plan (NCWRP) and South Bay Water Reclamation Plant (SBWRP), were built to treat wastewater to a level approved for landscaping irrigation, manufacturing, and other specified non-potable uses. These recycled water facilities not only provide water to City residents and business, but also to other jurisdictions and water districts, including the City of Poway and the Olivenhain Municipal Water District. As part of the City's water resource strategy, the Water Purification Demonstration Project is examining the use of advanced water purification technology to provide additional water supply. The Demonstration Project will determine the feasibility of a full-scale reservoir augmentation project, which would diversify San Diego's water supply and reduce its dependence on imported water.

The PUD emphasizes the importance of water conservation to minimize water demand and avoid excessive water use. The PUD's Water Conservation Program, established in 1985, accounts for approximately 73,000 acre-feet of potable water savings per year. These savings have been achieved through creation of a water conservation ethic and implementation of programs, policies, and ordinances designed to promote water conservation practices, including irrigation management. In accordance with Municipal Code Section 147.04, all residential, commercial, and industrial buildings, prior to a change in ownership, are required to be certified as having water-conserving plumbing fixtures in place. The PUD also examines new water saving technologies and annually checks

progress toward conservation goals, working collaboratively with the MWD and Water Authority to formulate new conservation initiatives.

The City developed a Long-Range Water Resources Plan (2002–2030) in order to address the projected need for additional water supplies. This plan detailed existing water supplies, new water supply opportunities, objectives and performance measures, and ultimately conclusions and recommendations. The plan is to be implemented in three phases in order to meet the City's growing demands and to make adjustments as necessary. The three phases are 2010, 2020, and 2030.

In May 2011, the City issued a draft 2010 UWMP that addresses the City's water system, water supply sources, historic and projected water use, and provides a comparison of water supply to water demands during average, single-dry, and multiple-dry year periods. The UWMP was prepared in accordance with the Urban Water Management Act (as amended, California Water Code, Sections 10610 through 10656), which requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet of water annually to adopt and submit a plan every five years to the California Department of Water Resources.

In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects shall implement sustainable landscape design such as planting "deciduous shade trees, evergreen trees, and drought-tolerant native vegetation, as appropriate, to contribute to sustainable development goals" and using "recycled water to meet the needs of development projects to the maximum extent feasible" to aid in water conservation (City of San Diego 2008a).

The area of Uptown is served by existing six-inch- to 36-inch-diameter public water mains located in a grid pattern within the connecting streets. Water is distributed to businesses and residences through private water lines that connect to the public water main.

### ***Metropolitan Water District of Southern California***

The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies, which include the SDCWA. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct, which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California.

MWD's 2010 RUWMP documents the availability of these existing supplies and additional supplies necessary to meet future demands, includes the resource targets included in the IWRP, and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year, and multiple-dry year periods. MWD's recently adopted IWRP (2010) identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands. Service demands will be met through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers through year 2035.



### ***San Diego County Water Authority***

The SDCWA purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 26 cities and member agencies, the SDCWA is the largest member agency in terms of deliveries and purchases, with about 25 percent of all the water that MWD delivered in fiscal year 2007. As a retail member agency of the SDCWA, the PUD purchases water from the SDCWA for retail distribution within its service area. As discussed above, in 2014 MWD deliveries accounted for around 49 percent of the total supply with new sources and conservation efforts accounting for the remaining 51 percent.

The SDCWA's 2010 UWMP was adopted by the SDCWA Board on June 23, 2011, in accordance with state law and the RUWMP. The plan contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year, and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area. The SDCWA also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

### ***PUD Water Supply Assessment and Verification***

Senate Bill (SB) 221 and SB 610 went into effect January 2002, with the intention of linking water supply availability to land use planning by cities and counties. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. As defined in SB 221 and SB 610, large-scale projects include residential development projects of more than 500 residential units and/or shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space.

The City's PUD prepared WSA reports for the project (May 2015), which are included as Appendix K to this PEIR. The WSA reports were prepared for the project to assess whether sufficient water supplies are, or will be, available to meet the projected water demands associated with the proposed land use scenarios. Because no subdivision of land is proposed as part of this project, the WSA reports were prepared in compliance with the requirements of SB 610. The WSA reports include, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the project; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements.

## **b. Water, Sewer, and Storm Water Infrastructure**

Wastewater in the Uptown Community Plan area is managed by the PUD Wastewater Branch, which operates the two components of the City's wastewater system: the Metropolitan Sewerage System and the Municipal Wastewater Collection System. The metropolitan system treats wastewater for a service area of 450 square miles, stretching from Del Mar and Poway in the north to Alpine and Lakeside in the east and the border of Mexico in the south. The service area includes the City of San

Diego and 15 other cities and districts. The system serves a population of about 2.2 million and treats an average of 180 million gallons of wastewater per day.

The Municipal Wastewater Collection System is responsible for the collection and conveyance of wastewater from residences and businesses in the City of San Diego, serving a 330-square-mile area with a population of 1.3 million people. The Municipal Wastewater Collection System consists of over 2,894 miles of sewer lines, nine major pump stations, and 75 smaller pump stations. Wastewater is conveyed via the pump stations to North City Water Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through either the Point Loma Ocean Outfall or the South Bay Ocean Outfall.

The largest pump stations in the collection system are pump stations #1 and #2. Pump Station #1, located on East Harbor Drive, collects all of south San Diego's wastewater and has an average daily flow of 75 million gallons. It sends the wastewater flow north via the 8-mile South Metro Interceptor to Pump Station #2, which is located on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 87-inch force mains.

The Point Loma Wastewater Treatment Plant, located on the coast, processes approximately 175 million gallons a day of wastewater generated by 2.2 million residents and workers. The plant has a treatment capacity of 240 million gallons per day. The plant discharges to the Point Loma Ocean Outfall, a 4.5-mile-long outfall that ends at a depth of 320 feet. The current modified National Pollutant Discharge Elimination System permit for the Point Loma Wastewater Treatment Plant and outfall was renewed in 2010.

The PUD also operates the Metro Biosolids Center, a state-of-the-art regional biosolids treatment facility, which turns waste into dewatered biosolids that are currently used as soil amendments, landfill, and landfill cover, but which also may be used to promote growth of agricultural crops. Skim from the Point Loma Wastewater Treatment Plant is transported through the 17-mile Miramar Sludge Pipeline for treatment at the Biosolids Center along with solids from the North City Water Reclamation Plant. Any remaining wastewater from the treatment process is returned to the Point Loma Wastewater Treatment Plant.

The San Diego PUD anticipates that planned improvements to the wastewater system will increase capacity to serve a population of 2.9 million, or 340 million gallons of wastewater per day, by the year 2050. Beginning in 2007, the City increased water and sewer rates to replace and improve both the water and sewer systems infrastructure. Some pipelines have been in operation for a hundred years and need to be replaced. The City of San Diego Water Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and address water efficiency, conservation, recycled and reclaimed water, cost effectiveness, and timely construction.

The City also monitors and maintains the water and sewer system on an ongoing basis because of the age of the water and sewer infrastructure in the older communities. In a continuing replacement program, outmoded concrete sewer mains and cast iron water mains are being replaced on a Citywide basis through the annual Capital Improvements Program. Replacement is currently scheduled based on breaks or blockages in the mains.

The Transportation and Storm Water Department is responsible for the operation and maintenance of streets, sidewalks, and storm drains; leads efforts to protect and improve the water quality of rivers, creeks, bays, and the ocean; performs traffic and transportation system engineering; manages the utilities undergrounding program; and plans and coordinates work in the public right-of-way. Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding will occur. Storm drain infrastructure within the community's streets often discharges into the natural canyon areas, causing erosion. Storm water pollution affects people as well as aquatic plant and animal life. Oil and grease from parking lots and roads, leaking petroleum storage tanks, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into water bodies and receiving waters.

While storm drain infrastructure within public streets in the community still needs to be upgraded, new regulations require storm water flow to be controlled within individual sites. The City's Municipal Separate Storm Sewer System Permit (MS4 Permit), issued by the San Diego RWQCB, requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the permit requires new development and significant redevelopment projects that exceed certain size threshold to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant in storm water runoff and control runoff volume. There is also an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit and total maximum daily load requirements, ~~and total maximum daily load as well.~~ Examples of LID techniques ~~are include~~ bioretention cells, green roofs, permeable pavement, infiltration basins, and biofiltration planters.

### **c. Solid Waste**

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (Municipal Code Section 66.0127), adopted in 1919. The free solid waste collection services provided by the City are to primarily single-family homes, and some multi-family and commercial/business customers through General Fund monies. Most multi-family residences are not served and are required to fund and contract directly with private haulers for trash and recycling collection.

Solid waste generated in the Uptown CPU area is collected by private franchised haulers and taken to one of three active landfills permitted to accept solid waste: West Miramar Sanitary Landfill, Otay Landfill, and Sycamore Sanitary Landfill. The Miramar and Sycamore landfills are both located in the City, while Otay Landfill is located in the County of San Diego. Based on current and projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed the ability of existing landfills to accept waste within the next 10 years unless landfill expansions are approved.

The Miramar Landfill is permitted to receive 8,000 tons per day, and on average, it receives less than 1,000,000 tons per year. The anticipated closure date for the landfill is 2022. The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day, although the permit and the facility franchise are inconsistent. The owner/operator is currently proposing a significant increase in throughput, together with a major expansion of the height and footprint of the facility. The Sycamore Landfill, based on a 3,965-ton-per-day limit, is expected to operate until 2031. In order to meet the region's long-term (year 2050) solid waste needs, the Sycamore Landfill expansion has been proposed. The

Sycamore Landfill Master Plan proposes to increase the landfill capacity to 157 million cubic yards, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day. With the proposed expansion, the landfill would be operational until approximately 2050. This increase in landfill capacity is not currently approved or permitted, and therefore cannot be guaranteed to be completed at this time. The Otay Landfill is permitted to receive 5,830 tons per day. Permits were recently modified, which reduced the overall height of the landfill with no loss of capacity. The Otay Landfill is expected to serve the region through 2021.

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (Assembly Bill 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City Environmental Services Department developed the Source Reduction and Recycling program that outlines waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal. The City adopted the Recycling Ordinance in November 2007, and phased implementation of the ordinance over the next two years.

The State enacted Assembly Bill 341 in 2011, which established a policy goal for California that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. Additionally, California Department of Resources Recycling and Recovery's (CalRecycle's) Strategic Directive 6.1 (CalRecycle 2015) calls for a 50-percent reduction in organic waste disposed by 2020. Compliance with and implementation of the above state regulations and policy goals could potentially extend the life of existing landfills. On July 13, 2015, the City adopted a Zero Waste Plan, which would result in 70 percent waste diversion by 2020, 90 percent waste diversion by 2035 and 100 percent diversion by 2040.

A report was prepared by CalRecycle and issued in May 2012, detailing strategies to achieve Assembly Bill 341 goal primarily through recycling. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle.

Relative to development activities, pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused on-site; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. The WMP reduces solid waste impacts to below a level of significance. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

## **d. Energy**

### ***Electricity***

San Diego Gas & Electric (SDG&E) is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the Uptown community. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud, and promoting the health of California's economy.

There are two major operating power plants in San Diego County: the Encina Power Plant and the San Onofre Nuclear Generating Station. However, it should be noted that the reactors at the San Onofre Nuclear Generating Station have been offline since January 2012. There are also a number of smaller generating plants in the county that are used as backup during times of peak power demand. These in-region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons. Power generation and power use are not linked geographically. Electricity generated is fed into the statewide grid and is generally available to any users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts.

Along with traditional utilities, private generating companies, and state agencies, the California Independent System Operator (ISO) is a component of the state's electricity industry. The ISO is a not-for-profit public benefit organization that operates the state's wholesale power grid. The California ISO strives to make sure California's electricity needs are met.

### ***Natural Gas***

Natural gas is imported into the San Diego region by pipeline after being produced at any of several major supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is dependent on just one Southern California Gas Company (SoCalGas) pipeline which enters San Diego County from Orange County located along I-5.

Natural gas consumption by sector varies somewhat each year. In general, power plants account for the highest percentage of natural gas consumption in the San Diego region. Residential consumption of natural gas for heating and cooking is the second highest percentage, followed by cogeneration, commercial and industrial consumption, and natural gas fueled vehicles.

### ***Solar Energy***

In San Diego, solar energy can be used as an alternative to fossil-fuel energy via private on-site installation/generation or through earmarked purchase of green power from SDG&E. The California Energy Commission (CEC) mandated SDG&E to provide 20 percent of its total energy from solar or other renewable energy sources by the year 2010. While SDG&E missed this goal in 2010, the *Renewables Portfolio Standard Quarterly Report, 1<sup>st</sup> and 2<sup>nd</sup> Quarter 2012*, issued by CPUC, states that

SDG&E, the region's primary energy provider, "served 20.8 percent of its 2011 retail sales with RPS-eligible renewable energy", thereby meeting the 2010 goal. SDG&E is on track to meet a 25 percent goal by 2016, as well as the long-term goal of 33 percent by 2020.

Currently, there are no mandated standards or ordinances requiring reliance on alternative energy by new developments. However, the City's Climate Action Plan (CAP) establishes a goal to achieve 100 percent renewable energy on the Citywide electrical grid by 2035. Additionally, Title 24 of the California Public Resources Code does contain mandated energy efficiency requirements for all new developments.

## **e. Communications**

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, Cox, Time Warner, and other independent cable companies. In addition, television services are available from the two satellite services, Direct TV and Dish. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual development projects consisting of more than four lots are subject to San Diego Municipal Code Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

### **2.3.13 Health and Safety**

A hazardous material is any item or agent (biological, chemical, radiological, and/or physical), which has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. Hazardous materials are defined and regulated in the United States primarily by laws and regulations administered by the U.S. EPA, the U.S. OSHA, the U.S. DOT, and the U.S. NRC. Each agency has its own definition of a "hazardous material." Some common definitions are included below.

#### **2.3.13.1 Hazardous Materials**

Hazardous materials are substances with certain physical or chemical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Title 22 of the California Code of Regulations, Division 4.5, Chapter 11, Article 3 groups hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Hazardous materials are commonly used in commercial, agricultural and industrial applications as well as in residential areas to a limited extent.

### **2.3.13.2 Hazardous Waste**

A hazardous waste is any waste that may (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness, or (2) pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of, or otherwise managed (California Health and Safety Code, Section 25141). Hazardous materials and wastes can result in public health hazards if improperly handled, released into the soil or groundwater, or released into the air through vapors, fumes, or dust.

### **2.3.13.3 Hazardous Materials Sites**

Hazardous materials are used for a variety of purposes including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Businesses that handle/generate hazardous materials within the City are monitored by the U.S. EPA. Small quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices.

### **2.3.13.4 Wildfire Hazards**

Extended droughts characteristic of the City's Mediterranean climate result in large areas of dry vegetation, particularly in late summer and fall, when Santa Ana winds blow in from the desert and dry out the vegetation. Potential wildfire risk zones within the Uptown CPU area are areas that have steep slopes, limited precipitation, and plenty of available vegetation fuel. Uptown contains undeveloped land in the form of canyons that are occupied by a variety of native and non-native plant communities. Due to the amount of natural, unmaintained open space, there exists a high risk for wildfires.

Current City regulations require that brush management zones be established adjacent to development to reduce the risk from wildland fires. The purpose of such a program is to reduce the risk of wildfire while minimizing visual, biological, and erosion impacts to natural areas. In all the areas requiring brush management, a combination of two brush management zones occurs. Zone 1 consists of paving or ornamental plantings, which would be located within the development pad of each residential lot. Zone 2 involves the selective thinning and pruning of native vegetation and is considered impact neutral.

### **2.3.13.5 Emergency Preparedness**

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. OES is responsible for: notifying appropriate agencies when a disaster occurs; coordinating all responding agencies; ensuring that resources are available and mobilized; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public.

OES staffs the Operational Area Emergency Operations Center (EOC), a central facility that provides regional coordinated emergency response, and also acts as staff to the Unified Disaster Council (UDC), its governing body. The UDC, established through a joint powers agreement among all 18 incorporated cities and the County of San Diego, provides for coordination of plans and programs countywide to ensure protection of life and property.

In 2010, the County and 18 local jurisdictions, including the City of San Diego, adopted the Multi-Jurisdictional Hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The plan is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination.

The City of San Diego's disaster prevention and response activities are conducted in accordance with U.S. Department of Homeland Security Office of Domestic Preparedness requirements and incorporate the functions of planning, training, exercising, and execution. The City's disaster preparedness efforts include oversight of the City's EOC, including being responsible for maintaining the EOC in a continued state of readiness, training City staff and outside agency representatives in their roles and responsibilities, and coordinating EOC operations when activated in response to an emergency or major event/incident.



## 3

## Chapter 3.0 Project Description

### 3.1 Introduction

The project analyzed in this Draft Program Environmental Impact Report (PEIR) is the Uptown Community Plan Update (proposed CPU) as well as several discretionary actions listed in Table 3-1, Project Components. The proposed CPU and associated regulatory documents and actions form the “project” for this PEIR and are referred to throughout the PEIR as the project. The project description contained within this section provides the basis for the environmental analysis in this PEIR for the proposed CPU and the associated discretionary actions.

| <b>Table 3-1<br/>Project Components</b>                                               |
|---------------------------------------------------------------------------------------|
| Certification of PEIR                                                                 |
| Adoption of the Uptown Community Plan                                                 |
| Adoption of the General Plan Amendments to Amend Community Plan                       |
| Adoption of the Uptown Impact Fee Study                                               |
| Repeal the Mid-City Communities Planned District Ordinance (PDO)                      |
| Repeal the West Lewis Street PDO                                                      |
| Rescind the Interim Height Ordinance                                                  |
| Rezone PDO areas with Citywide zones                                                  |
| Amend the boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) |

The proposed CPU and associated regulatory documents are available for review at the City and at the following website:

**Uptown CPU:**

<https://www.sandiego.gov/planning/community/profiles/uptown>

The existing Uptown Community Plan was last updated in 1988. The proposed CPU, and associated actions, will ensure consistency of the CPU with and incorporate relevant policies from the City of San Diego General Plan (General Plan), as well as provide a long-range, comprehensive policy framework and vision for growth and development in the Uptown community through 2035.

The Uptown CPU provides a long-range guide for the future physical development of the community. The CPU process started in 2009 with a public outreach effort centered around community meetings that included Uptown's stakeholder committees and neighborhood associations, workshops on key topics, a multi-day charrette, and meetings of the Uptown Planning Committees and the City's recognized community planning groups.

The Uptown CPU was updated in parallel with the North Park and Golden Hill CPUs in order to address key issues and propose solutions as they relate to attributes shared by each of the communities, including those relating to urban design, historic preservation, open space, and mobility. The City worked with community members to identify locations that would support compact, pedestrian-friendly, mixed-use village areas linked by transit and also developed community-specific policies that support infill development. Shared planning solutions were developed with refinements appropriate to individual community and neighborhood contexts. Background information regarding development of the proposed CPU, including project changes and community outreach, is described in Chapter 4.0, History of Project Changes Related to CEQA.

## **3.2 Relationship to General Plan**

The General Plan, adopted in 2008, did not change the Community Plan land use designations or zoning on individual properties, but rather provided policy direction for future CPUs, discretionary project review, and implementation programs. The General Plan provided the Citywide vision and comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define the City as a whole.

The proposed Uptown CPU would build upon the goals and strategies in the General Plan. The proposed CPU is intended to further express General Plan policies through the provision of site-specific recommendations and policies that implement Citywide goals and policies at the Community Plan-level, address community needs, and guide zoning. The General Plan and Community Plan work together to establish the policy framework for growth and development in the CPU area. The Land Development Code within the Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations. Specific General Plan policies are referenced within the proposed CPU to emphasize its relevance and applicability in the Uptown community. This PEIR provides analysis and evaluation of all relevant land use and environmental issues associated with the project.

### 3.3 Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following objectives were identified to outline the underlying purpose for the project. These objectives will be used to assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives for the project are:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.
- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

### 3.4 Project Description

The project includes the comprehensive update to the Uptown Community Plan, which is intended to guide development through 2035 build-out of the Community Plan. For facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035. The Community Plan also addresses changes in conditions since 1988, when the Uptown Community Plan was last adopted. The proposed CPU provides detailed policy direction to implement the General Plan with respect to the distribution and arrangement of land uses (public and private); local street and transit network; prioritization and provision of public facilities, community, and site-specific urban design guidelines; and recommendations to preserve and enhance natural open space and historic and cultural resources within the Uptown community.

CPU implementation requires adoption of the Uptown Community Plan, amendments to the General Plan to incorporate the CPU as a component of the General Plan Land Use Element,

adoption of a Land Development Code (LDC) ordinance that would rezone the Planned District Ordinance (PDO) areas within the CPU area with Citywide zones within the LDC and repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, and Interim Height Ordinance. The project would also amend the mapped boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) to include CPIOZ-Type A and CPIOZ-Type B areas that would limit building heights. An Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan) is also proposed for adoption resulting in a new IFS for the Uptown community. Each of these project elements is discussed further below.

While the proposed CPU sets forth procedures for implementation, it does not establish regulations or legislation nor does it, on its own, rezone property. Zoning and development regulations place controls on development and use of public and private property.

The proposed Uptown CPU includes an Introduction and Implementation chapter, and includes the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. Chapter 11 of the proposed Uptown CPU describes available financing methods for public improvement projects. Each element of the proposed CPU is described below.

## **3.4.1 Community Plan Elements**

### **3.4.1.1 Land Use Element**

The Land Use Element establishes the land use framework for the Uptown community and defines the distribution of proposed land uses on a map. The land use framework for the proposed CPU is depicted on the proposed Community Plan land use maps (Figures 3-1 through 3-4). The maps designate the proposed general location, distribution, and extent of land uses. The land use classifications are meant to be broad enough to give the City flexibility in implementation but clear enough to provide sufficient direction to carry out the goals of the proposed CPU. The figures are to be used and interpreted only in conjunction with the text and other figures contained in the proposed CPU.

The land use plans locate the highest intensity land uses within each community along transit corridors where existing and future commercial, residential, and mixed-use development can support existing and planned transit investments. Residential density is proposed to be increased from the adopted Community Plan in some areas and reduced in some areas to help achieve these objectives. The CPU results in an overall communitywide reduction of future housing units at Community Plan build-out when compared to the adopted Community Plan.

Community Plan land use designations that would be applied within the CPU area are described below. Future development within each land use designation would be subject to the CPU policies applicable to each designation. Table 3-2 provides a summary of land use classifications within the CPU area and permitted densities/intensities.

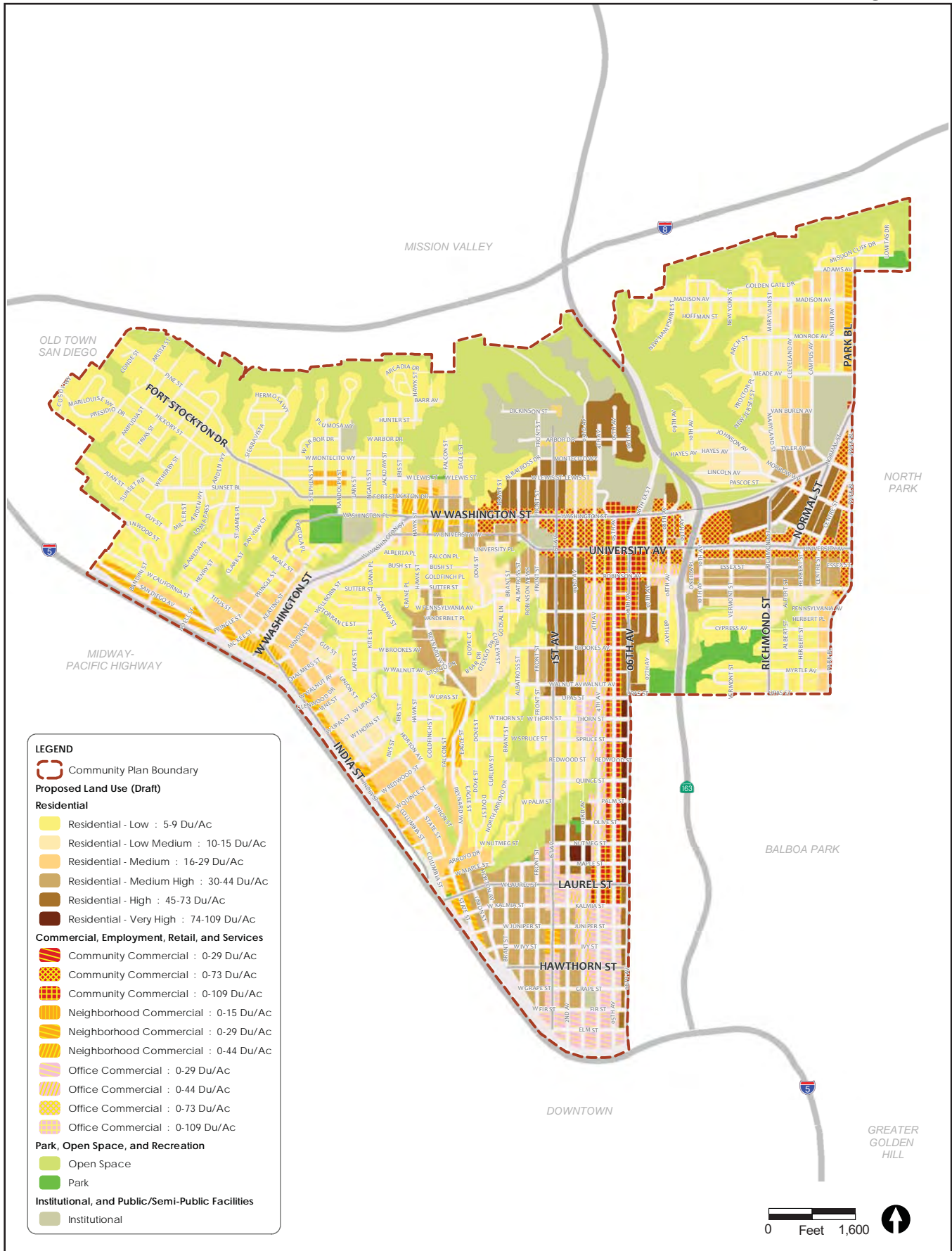
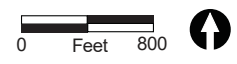
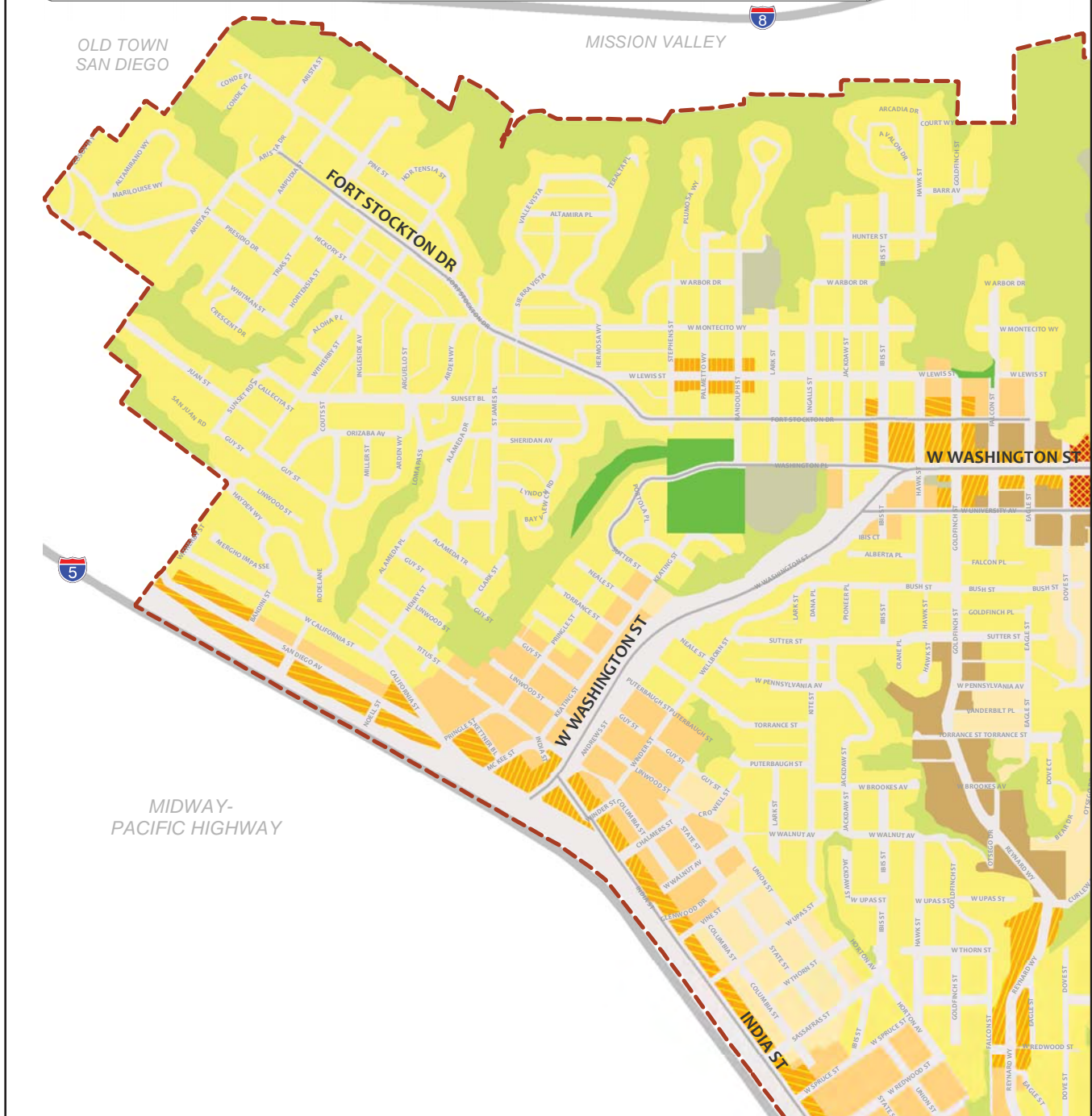


FIGURE 3-1  
Proposed Land Use - Uptown

**LEGEND**

|                                         |                                                     |                                                         |
|-----------------------------------------|-----------------------------------------------------|---------------------------------------------------------|
| <b>Residential</b>                      | <b>Commercial, Employment, Retail, and Services</b> | <b>Park, Open Space, and Recreation</b>                 |
| Residential - Low : 5-9 Du/Ac           | Community Commercial : 0-29 Du/Ac                   | Open Space                                              |
| Residential - Low Medium : 10-15 Du/Ac  | Community Commercial : 0-73 Du/Ac                   | Park                                                    |
| Residential - Medium : 16-29 Du/Ac      | Community Commercial : 0-109 Du/Ac                  | <b>Institutional, and Public/Semi-Public Facilities</b> |
| Residential - Medium High : 30-44 Du/Ac | Neighborhood Commercial : 0-15 Du/Ac                | Institutional                                           |
| Residential - High : 45-73 Du/Ac        | Neighborhood Commercial : 0-29 Du/Ac                | Community Plan Boundary                                 |
| Residential - Very High : 74-109 Du/Ac  | Neighborhood Commercial : 0-44 Du/Ac                |                                                         |
|                                         | Office Commercial : 0-29 Du/Ac                      |                                                         |
|                                         | Office Commercial : 0-44 Du/Ac                      |                                                         |
|                                         | Office Commercial : 0-73 Du/Ac                      |                                                         |
|                                         | Office Commercial : 0-109 Du/Ac                     |                                                         |



**FIGURE 3-2**  
Proposed Uptown Land Use – West



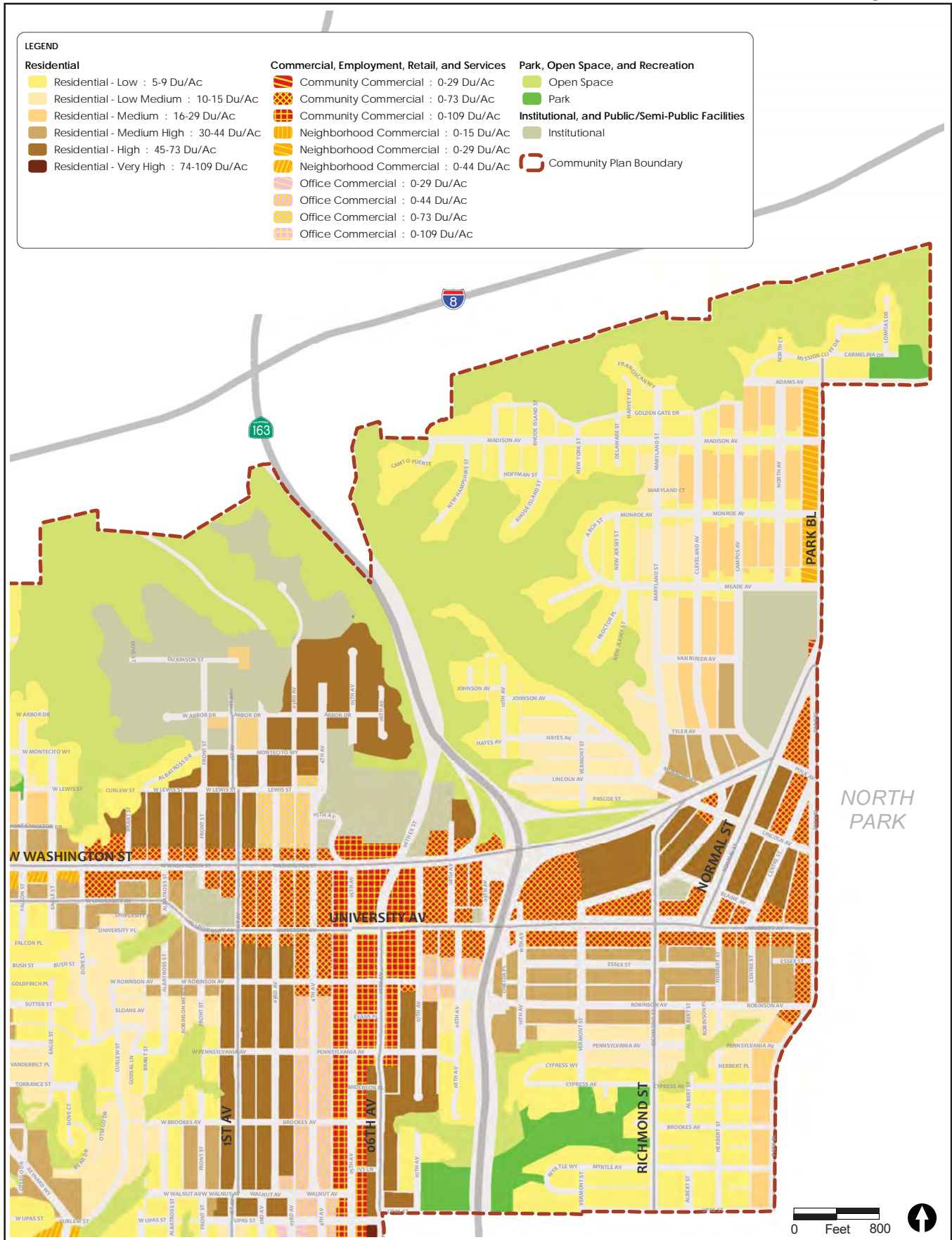


FIGURE 3-3  
Proposed Uptown Land Use – East

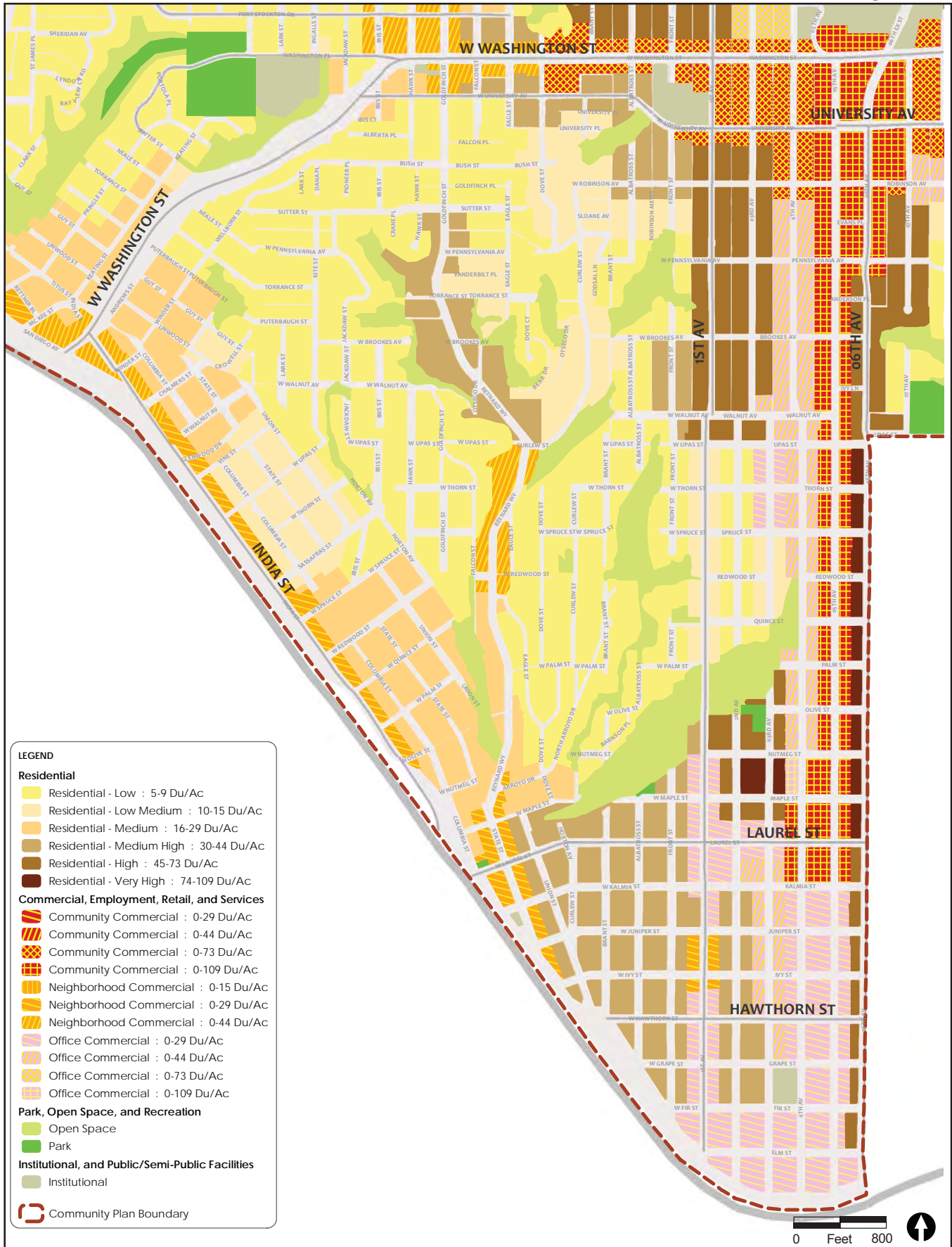


FIGURE 3-4  
Proposed Uptown Land Use – South



| <p align="center"><b>Table 3-2</b><br/><b>Land Use Classifications and Permitted Densities/Intensities</b></p> |                                                                                                                                                 |                             |                                            |
|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------|
| Community Plan Land Use                                                                                        | Description                                                                                                                                     | Residential Density (du/ac) | Development Intensity                      |
| <b>Residential</b>                                                                                             |                                                                                                                                                 |                             |                                            |
| Residential - Very High                                                                                        | Provides for multi-family housing within a very-high density range. Commercial uses are also allowed, but not required.                         | 74-109                      | 3.60 FAR                                   |
| Residential - High                                                                                             | Provides for multi-family housing within a high density range. Commercial uses are also allowed, but not required.                              | 45-73                       | 2.70 FAR                                   |
| Residential - Medium High                                                                                      | Provides for multi-family housing within a medium-high density range. Commercial uses are also allowed, but not required.                       | 30 to 44                    | 1.80 FAR                                   |
| Residential - Medium                                                                                           | Provides for both single-family and multi-family housing within a medium density range.                                                         | 16 to 29                    | 1.35 FAR                                   |
| Residential - Low Medium                                                                                       | Provides for both single-family and multi-family housing within a low-medium density range.                                                     | 10 to 15                    | 0.75 FAR                                   |
| Residential - Low                                                                                              | Provides for both single-family and multi-family housing within a low-density range.                                                            | 5 to 9                      | Varies; see Table 131-04 in Municipal Code |
| <b>Commercial Employment, Retail &amp; Services</b>                                                            |                                                                                                                                                 |                             |                                            |
| Neighborhood Commercial                                                                                        | Provides for shopping areas with retail, service, civic, and office uses for a neighborhood. Housing is allowed as part of a mixed use project. | 0-15                        | 1.0 FAR                                    |
| Neighborhood Commercial                                                                                        | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-29                        | 1.0 FAR                                    |
| Neighborhood Commercial                                                                                        | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-44                        | 1.0 FAR                                    |
| Community Commercial                                                                                           | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-29                        | 2.0 FAR                                    |
| Community Commercial                                                                                           | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-73                        | 2.0 FAR                                    |
| Community Commercial                                                                                           | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-109                       | 2.0 FAR                                    |
| Office Commercial                                                                                              | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-29                        | 0.75 FAR                                   |
| Office Commercial                                                                                              | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-44                        | 2.0 FAR                                    |
| Office Commercial                                                                                              | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.  | 0-73                        | 2.0 FAR                                    |

| <b>Table 3-2<br/>Land Use Classifications and Permitted Densities/Intensities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                    |                             |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------|
| Community Plan Land Use                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Description                                                                                                                                                                        | Residential Density (du/ac) | Development Intensity |
| Office Commercial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Provides for shopping areas with retail, service, civic, and office uses for the community. Housing is allowed as part of a mixed use project.                                     | 0-109                       | 2.0 FAR               |
| <b>Institutional and Public and Semi-Public Facilities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                    |                             |                       |
| Institutional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan, including but not limited to schools, libraries, and fire stations. | Not Applicable              | Not Applicable        |
| <b>Park, Open Space and Recreation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                    |                             |                       |
| Open Space                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applies to land or water areas generally free from development or developed with very low-intensity uses that respect natural environmental characteristics.                       | 1                           | Limited               |
| Population-based Parks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Provide for passive and/or active recreational uses, such as community parks and neighborhood parks.                                                                               | Not Applicable              | Not Applicable        |
| <p>Notes:</p> <p>du/ac = dwelling units per acre</p> <p>1. FAR – Floor Area Ratio and represents total allowed FAR, as follows:</p> <ul style="list-style-type: none"> <li>• For Neighborhood Commercial and Community Commercial: FAR includes only non-residential uses. Zones applied allow additional FAR for residential mixed-use.</li> <li>• For Residential only uses: Projects would need to comply with both density and FAR standards.</li> </ul> <p>2. New residential development is required to be within the density range (both maximum and minimum) specified in the applicable designation as shown in Table 2-3 of the proposed Uptown CPU. Residential density is applied to overall parcel area, excluding land that is not developable because of steep slopes or other natural constraints. Clustering is permitted in all residential designations to encourage open space conservation and preservation of natural topography; this may result in portions of a site developed at a density higher than the applicable density range, which is acceptable as long as the density for the overall development site is not exceeded.</p> |                                                                                                                                                                                    |                             |                       |

## **a. Land Use Designations**

The Community Plan land use designations are indicated on the proposed land use maps and are differentiated by color. The land use designations are described below.

### ***Residential***

#### ***Residential - Very High***

Residential – Very High allows for multi-family housing in the highest density range (75 to 109 dwelling units per acre [du/ac]).

#### ***Residential - High***

Residential – High allows for multi-family housing within a high density range (45 to 73 du/ac).

#### ***Residential - Medium High***

Residential – Medium–High allows for multi-family housing within a medium-high density range (30 to 44 du/ac).

#### ***Residential - Medium***

Residential – Medium allows for both single-family and multi-family housing within a medium density range (16 to 29 units du/ac).

#### ***Residential - Low Medium***

Residential – Low–Medium provides for both single-family and multi-family housing within a low-medium density range (10 to 15 du/ac).

#### ***Residential - Low***

Residential – Low is intended for areas with predominantly single-family residential development, with a low density range of 5 to 9 du/ac.

### ***Commercial and Employment***

#### ***Neighborhood Commercial - Residential Permitted***

Neighborhood Commercial - Residential Permitted focuses on commercial uses and provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 miles. Residential use between 0-15 du/ac, 0-29 du/acre, and 0-44 du/acre; office, public, and community gathering spaces are also allowed.

***Community Commercial - Residential Permitted***

Community Commercial - Residential Permitted focuses on commercial uses, and provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles. Residential use between 0-29 du/ac, 0-44 du/ac, 0-73 du/acre, and 0-109 du/acre; office, public, and community gathering spaces are also allowed.

***Institutional and Public/Semi-Public Facilities******Institutional***

The Institutional designation provides for uses that are identified as public or semi-public facilities in the CPU, including but not limited to, hospitals, schools, libraries, and police and fire stations.

***Park, Open Space, and Recreation******Open Space***

Open Space applies to land generally free from development, developed with very low-intensity uses that respect natural environmental characteristics. Open Space lands consisting of canyons, slopes, and other natural land forms are located throughout the City. This Open Space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

***Population-Based Parks***

Population-based parks provide for passive and/or active recreational uses, such as community parks, neighborhood parks, and recreation centers to meet the recreational needs of the community as defined by the future Recreation Element. Population-based parks (commonly known as Neighborhood and Community parks), facilities, and services are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area.

**b. Neighborhood Centers and Villages**

The proposed Uptown CPU identifies Neighborhood Centers and Villages where growth is focused into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transportation system. These areas would implement the General Plan's City of Villages Strategy and are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. The proposed CPU identifies specific policies applicable to development in the area. Refer to Figure 3-5 for the location of proposed community villages and mixed-use corridors.

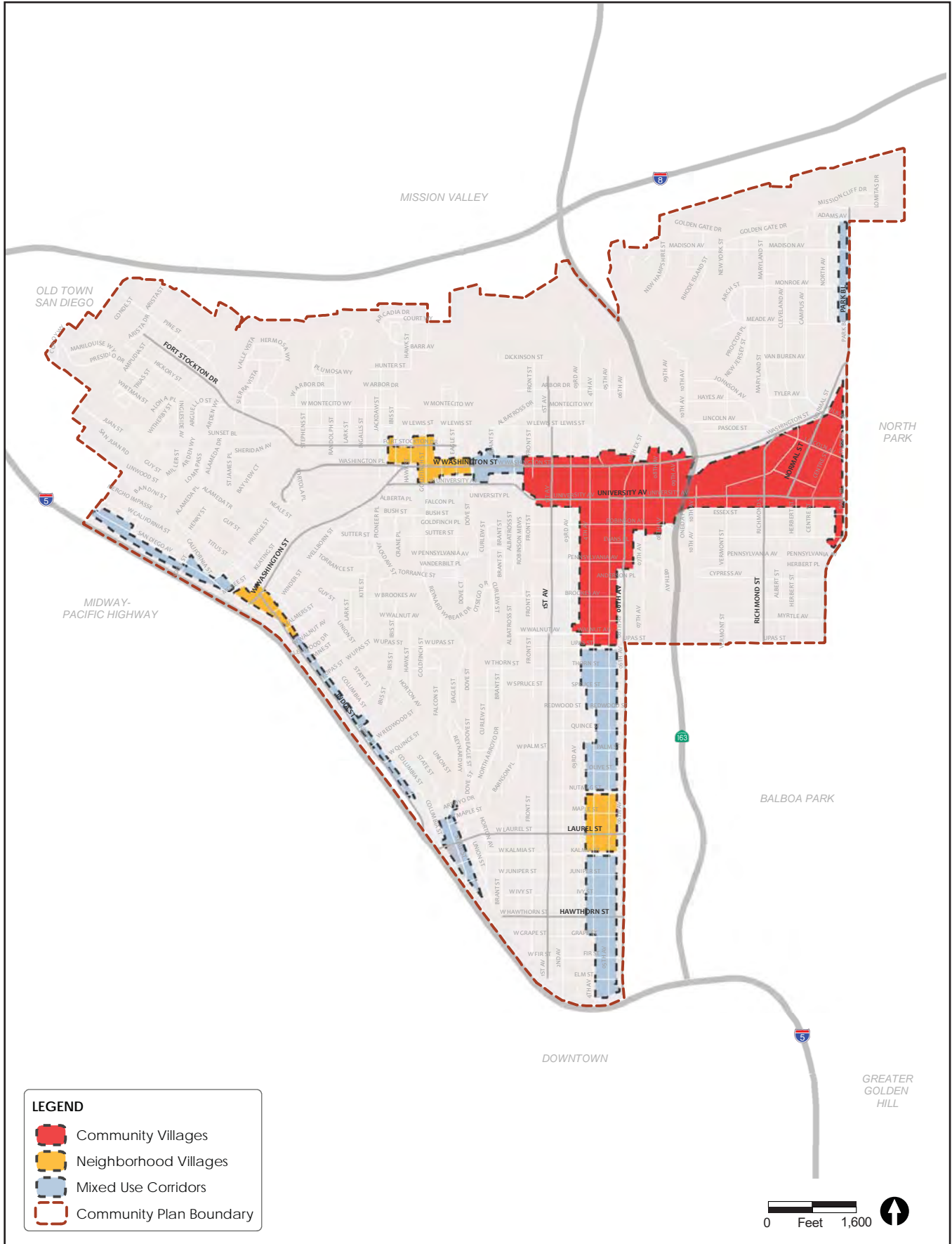


FIGURE 3-5  
Uptown Village Locations and Mixed-Use Corridors

### ***Hillcrest Core – West***

Hillcrest Core – West is located west of the State Route 163 (SR-163) to Front Street provides a variety of commercial-retail businesses and eating and drinking establishments. Hillcrest Core – West is characterized by its narrower, grid-patterned streets and small business storefronts and has served as the traditional heart of the Hillcrest neighborhood.

### ***Hillcrest Core – East***

Hillcrest Core – East located east of SR-163 along Washington Street and University Avenue to Park Boulevard. Hillcrest Core – East has grown in importance through the years as the second Community village core in Uptown. This Community Village core contains the Uptown District – a large pedestrian-oriented, mixed-use retail center and. This Community Village core is characterized by University Avenue as the main transit corridor marked by both auto-oriented strip commercial, as well as pedestrian-oriented businesses.

### ***Mission Hills***

The Neighborhood Village in Mission Hills focused around Goldfinch Street and Washington Street provides a variety of convenience goods and services to adjacent single-family and multi-family residential neighborhoods that surround the Neighborhood Village core.

### ***Bankers Hill/Park West***

The Neighborhood Village in Bankers Hill/Park West is characterized by offices; commercial and residential development, quality shopping, eating and drinking establishments; high-rise mixed-use developments; and its proximity to Balboa Park.

### ***Middletown***

Within Middletown, the Neighborhood Village is prominently known for its various restaurants located along India Street also known as International Restaurant Row.

## **3.4.1.2 Mobility Element**

The proposed Uptown CPU Mobility Element provides direction on how to achieve mobility goals through a balanced, multi-modal transportation network in the Community Plan area. This element is closely linked to the Land Use and Urban Design Elements. The Mobility Element describes existing and future conditions related to streets; vehicles and parking; as well as bicycles, pedestrians, and public transit, including recommended mobility improvements to achieve adequate capacity and improved access.

The proposed CPU identifies specific policies applicable to pedestrians, bicycling, and transit and identifies priority routes for each mode. Policies applicable to the street system are provided in addition to roadway classifications. Street system policies focus on providing a complete street network throughout the communities to accommodate all modes. Future roadway classifications proposed for the Uptown CPU area is shown in Figure 3-6.



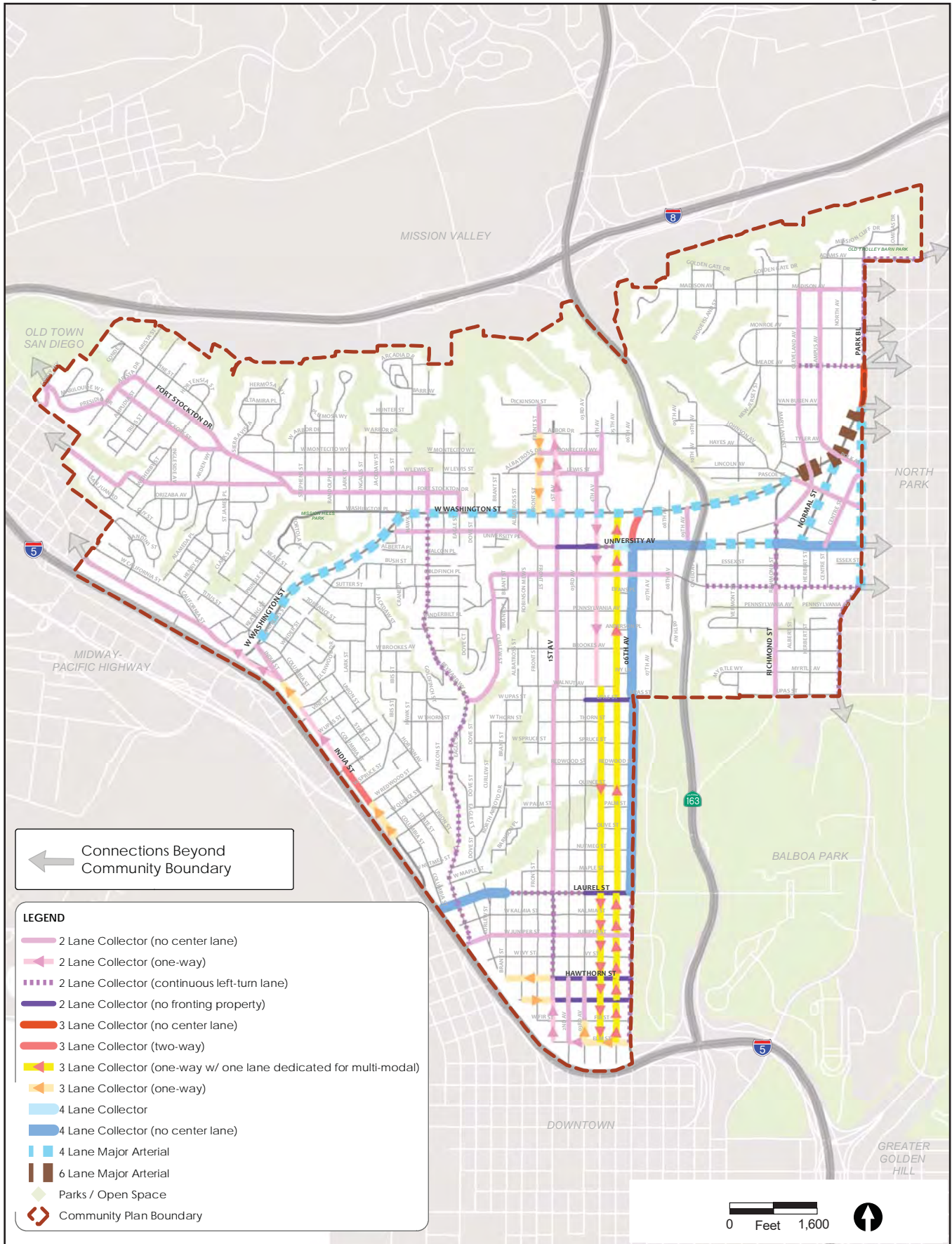


FIGURE 3.6  
Future Roadway Classifications

The proposed Uptown CPU includes policies related to Intelligent Transportation Systems (ITS), such as coordinated traffic signals and use of Transportation Demand Management (TDM) to reduce single-occupancy vehicle trips. The proposed CPU also includes policies related to parking that address issues such as the design and placement of parking areas and compatibility with bicyclists and motorcycles. The Mobility Element is contained within Chapter 3 of the proposed Uptown CPU.

### **3.4.1.3 Urban Design Element**

The proposed Uptown CPU Urban Design Element describes community character and provides goals and policies related to urban form, including public spaces and mixed-use design, neighborhood and community gateways and linkages, building types and massing, streetscape and pedestrian orientation, urban forestry, and other unique aspects of the Uptown community. This element presents the proposed urban form of the Community Plan area and highlights opportunities for urban design in the community. The Urban Design Element is contained within Chapter 4 of the proposed Uptown CPU.

### **3.4.1.4 Economic Prosperity Element**

The proposed Uptown CPU Economic Prosperity Element links economic prosperity goals with land use distribution and employment land use policies, including specific policies aimed at supporting existing and new businesses to preserve and create job opportunities for residents, primarily through new commercial and office development where appropriate. This element seeks to enhance economic opportunity in the Community Plan area, building on significant growth opportunities along the CPU's main commercial corridors. The Economic Prosperity Element is contained within Chapter 5 of the proposed Uptown CPU.

### **3.4.1.5 Public Facilities, Services, and Safety Element**

The proposed Uptown CPU Public Facilities, Service, and Safety Element identifies public facilities and services intended to serve existing and future residents, including educational facilities, public safety services, and infrastructure systems. This element provides policies regarding police and fire services, schools and public libraries, public utilities, geological and seismic hazards, flooding hazards, fire hazards, and hazardous materials. The Public Facilities, Services, and Safety Element is contained within Chapter 6 of the proposed Uptown CPU.

### **3.4.1.6 Recreation Element**

The proposed Uptown CPU Recreation Element provides goals and policies and identifies opportunities to create a more comprehensive park strategy. The proposed CPU calls for the acquisition and development of new parks and associated facilities, improving existing parks in order to expand active and passive recreational use, and provide access to trails and open spaces. This element identifies existing parks, proposed parks, and park equivalencies to provide additional recreation opportunities. Proposed park sites may be acquired and/or developed as park land by the City. Where undeveloped land is limited, unavailable or cost-prohibitive, the General Plan allows for the application of park equivalencies to be determined by the community and City staff. Park



equivalencies include joint use facilities, trails, privately owned publicly accessible parks, non-traditional parks (such as rooftop or indoor recreation facilities), portions of resource-based parks, and park facility expansions or upgrades. The Uptown community is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The Recreation Element is contained within Chapter 7 of the proposed Uptown CPU.

### **3.4.1.7 Conservation Element**

The proposed Uptown CPU Conservation Element provides goals and policies to effectively manage, preserve, and enhance natural resources in the community. The element addresses open space and landform preservation policies, urban runoff management, water resource management, air quality, and waste diversion. This element supports sustainability through policies and land use guidance that provide for economic resiliency, resource conservation, renewable energy, and enhancement of habitat and the urban forest. Strategies included in the Conservation Element address development and use of sustainability and energy generation types, including reuse or recycling of building material, adaptively retrofitting and reusing existing buildings, constructing energy-efficient buildings with healthy and energy-efficient interior environments, creating quality outdoor living spaces, improving materials recycling programs, and promoting local initiatives for local sources and environmentally sustainable goods and services.

Development in the Community Plan area will generally occur as infill projects, focusing on vacant or under-utilized parcels or previously utilized lots rather than on undeveloped land with high natural resource values. The proposed Conservation Element is contained within Chapter 8 of proposed Uptown CPU.

### **3.4.1.8 Noise Element**

The proposed Uptown CPU Noise Element provides goals and policies addressing noise compatibility, including commercial, traffic, and airport noise and identifies future noise contours from freeways and major roads in the community. The Noise Element is contained within Chapter 9 of the proposed Uptown CPU.

### **3.4.1.9 Historic Preservation Element**

The proposed Uptown CPU Historic Preservation Element describes the archaeological and historic context and history of the built environment in Uptown. The Historic Preservation Element focuses on the protection of the community's historical and cultural resources, and supports educational opportunities and incentives to highlight, maintain, and preserve historic resources. This element provides a framework for evaluating individual historic properties and districts for the National Register of Historic Places, California Register of Historic Places, and the San Diego Register of Historic Resources. Specific policies for the Community Plan area are provided to identify, preserve, and promote education and awareness of the community's historic resources.

The proposed Historic Preservation Element identifies Potential Historic District Boundaries within the Uptown community that are intended to provide protection measures to prevent the loss of the overall integrity of Potential Historic Districts. Additional detail about implementation of Potential

Historic Districts is discussed in Section 3.4.2.23 below. The Historic Preservation Element is contained within Chapter 10 of the proposed Uptown CPU.

### **3.4.1.10 Implementation**

The proposed CPU includes an Implementation chapter that describes future actions that would implement the Community Plan. Future implementation actions are described below and detailed in Chapter 11 of the proposed Uptown CPU.

- Approve and regularly update an IFS identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the CPU.
- Fund and construct facilities and other public improvements in accordance with the IFS.
- Pursue additional funding sources, such as grant funding, to implement unfunded needs identified in the IFS.
- Apply and implement the Community Plan's urban design policies and recommendations during review of developments projects including administration of the Uptown CPIOZ.
- Seek longer-term implementation strategies that could be considered toward meeting the Community Plan's identified improvement projects.

## **3.4.2 Land Development Code Amendments**

### **3.4.2.1 Repeal of Planned District Ordinances**

The project would repeal the existing Mid-City Communities PDO, the West Lewis Street PDO, the Interim Height Ordinance, and rezone those PDO parcels with existing Citywide zones to implement the proposed land use plan designations.

### **3.4.2.2 Amendment to the Uptown Community Plan Implementation Overlay Zone Boundaries**

The CPIOZ is applied within the boundaries of the Uptown Community Plan per Chapter 12, Article 2, Division 14 of the Municipal Code to regulate specific building heights primarily along the transit corridors within the neighborhoods of Hillcrest, Mission Hills, and Bankers Hill/Park West. According to Chapter 13, Article 2, Division 14 of the Municipal Code, the purpose of the CPIOZ is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community. The mapped boundaries of the existing CPIOZ would be amended within the Uptown community to replace CPIOZ-Type A, related to retail parking requirements for the Thackery Gallery structure in Hillcrest, and CPIOZ-Type B, related to discretionary review of office uses in the Medical Complex neighborhood with new boundaries to address ministerial review of building height limits within Hillcrest and Mission Hills (CPIOZ-Type A)

and discretionary review of building height limits within Hillcrest and Bankers Hill/Park West (CPIOZ-Type-B). CPIOZ-Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. CPIOZ-Type B identifies areas within the community where discretionary approval is granted through a Process 3 Site Development Permit for development that does not exceed 150 feet in Bankers Hill/Park West, 120 feet in central Hillcrest, and 100 feet in Hillcrest east of the SR-163. Maps depicting areas where CPIOZ-Type A and CPIOZ-Type B would be applied to address building heights are in the proposed Uptown CPU Urban Design Element and are shown in Figures 3-7 and 3-8.

### **3.4.2.3 Historical Resources Regulations**

The project analysis addresses the amendments to the Historical Resources Regulations (Municipal Code Sections 143.0210 et seq.) as they relate to implementation of the proposed Uptown CPU. These amendments have been proposed and analyzed as part of the PEIR for the North Park and Golden Hill CPUs and would provide supplemental development regulations for Potential Historic Districts as adopted by the City Council (see Figure 6.7-4 of this PEIR). These regulations would provide protections to the integrity of the Potential Historic Districts by requiring an evaluation of proposed modifications to single- and multi-family residential structures identified as contributing resources within the boundaries of the proposed Potential Historic Districts.

Applicable residential structures would be subject to the following requirements:

- No modifications allowed to the front 2/3 of the original building footprint unless the modification will repair existing historic materials or restore the building to its historic appearance.
  - Exception: Improvements exempt from building permits pursuant to SDMC 129.0203, as well as improvements identified in SDMC 143.0212(a)(1)-(4) (same standard as applied to 45-year review).
  - Exception: Deviation may be approved through a Process 2 Neighborhood Development Permit. Projects will be reviewed for consistency with the US Secretary of the Interior Standards (similar to 45-year review) and the following findings must be made.
    - ✓ All feasible measures to protect and preserve the integrity of the potential historic district have been provided; and,
    - ✓ The proposed deviation is the minimum necessary to afford relief and accommodate the development and all feasible measures to mitigate for any impacts to the potential historic district have been provided; and,
    - ✓ The proposed project will not result in a loss of integrity within the potential historic district which would render it ineligible for historic designation.

Projects subject to the supplemental development regulations would be allowed to deviate from the regulations with approval of a Neighborhood Development Permit (NDP). Amendments to the NDP regulations are included and analyzed as part of the PEIR for the North Park and Golden Hill CPUs.

These amendments would add the requirement that a NDP is required for development impacting single dwelling unit and multiple dwelling unit structures on a parcel containing a potential contributing resource within the City Council specified Potential Historic District. The NDP revisions would add supplemental findings applicable to these projects.

### 3.4.3 Zone Changes

#### 3.4.3.1 Citywide Rezoning

The implementation program for the Community Plan would replace the Mid-City Communities PDO and West Lewis Street PDO with Citywide zones and development regulations. Conversion from Planned District zoning to Citywide zoning is summarized in Table 3.3 below. Certain commercial PDO zones listed in the table show multiple compatibility with Citywide zones as a result of varying densities allowed based on lot size. The implementation program for the Community Plan also includes residential zones identified in Table 3-3 that would be converted to an open space-residential zone to preserve privately owned property that is designated in the Community Plan as open space with limited development. The proposed zoning for the Uptown CPU area is depicted on Figure 3-9.

| Table 3-3<br>Conversion to Citywide Zoning |                   |
|--------------------------------------------|-------------------|
| Mid-City Communities Planned District      | Citywide Zone     |
| MR-3000                                    | RM-1-1            |
| MR-1500                                    | RM-2-5            |
| MR-1000                                    | RM-3-7            |
| MR-800B                                    | RM-3-9            |
| MR-400                                     | RM-4-10           |
| CV-4, CL-5, CL-6                           | CN-1-3            |
| CN-3, CN-4, CN-2A, CV-3, CL-2              | CN-1-4            |
| NP-3                                       | CC-1-3            |
| NP-3, <u>CN-1</u>                          | CC-3-4            |
| <u>CN-1</u>                                | <del>CC-3-5</del> |
| NP-2, <u>CN-2A</u>                         | CC-3-6            |
| CN-1, CN-1A, CL-2, NP-1                    | CC-3-8            |
| CN-1, CN-1A, CV-1                          | CC-3-9            |
| West Lewis Street Planned District         | Citywide Zone     |
| WLSPD                                      | CN-1-1            |
| Residential Zones                          | Citywide Zone     |
| RS-1-1, RS-1-2, RS-1-4, RS-1-5             | OR-1-1            |

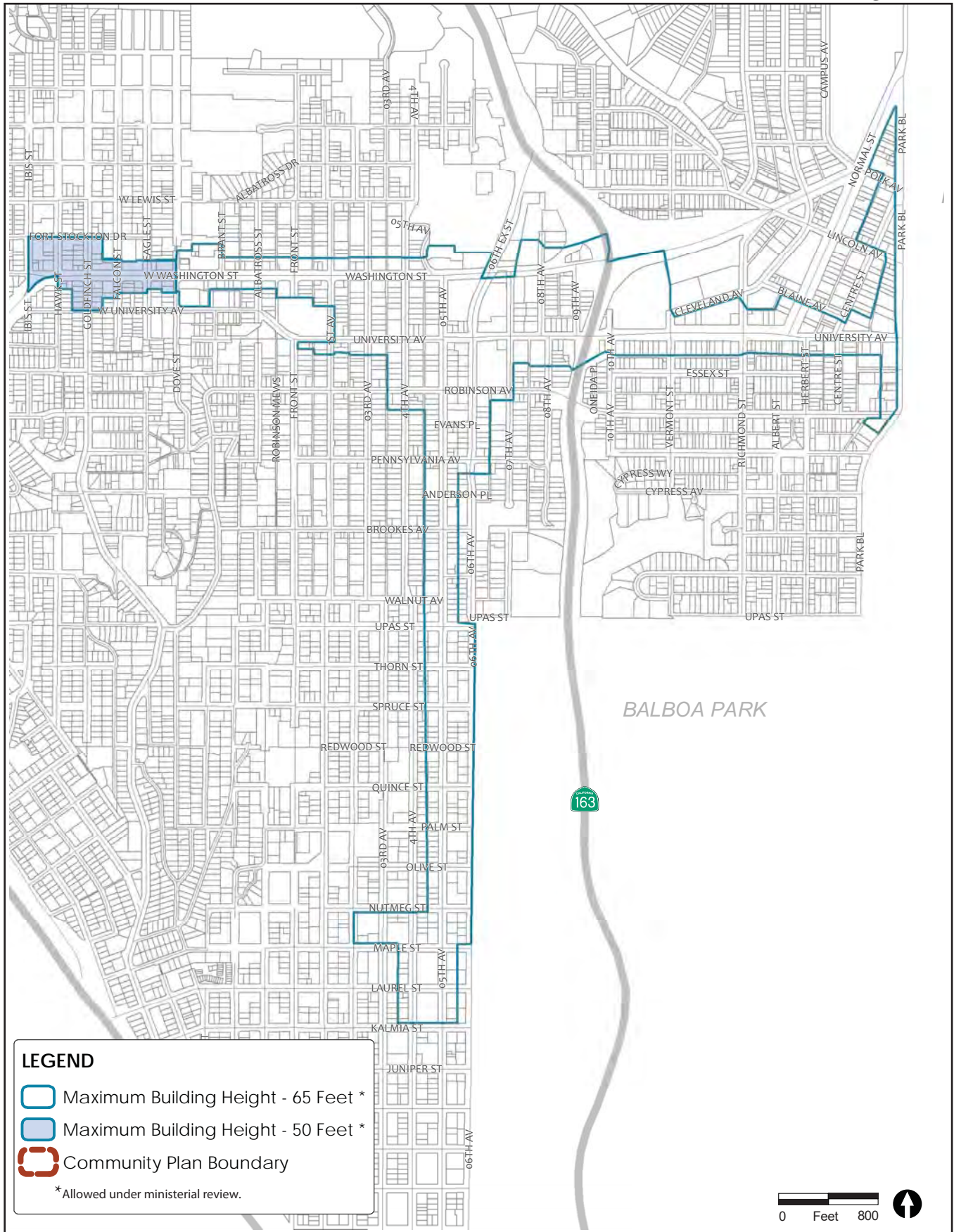


FIGURE 3-7  
Uptown Proposed CPIOZ-Type A



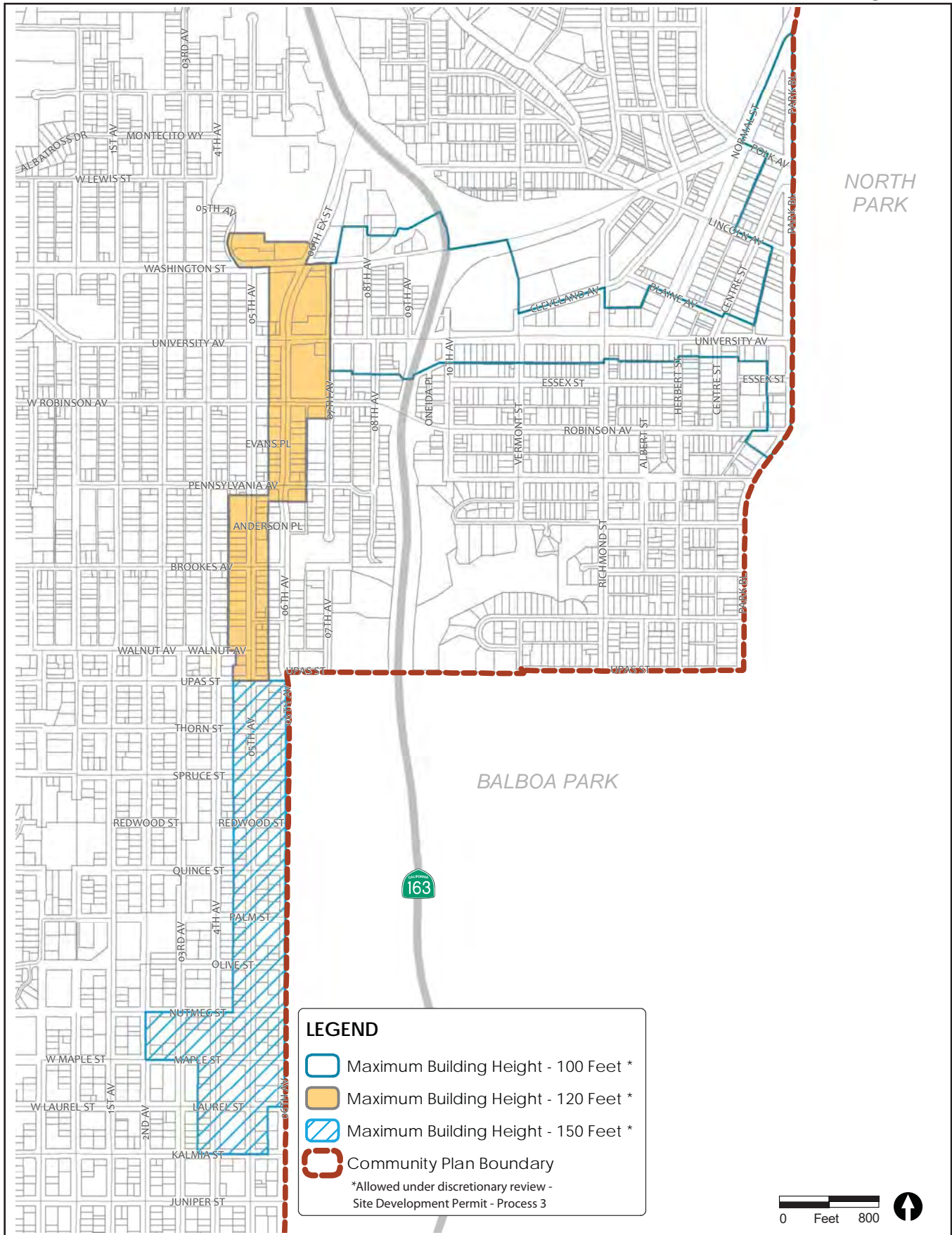
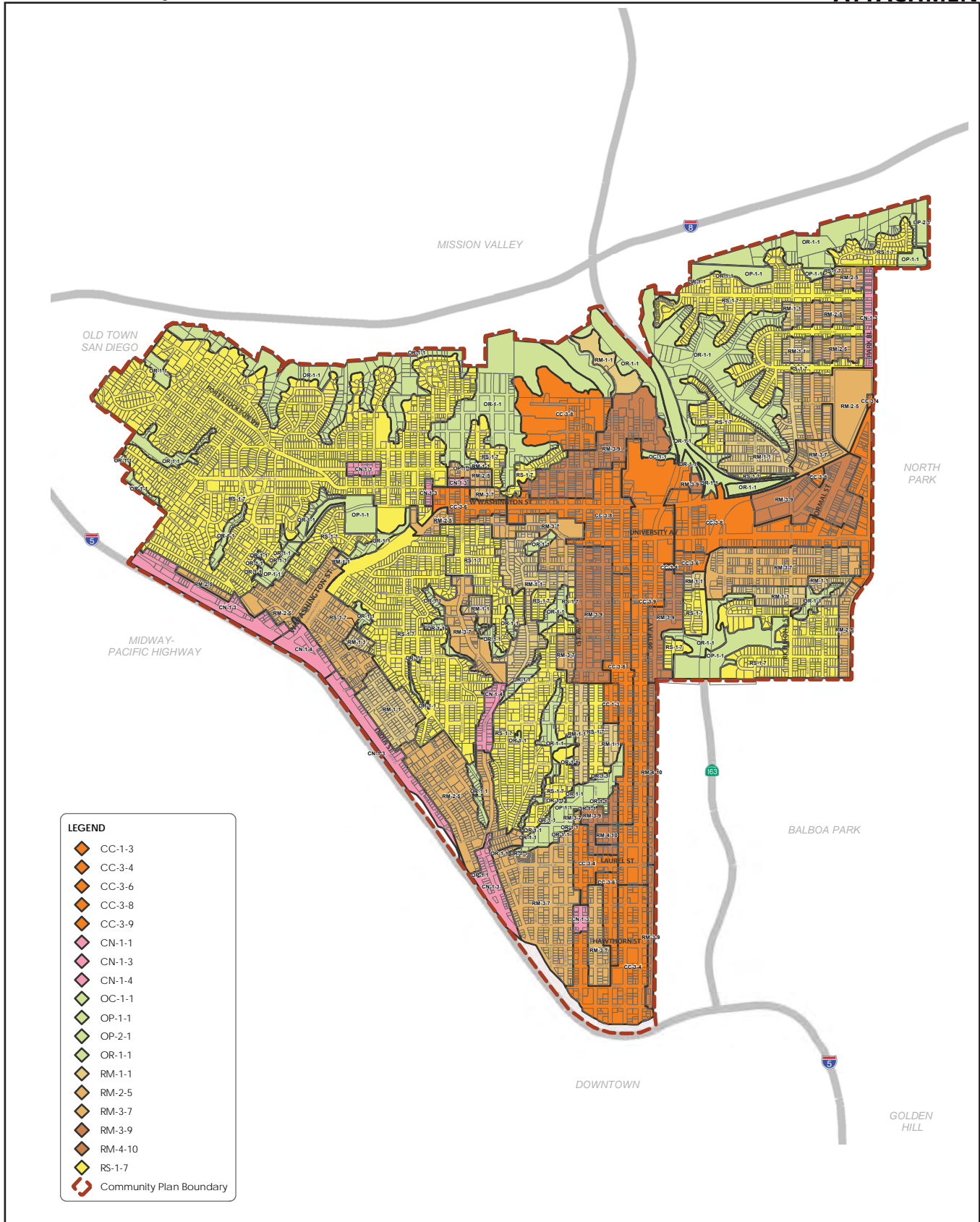
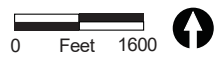


FIGURE 3-8 Uptown Proposed CPIOZ- Type B



**LEGEND**

|  |                         |
|--|-------------------------|
|  | CC-1-3                  |
|  | CC-3-4                  |
|  | CC-3-6                  |
|  | CC-3-8                  |
|  | CC-3-9                  |
|  | CN-1-1                  |
|  | CN-1-3                  |
|  | CN-1-4                  |
|  | OC-1-1                  |
|  | OP-1-1                  |
|  | OP-2-1                  |
|  | OR-1-1                  |
|  | RM-1-1                  |
|  | RM-2-5                  |
|  | RM-3-7                  |
|  | RM-3-9                  |
|  | RM-4-10                 |
|  | RS-1-7                  |
|  | Community Plan Boundary |



**FIGURE 3-9**  
Uptown Proposed Zoning

### 3.4.3.2 Applicable Citywide Zones

The following zones would apply within the Uptown CPU area and are described below.

#### a. OR Zone

The purpose of the OR zone is to preserve privately owned property that is designated as Open Space in a land use plan for such purposes as preservation of public health and safety, visual quality, sensitive biological resources, steep hillsides, and control of urban form, while retaining private development potential. The following OR zone, described in Table 3-4, would be applied in the CPU area:

- OR-1-1 is intended to allow open space with limited private residential development.

| Zone   | Maximum Density | Maximum Height | Maximum FAR |
|--------|-----------------|----------------|-------------|
| OR-1-1 | 1 du/ac         | 30 feet        | 0.45        |

#### b. RM Zones

The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities and provide for residential development that is compatible with the pattern of existing neighborhoods. The following RM zones, described in Table 3-5, would be applied in the CPU area:

- RM-1-1 is intended to allow a mix of Low to Medium residential density (up to 15 dwelling units per acre).
- RM-2-5 is intended to allow Medium residential density (up to 29 dwelling units per acre).
- RM-3-7 is intended to allow a mix of Medium residential density (up to 44 dwelling units per acre) with limited ground floor neighborhood serving commercial uses with a pedestrian orientation.
- RM-3-9 is intended to allow a mix of High residential density (up to 73 dwelling units per acre) with limited ground floor neighborhood serving commercial uses with a pedestrian orientation.
- RM-4-10 is intended to allow High density multiple dwelling units with limited commercial uses, with a maximum density of up to 109 dwelling units per acre.



| Zone    | Maximum Density | Maximum Height | Maximum FAR |
|---------|-----------------|----------------|-------------|
| RM-1-1  | 15 du/ac        | 30 feet        | .75         |
| RM-2-5  | 29 du/ac        | 40 feet        | 1.35        |
| RM-3-7  | 44 du/ac        | 40 feet        | 1.80        |
| RM-3-9  | 73 du/ac        | 60 feet        | 2.70        |
| RM-4-10 | 109 du/ac       | 50 feet        | 3.60        |

### c. CN Zones

The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. The zones in this category may include residential development. Property within the CN zones will be primarily located along local and collector streets. The following CN zones, described in Table 3-6, would be applied in the CPU areas:

- CN-1-1 is intended to allow development of a limited size with up to 15 dwelling units per acre as part of a pedestrian-oriented mixed-use development.
- CN-1-3 is intended to allow for neighborhood commercial with up to 29 dwelling units per acre as part of a pedestrian-oriented mixed-use development.
- CN-1-4 is intended to allow neighborhood commercial development with up to 44 dwelling units per acre as part of pedestrian-oriented mixed-use development.

| Zone   | Maximum Density | Maximum Height | Maximum FAR |
|--------|-----------------|----------------|-------------|
| CN-1-1 | 15 du/ac        | 30 feet        | 1.0         |
| CN-1-3 | 29 du/ac        | 30 feet        | 1.0         |
| CN-1-4 | 44 du/ac        | 65 feet        | 1.0         |

### d. CC Zones

The purpose of the CC zones is to accommodate community-serving pedestrian-oriented commercial services, retail uses in a mixed-use setting. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers. All of the CC zones in the Uptown community include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines. The following CC zones, described in Table 3-7, would be applied in the CPU area:

- CC-1-3 is intended to accommodate development with an auto orientation and a Medium density.
- CC-3-4 is intended to accommodate development with a pedestrian orientation and a Medium density.
- CC-3-5 is intended to accommodate development with a high intensity, pedestrian orientation and Medium density.
- CC-3-6 is intended to accommodate development with a high intensity, pedestrian orientation and Medium High density.
- CC-3-8 is intended to accommodate development with a high intensity, pedestrian orientation and High density.
- CC-3-9 is intended to accommodate development with a high intensity, pedestrian orientation and Very High density.

| Zone              | Maximum Density     | Maximum Height      | Maximum FAR        |
|-------------------|---------------------|---------------------|--------------------|
| CC-1-3            | 29 du/ac            | 45 feet             | 0.75               |
| CC-3-4            | 29 du/ac            | 30 feet             | 1.0                |
| <del>CC-3-5</del> | <del>29 du/ac</del> | <del>100 feet</del> | <del>2.0</del>     |
| CC-3-6            | 44 du/ac            | 65 feet             | 2.0                |
| CC-3-8            | 73 du/ac            | 100 feet            | <del>2.5</del> 2.0 |
| CC-3-9            | 109 du/ac           | unlimited           | <del>3.0</del> 2.0 |

### **3.4.4 Impact Fee Study**

The project includes adoption of an IFS (formerly known as a Public Facilities Financing Plan [PFFP]) that addresses the need for public facilities associated with the identified needs of the Uptown CPU area. City Council adopted the current PFFP in 2003. The existing PFFP sets forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations that are needed to serve the community. The proposed IFS for Uptown would be used to determine the public facilities needs associated with the proposed CPU area. It includes potential funding sources for public facility financing, particularly development impact fees

The IFS identifies and prioritizes improvements to public facilities. Improvements vary widely in their range and scope; some could be implemented incrementally as scheduled street maintenance occurs, and others would require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant new development occurs. A complete list of projects is included in the proposed IFS.

### **3.4.5 MHPA Boundary Line Corrections**

The project includes a comprehensive communitywide Multi-Habitat Planning Area (MHPA) boundary line correction within the Uptown CPU area. A comprehensive, systematic approach was developed in order to evaluate areas of existing developed land that should be removed, as well as areas where biological resources should be added. The boundary line corrections generally removed existing developed areas in addition to the 35-foot brush management zone 1 area as required in accordance with the City's Land Development Code, Section 142.0412. The comprehensive MHPA boundary corrections for the Uptown CPU area would result in removal of acreage of existing developed lands from the MHPA and an addition of sensitive habitats including coastal sage scrub and chaparral. For specific acreage of vegetation communities/land cover proposed for addition and removal from the MHPA, refer to Chapter 6.8.

## **3.5 Environmental Design Considerations**

Several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into the proposed CPU as recommendations within policies to avoid or reduce environmental impacts. These are described below.

### **3.5.1 Sustainability**

Sustainable building concepts and practices have been incorporated into the proposed policies within various elements of the proposed CPU. Implementation of these policies will serve to reduce or avoid potential environmental effects associated with water and energy consumption, consumption of non-renewable or slowly renewing resources, and urban runoff.

### **3.5.2 Village Districts and Transit Corridors**

Development completed in accordance with the proposed CPU would occur in an existing urbanized area with established public transportation infrastructure, including existing and future transit service. Most future development is expected to occur within proximity of areas served by transit, which may reduce vehicle trips and miles traveled. In addition, implementation of the policies contained in the Land Use, Mobility, Recreation, and Conservation elements of the proposed CPU would improve mobility within the Community Plan area, by promoting development of a balanced, multi-modal transportation network, including better pedestrian and bicycle mobility. Policies that support walking and bicycling as transportation choices could also reduce vehicle trips and vehicle miles traveled.

### **3.5.3 Transit**

While the intent of the proposed Uptown CPU Mobility Element is to provide a more cohesive transportation network, it contains policies that specifically address transit services and facilities, including improving the environment surrounding transit stops, and working with the San Diego Metropolitan Transit System (MTS) to incorporate transit priority measures.

### **3.5.4 Recreation**

The proposed Uptown CPU Recreation and Conservation elements contain policies aimed at creating a sustainable park system that meets the needs of Uptown residents and visitors by increasing the quantity and quality of recreation facilities within the CPU area.

### **3.5.5 Urban Runoff/Water Quality**

Urban runoff management policies located in the proposed Uptown CPU Conservation Element seek to reduce potential runoff/water quality impacts by encouraging the use of Low Impact Development (LID) techniques and materials that slow water runoff and absorb pollutants from roofs, parking areas, and other urban surfaces; incorporating bio-swales or other design practices where there are sufficient public rights-of-way throughout the community; and encouraging private property owners to design or retrofit landscaped areas to better capture storm water runoff.

### **3.5.6 Diversity and Affordability of Housing**

The land use plan for the proposed CPU proposes a range of single- and multi-family housing densities intended to provide a range of housing types, including moderate and high densities that typically could allow a mix of market rate and affordable multi-family units. This could enable a wider range of economic levels and age groups to live within these communities. The Uptown Land Use Element contains policies related providing land use types to accommodate both affordable and market rate housing; providing a diverse mix of housing type; enabling rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/work studios, and shopkeeper units; and developing adequate housing for those with special needs such as the elderly, disabled persons, low income, and those who need nursing care.

### **3.5.7 Bicycle Network**

In order to reduce reliance on fossil fuels and encourage alternative modes of transportation, the proposed Uptown CPU aims to provide a safe and convenient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network. In support of this goal, the Uptown Mobility Element includes bicycle policies in Section 3.2 of the Mobility Element. Specifically, implementation of Uptown Mobility Element Policies in this section would support and implement bicycle priority streets and facilities that would connect Uptown to neighboring communities with emphasis on constructing missing bikeways in the bicycle network, implementing and building upon the San Diego Bicycle Master Plan. The Mobility Element Policy MO-2.3 calls for increasing bicycle comfort and accessibility for all levels of bicycle rides with improvements such as signage, marking, and wayfinding for bicycles, directing them to points of interest within Uptown and adjacent communities, actuated by signal timing for bicycles, priority parking for bicycles, wider bike lanes, and separated bicycle facilities, where feasible.

### **3.5.8 Access to Outdoor and Active Spaces**

The proposed CPU addresses existing and planned access to outdoor and active spaces, and provides for additional outdoor recreation opportunities, including land acquisition for creation of public parks within the community. On-site open space within new multi-family development is also recommended. Access is to be improved per policies for better pedestrian and bicycle access to open space within canyons as well as Balboa Park.

Strategies to expand programming within existing public spaces to reduce the existing parkland deficit in the CPU area are also included in the proposed CPU. The Recreation Element includes policies to provide parkland to meet the needs of the community through CPU build-out; provide for preservation, protection, and enhancement of existing and planned parkland facilities; ensure accessibility of parkland to all residents and visitors; and to preserve, protect, and enhance/restore resources associated with existing and proposed open space.

### **3.5.9 Improved Transportation Network and Increased Alternative Modes of Transportation**

The proposed CPU includes several policies intended to improve the existing transportation network, as well as encouraging alternative modes of transportation to reduce impacts related to traffic/circulation and air quality. The proposed Mobility Element would support and help implement the General Plan at the Community Plan-level by including specific policies and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. Specifically, the Mobility Element includes policies addressing walkability that would promote and encourage new construction and upgrades to existing pedestrian pathways. Transit Policies of the proposed Mobility Element would support improving access to public transit facilities (i.e., San Diego Trolley); Intelligent Transportation System policies would promote smart parking technology; and Bicycle Policies would promote a continuous network of bicycle facilities connecting the CPU areas to the Citywide bicycle network and bicycle parking facilities. In support of General Plan Policies UD-D-1 through D-3, the proposed Land Use Element Sections 2.2 and 2.3 focus the highest intensity development (residential and non-residential) on the community's commercial-transit corridors and village areas to capitalize on access to transit, boost transit ridership, and reduce reliance on driving.

### **3.5.10 Energy Efficiency in Buildings**

The Urban Design and Conservation elements of the CPU include policies to reduce air, water, and land pollution, and other environmental impacts associated from energy production and consumption. The Urban Design Element encourages new infill buildings and retrofitting of existing buildings to take into account energy-efficient design. In particular, the Uptown Urban Design Element provides policies to incorporate building features that reduce energy consumption, reduce solar heat gain, and restore and adaptively reuse older structures. Specifically, policies within the Urban Design Element address sustainable building design, access to light and air, and adaptive reuse.

The Uptown Conservation Element policy CE-1.1, along with proposed Mobility Element policies, addresses energy efficiency and sustainable building design by encouraging new development to build upon the community's existing street grid network to create a more functional environment for pedestrians and bicyclists and reduce local dependence on automobile transportation; encourage the reduction in development of project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to standardized measures outlined in the City's Climate Action Plan; and as part of a comprehensive energy-reduction strategy, promote the continued use or adaptive reuse of existing buildings in conjunction with any needed upgrades to their energy-use efficiency. This would include preserving existing buildings with important architectural or historic character as valued community assets and preserving structures that meet the Historical Resources criteria for designation and adaptive reuse, if necessary, to maintain their economic viability.

### **3.5.11 Air Quality**

The Conservation Element includes policies to reduce the CPU's impact on air quality and climate change. The Conservation Element includes Air Quality policy CE-3.4, which encourages alternative modes of transportation, street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants, and the relocation of incompatible uses that contribute to poor air quality. The implementation of Sustainability Development policies in section 4.4 Development Form of the Urban Design Element also aim to reduce project-level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in an adopted Citywide Climate Action Plan.

### **3.5.12 Urban Agriculture, Urban Forestry, and Sustainable Landscape Design**

The proposed Conservation Element includes policies in Section 8.1 Sustainable Development that would support sustainable food practices, locally sourced goods and services, and would seek opportunities for community agricultural use of property including community gardens. Urban Forestry policies in Section 4.4 Development Form of the Urban Design Element of the proposed Uptown CPU discuss and encourage the implementation of programs for enhancing the urban forest and supporting urban forestry efforts by incorporating shade-producing street trees that are suited to the San Diego climate along all streets and roadways as well as maximizing tree shade canopy. Additionally, policies in the Urban Design Element advocate for the incorporation of sustainable landscape treatments like drought-tolerant and climate appropriate plant species. Proposed policies in the Conservation Element encourage the use of water-wise practices with new development and building retrofits such as recycled/gray water systems, low water use vegetation in public spaces, and incorporating water-efficient landscape design in community greening projects.

## 3.6 Plan Build-out

Future development realized under the proposed land use map is referred to as build-out. The proposed CPU does not specify or anticipate when build-out would occur, as long-range demographic and economic trends are difficult to predict. However, for facility planning, technical evaluation, and environmental review purposes, build-out is assumed to occur in 2035.

### 3.6.1 Uptown Land Use Distribution at Plan Build-out

The amount of area in each land use designation under the CPU is shown on Table 3-8. The predominant land use designation in Uptown would remain residential, with single-family residential acreage at 726 acres mirroring the current prevalence of single-family houses. And the multi-family designation would acreage comprising 380 acres. Overall, implementation of the proposed Uptown CPU and associated discretionary actions is anticipated to result in multi-family development at higher densities along transit corridors. Specifically, compared to the existing condition, the number of single-family units is anticipated to decrease by 2,020 units and the number of multi-family units is anticipated to increase by 11,560 units (refer to Table 3-9).

| Community Plan Land Use                                                                                            | Acres          | Percent           |
|--------------------------------------------------------------------------------------------------------------------|----------------|-------------------|
| <b>Residential</b>                                                                                                 |                |                   |
| Residential - Single                                                                                               | 726            | 27%               |
| Residential - Multi                                                                                                | 380            | 14%               |
| Residential Total                                                                                                  | 1,106          | 41%               |
| <b>Commercial and Office</b>                                                                                       |                |                   |
| Visitor and Retail Commercial                                                                                      | 181            | 8%                |
| Office Commercial                                                                                                  | 32             | 1%                |
| Commercial, Employment Total                                                                                       | 213            | 9%                |
| <b>Institutional and Educational Facilities</b>                                                                    |                |                   |
| Institutional                                                                                                      | 100            | 4%                |
| Education                                                                                                          | 29             | 1%                |
| Institutional and Education Total                                                                                  | 129            | 5%                |
| <b>Open Space and Parks</b>                                                                                        |                |                   |
| Open Space                                                                                                         | 398            | 14%               |
| Population-based Parks                                                                                             | 51             | 3%                |
| Parks and Open Space Total                                                                                         | 449            | 17%               |
| <b>Roads</b>                                                                                                       |                |                   |
| Roads                                                                                                              | 761            | 28%               |
| <b>Agriculture</b>                                                                                                 |                |                   |
| Agriculture                                                                                                        | 0.5            | 0.0% <sup>1</sup> |
| <b>Total</b>                                                                                                       | <b>2,658.5</b> | <b>100%</b>       |
| SOURCE: City of San Diego 2016.                                                                                    |                |                   |
| <sup>1</sup> Existing community garden. Percentage accounts for less than 1% of the total acreage in the community |                |                   |



Table 3-9 describes the existing and proposed residential development anticipated from application of land uses shown on the proposed Uptown Land Use Map on vacant and underutilized parcels, according to analysis undertaken for the CPU. Table 3-10 shows the same for existing and proposed non-residential development.

| <b>Table 3-9<br/>Residential Development: Existing and at Proposed CPU Build-out</b> |                      |                  |                         |                  |            |            |
|--------------------------------------------------------------------------------------|----------------------|------------------|-------------------------|------------------|------------|------------|
| Residential Development                                                              | Existing Development |                  | Proposed Plan Build-out |                  | Difference |            |
|                                                                                      | Residential Units    | Percent of Total | Residential Units       | Percent of Total | Change     | Change (%) |
| Single-Family Units <sup>1</sup>                                                     | 7,540                | 33 %             | 5,520                   | 17%              | (2,020)    | (27) %     |
| Multi-Family Units <sup>2</sup>                                                      | 15,620               | 67 %             | 27,180                  | 83%              | 11,560     | 74 %       |
| Total Housing Units                                                                  | 23,160               | 100%             | 32,700                  | 100%             | 9,540      | 41 %       |
| Household Population                                                                 | 36,750               |                  | 55,700                  |                  | 18,950     | 52 %       |
| Notes:                                                                               |                      |                  |                         |                  |            |            |
| <sup>1</sup> Includes detached single-family, multiple-unit single-family.           |                      |                  |                         |                  |            |            |
| <sup>2</sup> Includes residential units in mixed-use development.                    |                      |                  |                         |                  |            |            |
| SOURCE: City of San Diego 2016.                                                      |                      |                  |                         |                  |            |            |

| <b>Table 3-10<br/>Non-Residential Development: Existing and at Proposed CPU Build-out</b> |                                        |                  |                                        |                  |            |            |
|-------------------------------------------------------------------------------------------|----------------------------------------|------------------|----------------------------------------|------------------|------------|------------|
| Non-Residential Development                                                               | Existing Development                   |                  | Proposed Plan Build-out                |                  | Difference |            |
|                                                                                           | Non-Residential Building (square feet) | Percent of Total | Non-Residential Building (square feet) | Percent of Total | Change     | Change (%) |
| Commercial/Retail                                                                         | 1,875,780                              | 26%              | 3,186,500                              | 43%              | 1,309,720  | 70 %       |
| Visitor Commercial                                                                        | 366,460                                | 5%               | 174,000                                | 2%               | (192,460)  | (53)%      |
| Office                                                                                    | 2,308,390                              | 32%              | 1,598,700                              | 21%              | (709,690)  | (31)%      |
| Industrial                                                                                | 19,710                                 | 1%               | 0                                      | 0%               | (19,700)   | (100)%     |
| Education                                                                                 | 413,100                                | 5%               | 364,200                                | 5%               | (48,900)   | (12)%      |
| Institutional                                                                             | 2,214,450                              | 30%              | 2,121,500                              | 28%              | (92,950)   | (4)%       |
| Recreational                                                                              | 31,110                                 | 1%               | 31,100                                 | 1%               | 0          | 0%         |
| Total Non-Residential Development                                                         | 7,229,000                              | 100%             | 7,476,000                              | 100%             |            |            |
| SOURCE: City of San Diego 2016.                                                           |                                        |                  |                                        |                  |            |            |

### 3.6.2 Future Actions Associated with Plan Build-out

Due to the nature of an amendment to a Community Plan and a lack of site-specific development proposals associated with the proposed CPU, site-specific environmental analyses of future development anticipated within the CPU area are not undertaken within this PEIR. However, the analysis anticipates that future development would occur within CPU area and would be subject to applicable development regulations and requirements of the CPU and this PEIR. Future development within the CPU would involve subsequent approval of public and private development proposals through both ministerial in accordance with the zoning and development regulations and discretionary reviews in accordance with the zoning and development regulations and proposed Uptown CPU policies. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-inclusive list of discretionary actions that would occur as the CPU is implemented are shown on Table 3-11.

| <b>Table 3-11</b>                                                                       |  |
|-----------------------------------------------------------------------------------------|--|
| <b>Potential Future Discretionary Actions Associated with Plan Build-out</b>            |  |
| <b>City of San Diego</b>                                                                |  |
| Subdivision Maps                                                                        |  |
| Discretionary Permits                                                                   |  |
| Site Development Permits                                                                |  |
| Establishment of Public Facilities Financing Mechanisms                                 |  |
| Conditional Use Permits                                                                 |  |
| Neighborhood Development Permits                                                        |  |
| Neighborhood Use Permits                                                                |  |
| Planned Development Permits                                                             |  |
| Variances                                                                               |  |
| Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications          |  |
| Water and sewer infrastructure and road improvements                                    |  |
| <b>State of California</b>                                                              |  |
| Caltrans Encroachment Permits                                                           |  |
| Section 1602/1603 Streambed Alteration Agreements                                       |  |
| Water Quality Certification Determinations for Compliance with Section 401              |  |
| Department of Education approval of school sites                                        |  |
| <b>Federal Actions</b>                                                                  |  |
| U.S. Army Corps of Engineers Section 404 Permits                                        |  |
| USFWS Section 7 or 10 (a)                                                               |  |
| <b>Other Agencies</b>                                                                   |  |
| SDG&E/Public Utilities Commission approvals of power line relocations or undergrounding |  |



## **Chapter 4.0**

# **History of Project Changes Related to CEQA**

### **4.1 NOP and Project Initiation**

The City initiated the process of updating the Uptown, North Park and Golden Hill Community Plans in 2009, when the planning team began its analysis of existing conditions. The Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) was issued on December 23, 2013 (State Clearinghouse No. 2013121076, a new State Clearinghouse No. to be assigned for the Uptown Community Plan Update [CPU] PEIR at the start of public review). A public scoping meeting was held on January 9, 2014, to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the 30-day public comment period and are included as Appendix A of this PEIR. Potentially significant concerns and issue areas were defined based on the initial analysis of environmental setting and baseline conditions, and comments on the NOP, and are analyzed as part of this PEIR.

### **4.2 Community Outreach and Plan Development**

Between 2009 and 2016, an extensive outreach program was undertaken to solicit input from residents, business owners, community leaders, public officials, and other interested parties. The outreach program included multiple Community Plan Update Advisory Committee meetings on various land use topics, historic resources and mobility open house events, and a cluster workshop involving participants from each of the three communities to discuss urban design. Multi-day workshops or "charrettes" focusing on land use, areas of change and stability, urban design, mobility, historic resources, and recreation were conducted for each of the Community Plan Update (CPU) areas culminating in an urban design framework that would set the foundation for developing land use policies and recommendations. Additionally, "Open Mic Night" events were hosted by the City in an effort for community members to consider various perspectives from stakeholder organizations such as those representing local business districts, neighborhood-level organizations, historic preservation societies, planning and architectural organizations, and hospitals, as well as

walkability, open space, and housing advocates. The policies and details of the CPUs were developed and shaped through this process.

### **4.3 Changes Based on Comments on the Draft Community Plans**

Subsequent to the NOP in December 2013, the stakeholders in the Uptown CPU area continued to have comments and concerns regarding the recommended edits to the CPU, whereas the community groups for North Park and Golden Hill had largely completed their review of their individual CPUs and voted to proceed with key components of their respective CPU. To maintain the overall progress and not unnecessarily delay all CPUs, the City Planning Department made the decision to remove Uptown CPU from the North Park/Golden Hill PEIR, moving forward with a separate Uptown CPU PEIR. Chapter 2.0 (Environmental Setting) and Chapter 5.0 (Regulatory Framework) have retained some discussions related to the adjacent CPUs to reflect background information of these concurrent planning efforts. The North Park/Golden Hill CPUs PEIR was sent out for public review under separate cover on May 31, 2016. When the Uptown CPU PEIR is released for public review, a State Clearinghouse Number will be assigned to the project, separate from the North Park/Golden Hill CPUs PEIR.



## Chapter 5.0

# Regulatory Framework

The regulatory framework applicable to each subject area included within this Program Environmental Impact Report (PEIR) is included in this chapter.

### 5.1 Land Use

Included within Section 3.0, Project Description, of this PEIR are descriptions of the existing land use plans that currently apply to the proposed Uptown Community Plan Update (CPU) area. The following expands the discussion of applicable plans and development regulations, including the General Plan, pertinent San Diego Municipal Code (SDMC) regulations, the City Multiple Species Conservation Program (MSCP) Subarea Plan, and the Airport Land Use Compatibility Plan.

#### 5.1.1 City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008, incorporating the City of Villages strategy, which in turn was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update and future CPUs and amendments, as well as the implementation of an action plan. Table 5-1 summarizes the general land use categories that will be applied within the Uptown CPU.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

| Table 5-1<br>General Plan Land Use Categories                |                                        |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                  |
|--------------------------------------------------------------|----------------------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| General Plan Land Use                                        | Recommended Community Plan Designation | Use Considerations    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | General Plan Density Range (du/ac <sup>1</sup> ) |
| Parks, Open Space, and Recreation                            | Open Space                             | None                  | Provides for the preservation of land that has distinctive scenic, natural, or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreational uses; conservation of land, water, and other natural resources; historic or scenic purposes; visual relief; or landform preservation. | N/A                                              |
|                                                              | Population-based Parks                 | None                  | Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs for the community as defined by the Community Plan.                                                                                                                                                                                                                                                                                                                                                                                                 | N/A                                              |
| Residential <sup>1</sup>                                     | Residential - Low                      | None                  | Provides for both single-family and multi-family housing within a Low-density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 5-9 du/ac                                        |
|                                                              | Residential - Low-Medium               | None                  | Provides for both single-family and multi-family housing within a Low-Medium-density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 10-14 du/ac                                      |
|                                                              | Residential - Medium                   | None                  | Provides for both single-family and multi-family housing within a Medium-density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 15-29 du/ac                                      |
|                                                              | Residential - Medium-High              | None                  | Provides for multi-family housing within a Medium-High-density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 30-44 du/ac                                      |
|                                                              | Residential - High                     | None                  | Provides for multi-family housing within a High-density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 45-74 du/ac                                      |
|                                                              | Residential - Very High                | None                  | Provides for multi-family housing in the highest density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 75+ du/ac                                        |
| Commercial Employment, Retail, and Services <sup>1,2,3</sup> | Neighborhood Commercial                | Residential Permitted | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed only within a mixed-use setting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0-44 du/ac                                       |
|                                                              | Community Commercial                   | Residential Permitted | Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multi-family residential uses could be added to enhance the viability of existing commercial uses.                                                                                                                                                                                                                                                                                                                                                                     | 0-74 du/ac                                       |
|                                                              | Office Commercial                      | Residential Permitted | Provides for office employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0-44 du/ac                                       |

| Table 5-1<br>General Plan Land Use Categories                    |                                        |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                  |
|------------------------------------------------------------------|----------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| General Plan Land Use                                            | Recommended Community Plan Designation | Use Considerations | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | General Plan Density Range (du/ac <sup>1</sup> ) |
| Institutional and Public and Semi-Public Facilities <sup>4</sup> | Institutional                          | None               | Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices, and civic centers. | N/A                                              |

du/ac = dwelling units per acre

<sup>1</sup>Residential density ranges will be further refined and specific in each Community Plan. Residential densities may also be narrowed within the density ranges established for the Commercial Employment, Retail, and Services General Plan land use category in this table. Community Plans may also establish density minimums where none are specified in the Commercial Employment, Retail, and Services General Plan land use category. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a Community Plan without causing the need for amending the General Plan, upon evaluation of impacts. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.

<sup>2</sup>Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

<sup>3</sup>Commercial land use designations may be combined to meet community objectives.

<sup>4</sup>Community Plans will further define the specific institutional uses allowed on a particular site.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element, which must be updated every five years under state law, was last updated in 2014 and is provided under separate cover due to the need for more frequent updates. It is required to be consistent with the General Plan goals and City of Villages strategies.

### 5.1.1.1 Land Use and Community Planning Element

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy and guides the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also ensure consistency with zoning regulations (e.g., SDMC).

The Land Use and Community Planning Element of the City's General Plan is largely seen as the structure and framework for developing Community Plans. When appropriate, policies call for Community Plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and

community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. These goals are to provide:

1. Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
2. Community plans that are structurally consistent yet diverse in their presentation and refinement of Citywide policies to address specific community goals.
3. Community plans that maintain or increase planned density of residential land uses in appropriate locations.
4. Community plan updates that are accompanied by updated Impact Fee Study (IFS; formerly known as Public Facilities Financing Plan [PFFPs]).
5. Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community Plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the Community Plans.

Environmental Protection/Environmental Justice. The General Plan Land Use and Community Planning Element also provides direction regarding balanced communities, equitable development, and environmental justice. The U.S Environmental Protection Agency (EPA) defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the Citywide prioritization and provision of public facilities in underserved neighborhoods are consistent with environmental justice goals.

### **5.1.1.2 Urban Design Element**

The Urban Design Element of the General Plan includes goals and policies specific to mixed-use villages and commercial areas. The element emphasizes the integration of compatible land uses. In addition, this element anticipates the creation of transit-focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development.

### **5.1.1.3 Economic Prosperity Element**

The Economic Prosperity Element contains policies that are intended to improve the economic prosperity. This is accomplished by ensuring that the economy grows in ways that strengthen San Diego industries, retail and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in the community.



### **5.1.1.4 Noise Element**

The focus of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regard to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise that are relevant to the CPUs. While the Noise Element articulates the City's goals, the enforcement mechanism to control noise is the City's Noise Ordinance, which is discussed in Section 5.6.

## **5.1.2 Land Development Code Regulations**

Chapters 11 to 15 of the SDMC are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The LDC contains Citywide base zones that specify permitted land use, density, floor area ratio (FAR), and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements.

Development of the proposed CPU area is subject to the development regulations of the LDC. As part of the LDC, certain geographic areas of the City, known as Planned Districts, are governed by specific Planned District Ordinances (PDOs), as identified in Chapter 15 of the LDC. Planned district means any legally described geographic area, (1) which has historical significance or serves as an established neighborhood or community, or (2) which is at the time of adoption developing or substantially undeveloped and for which a program of phased growth is desirable, and (3) which has been designated a Planned District by the City Council. The District shall be wholly within the boundaries of a precise plan or coterminous with the boundaries of a Community Plan. PDOs provide the means to adopt plans for certain areas of the City that provide land use, capital improvements, and public facilities controls in lieu of conventional zoning to accomplish the following goals:

1. To preserve and enhance the cultural, aesthetic or economic value of neighborhoods having special importance due to their historical significance or because of their being part of older, established communities and neighborhoods; and
2. To systematically implement a comprehensive plan for the phased growth of developing and undeveloped areas of the City.

To implement the proposed CPU and included as part of the project analyzed within this PEIR, the City is proposing the deletion of existing zoning established by PDO and would apply Citywide zoning across the community.

### **5.1.2.1 General Development Regulations**

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage

requirements are all contained within the Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the Environmentally Sensitive Land (ESL) Regulations, discussed below.

### **5.1.2.2 Environmentally Sensitive Lands Regulations**

According to Section 143.0110 of the LDC, ESL Regulations apply to areas with any of the following: sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special Flood Hazard Areas. Development on a site containing environmentally sensitive lands requires a Site Development Permit in accordance with Section 125.0502 of the LDC. Future development on environmentally sensitive lands within the Uptown CPU area would be subject to the ESL Regulations where steep hillsides and sensitive biological resources occur.

### **5.1.2.3 Historical Resources Regulations**

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Manual (LDM), as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a project would require a permit.

## **5.1.3 Multiple Species Conservation Program**

The Multiple Species Conservation Program is discussed below in Section 5.8.

## **5.1.4 Airport Land Use Compatibility Plan**

The San Diego County Regional Airport Authority, serving as the Airport Land Use Commission, is required by state law to prepare an Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport (SDIA). The Uptown CPU is within the Airport Influence Area (AIA) for SDIA. The AIA serves as the boundary for the ALUCP. The AIA is divided into two review areas. Review Area 1 is defined by the combination of the 60-decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces. All policies and standards in the ALUCP apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCP contains policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, heights of buildings, residential densities and residential intensities and the disclosure of aircraft overflight. The adopted ALUCP for SDIA contains

policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 dB CNEL contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Since the Airport Land Use Commission does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations.

### 5.1.5 San Diego Forward: The Regional Plan

SANDAG is the regional authority that creates regional-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's San Diego Forward: The Regional Plan (RP) combines two of the region's existing planning documents: is an update of the Regional Comprehensive Plan for the San Diego Region (RCP) and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), combined into one document. The Regional Plan RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, health environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

On April 24, 2015, SANDAG released the draft RP for public comment, with a closing date of July 15, 2015. A final RP was adopted by the SANDAG Board of Directors on October 9, 2015. provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to the 2050 RTP, the Regional Plan includes an SCS, in compliance with Senate Bill (SB) 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the region meet the greenhouse gas (GHG) emissions reductions set by the California Air Resources Board (CARB). The Regional Plan has a horizon year of 2050 and projects regional growth and the construction of transportation projects over this time period. The Regional Plan was adopted by the San Diego Association of Governments (SANDAG) Board on October 9, 2015.

## 5.2 Visual Effects and Neighborhood Character

### 5.2.1 California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as "a vital part of the all-encompassing effort...to protect and enhance California's beauty, amenity and quality of life." Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. The one-mile portion of State Route 163, known as the Cabrillo Freeway, between the north and south boundaries of Balboa Park, is an Officially Designated State Scenic Highway.

## 5.2.2 City Of San Diego General Plan

The General Plan includes Citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages strategy. A village environment includes high-quality public spaces, civic architecture, and the enhancement of visual quality of all types of development.

The Urban Design Element of the General Plan establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods, providing public art, and encouraging the development of walkable, transit-oriented communities.

In its introduction, the Urban Design Element of the General Plan states:

As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008).

The General Plan Urban Design Element policies relevant to planning at the Community Plan level involve architectural and landscape elements, as well as the design of transit, parking, and residential. As part of community planning, this element also contains policies related to public spaces and cultural amenities that contribute to the character of neighborhoods.

## 5.3 Transportation and Circulation

This section summarizes existing regulations that apply to the transportation system.

### 5.3.1 State Regulations

#### 5.3.1.1 California Department of Transportation (Caltrans)

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive #13-01).

### 5.3.1.2 California Transportation Commission (CTC)

The CTC consists of nine members appointed by the California Governor. CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout the state. CTC is responsible for adopting the State Transportation Improvement Program and the State Highway Operation and Protection Program.

### 5.3.1.3 AB 1358 – California Complete Streets Act of 2008

Supporting some of the previously referenced regulations/requirements, the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multi-modal perspective, including public transit and walking and biking, which have traditionally been marginalized in comparison to autos in contemporary American urban planning.

## 5.3.2 Local Regulations

### 5.3.2.1 San Diego Forward: The Regional Plan

See Section 5.1.5 for discussion of *San Diego Forward: The Regional Plan*.

### 5.3.2.2 SANDAG Regional Bike Plan

The San Diego Regional Bike Plan adopted by SANDAG supports implementation of the RP. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce greenhouse gas emissions and improve mobility. Goals of the Regional Bike Plan include: increase levels of bicycling; improve bicycling safety; encourage complete streets; support reductions in emissions; and increase community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account the fact that bikeways would be used more often if they connect high-density activity hubs within a short distance of each other, and on whether a project would fill key gaps in the regional bike networks.

### 5.3.2.23 City of San Diego General Plan

The Mobility Element of the City of San Diego General Plan defines the policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation network.” The main goals of the Mobility Element pertain to walkable communities, transit first, street and freeway system, intelligent transportation systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

### **a. Uptown Adopted Community Plan Mobility Element**

The purpose of the adopted Uptown Community Plan Mobility Element is to establish goals and policies to guide future street network and design, street classification, Level of Service (LOS), transit facilities and service, pedestrian and bicycle accommodations, and facility improvements needed to support future travel needs within the Community Plan area. This element would be replaced by the Mobility Element of the CPU if adopted.

### **b. City of San Diego Bicycle Master Plan (Update December 2013)**

The City's Bicycle Master Plan Update (City of San Diego 2013) provides a framework for making cycling a more practical and convenient transportation option for a wider variety of San Diegans with varying riding purposes and skill-levels. The plan update evaluates and builds on the 2002 Bicycle Master Plan so that it reflects changes in bicycle user needs and changes to the City's bicycle network and overall infrastructure.

## **5.4 Air Quality**

Motor vehicles are San Diego County's leading source of air pollution. In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by state and federal agencies, such as the CARB and the U.S. EPA. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). The State of California has developed statewide programs to encourage cleaner cars and cleaner fuels. Since 1996, smog-forming emissions from motor vehicles have been reduced by 15 percent, and the cancer risk from exposure to motor vehicle air toxics has been reduced by 40 percent. The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the San Diego Air Basin (SDAB).

In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the San Diego Air Pollution Control District (APCD).

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme non-attainment area for that pollutant (there is also a marginal classification for federal non-attainment areas). Once a non-attainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the Clean Air Act. Areas that are redesignated to attainment are called maintenance areas.

### 5.4.1 Federal Regulations

Ambient Air Quality Standards represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The primary NAAQS "...in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health..." and the secondary standards "...protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 5-2.

| Table 5-2<br>Ambient Air Quality Standards                              |                               |                                      |                                                                    |                                                               |                                          |                                                                                      |
|-------------------------------------------------------------------------|-------------------------------|--------------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------|
| Pollutant                                                               | Averaging Time                | California Standards <sup>1</sup>    |                                                                    | National Standards <sup>2</sup>                               |                                          |                                                                                      |
|                                                                         |                               | Concentration <sup>3</sup>           | Method <sup>4</sup>                                                | Primary <sup>3,5</sup>                                        | Secondary <sup>3,6</sup>                 | Method <sup>7</sup>                                                                  |
| Ozone <sup>8</sup>                                                      | 1 Hour                        | 0.09 ppm<br>(180 µg/m <sup>3</sup> ) | Ultraviolet<br>Photometry                                          | -                                                             | Same as<br>Primary<br>Standard           | Ultraviolet<br>Photometry                                                            |
|                                                                         | 8 Hour                        | 0.07 ppm<br>(137 µg/m <sup>3</sup> ) |                                                                    | 0.070 ppm<br>(137 µg/m <sup>3</sup> )                         |                                          |                                                                                      |
| Respirable<br>Particulate<br>Matter<br>(PM <sub>10</sub> ) <sup>9</sup> | 24 Hour                       | 50 µg/m <sup>3</sup>                 | Gravimetric or<br>Beta<br>Attenuation                              | 150 µg/m <sup>3</sup>                                         | Same as<br>Primary<br>Standard           | Inertial<br>Separation and<br>Gravimetric<br>Analysis                                |
|                                                                         | Annual<br>Arithmetic<br>Mean  | 20 µg/m <sup>3</sup>                 |                                                                    | -                                                             |                                          |                                                                                      |
| Fine<br>Particulate<br>Matter<br>(PM <sub>2.5</sub> ) <sup>9</sup>      | 24 Hour                       | No Separate State Standard           |                                                                    | 35 µg/m <sup>3</sup>                                          | Same as<br>Primary<br>Standard           | Inertial<br>Separation and<br>Gravimetric<br>Analysis                                |
|                                                                         | Annual<br>Arithmetic<br>Mean  | 12 µg/m <sup>3</sup>                 | Gravimetric or<br>Beta<br>Attenuation                              | 12 µg/m <sup>3</sup>                                          | 15 µg/m <sup>3</sup>                     |                                                                                      |
| Carbon<br>Monoxide<br>(CO)                                              | 1 Hour                        | 20 ppm<br>(23 mg/m <sup>3</sup> )    | Non-dispersive<br>Infrared<br>Photometry                           | 35 ppm<br>(40 mg/m <sup>3</sup> )                             | -                                        | Non-dispersive<br>Infrared<br>Photometry                                             |
|                                                                         | 8 Hour                        | 9.0 ppm<br>(10 mg/m <sup>3</sup> )   |                                                                    | 9 ppm<br>(10 mg/m <sup>3</sup> )                              | -                                        |                                                                                      |
|                                                                         | 8 Hour<br>(Lake<br>Tahoe)     | 6 ppm<br>(7 mg/m <sup>3</sup> )      |                                                                    | -                                                             | -                                        |                                                                                      |
| Nitrogen<br>Dioxide<br>(NO <sub>2</sub> ) <sup>10</sup>                 | 1 Hour                        | 0.18 ppm<br>(339 µg/m <sup>3</sup> ) | Gas Phase<br>Chemi-<br>luminescence                                | 100 ppb<br>(188 µg/m <sup>3</sup> )                           | -                                        | Gas Phase<br>Chemi-<br>luminescence                                                  |
|                                                                         | Annual<br>Arithmetic<br>Mean  | 0.030 ppm<br>(57 µg/m <sup>3</sup> ) |                                                                    | 0.053 ppm<br>(100 µg/m <sup>3</sup> )                         | Same as<br>Primary<br>Standard           |                                                                                      |
| Sulfur<br>Dioxide<br>(SO <sub>2</sub> ) <sup>11</sup>                   | 1 Hour                        | 0.25 ppm<br>(655 µg/m <sup>3</sup> ) | Ultraviolet<br>Fluorescence                                        | 75 ppb<br>(196 µg/m <sup>3</sup> )                            | -                                        | Ultraviolet<br>Fluorescence;<br>Spectro-<br>photometry<br>(Pararosaniline<br>Method) |
|                                                                         | 3 Hour                        | -                                    |                                                                    | -                                                             | 0.5 ppm<br>(1,300<br>µg/m <sup>3</sup> ) |                                                                                      |
|                                                                         | 24 Hour                       | 0.04 ppm<br>(105 µg/m <sup>3</sup> ) |                                                                    | 0.14 ppm<br>(for certain<br>areas) <sup>10</sup>              | -                                        |                                                                                      |
|                                                                         | Annual<br>Arithmetic<br>Mean  | -                                    |                                                                    | 0.030 ppm<br>(for certain<br>areas) <sup>10</sup>             | -                                        |                                                                                      |
| Lead <sup>12,13</sup>                                                   | 30 Day<br>Average             | 1.5 µg/m <sup>3</sup>                | Atomic<br>Absorption                                               | -                                                             | -                                        | High Volume<br>Sampler and<br>Atomic<br>Absorption                                   |
|                                                                         | Calendar<br>Quarter           | -                                    |                                                                    | 1.5 µg/m <sup>3</sup><br>(for certain<br>areas) <sup>12</sup> | Same as<br>Primary<br>Standard           |                                                                                      |
|                                                                         | Rolling<br>3-Month<br>Average | -                                    |                                                                    | 0.15 µg/m <sup>3</sup>                                        |                                          |                                                                                      |
| Visibility<br>Reducing<br>Particles <sup>14</sup>                       | 8 Hour                        | See footnote 13                      | Beta<br>Attenuation and<br>Transmittance<br>through Filter<br>Tape | No National Standards                                         |                                          |                                                                                      |
| Sulfates                                                                | 24 Hour                       | 25 µg/m <sup>3</sup>                 | Ion Chroma-<br>tography                                            |                                                               |                                          |                                                                                      |
| Hydrogen<br>Sulfide                                                     | 1 Hour                        | 0.03 ppm<br>(42 µg/m <sup>3</sup> )  | Ultraviolet<br>Fluorescence                                        |                                                               |                                          |                                                                                      |
| Vinyl<br>Chloride <sup>12</sup>                                         | 24 Hour                       | 0.01 ppm<br>(26 µg/m <sup>3</sup> )  | Gas Chroma-<br>tography                                            |                                                               |                                          |                                                                                      |
|                                                                         |                               |                                      |                                                                    |                                                               |                                          |                                                                                      |

See footnotes on next page.



**Table 5-2  
Ambient Air Quality Standards**

ppm = parts per million; ppb = parts per billion;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; – = not applicable.

- <sup>1</sup> California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- <sup>2</sup> National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150  $\mu\text{g}/\text{m}^3$  is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- <sup>3</sup> Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- <sup>4</sup> Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- <sup>5</sup> National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- <sup>6</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- <sup>7</sup> Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- <sup>8</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- <sup>9</sup> On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15  $\mu\text{g}/\text{m}^3$  to 12.0  $\mu\text{g}/\text{m}^3$ . The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35  $\mu\text{g}/\text{m}^3$ , as was the annual secondary standards of 15  $\mu\text{g}/\text{m}^3$ . The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150  $\mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- <sup>10</sup> To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- <sup>11</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99<sup>th</sup> percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- <sup>12</sup> The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- <sup>13</sup> The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5  $\mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- <sup>14</sup> In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2015.

## 5.4.2 State Regulations

### 5.4.2.1 Criteria Pollutants

The U.S. EPA allows states the option to develop different (stricter) standards. The State of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 5-2). In addition to the Federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 5-2). The California CAA, also known as the Sher Bill or California AB 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The California CAA requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. The California CAA also requires that a district must:

1. Demonstrate the overall effectiveness of the air quality program;
2. Reduce non-attainment pollutants at a rate of five percent per year, or include all feasible measures and expeditious adoption schedule;
3. Ensure no net increase in emissions from new or modified stationary sources;
4. Reduce population exposure to severe non-attainment pollutants according to a prescribed schedule;
5. Include any other feasible controls that can be implemented, or for which implementation can begin, within ten years of adoption of the most recent air quality plan; and
6. Rank control measures by cost-effectiveness. The SDAB is a non-attainment area for the State O<sub>3</sub> standards, the State PM<sub>10</sub> standard, and the State PM<sub>2.5</sub> standard.

### 5.4.2.2 Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to

acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the San Diego APCD's Regulation XII.

Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants program.

Following the identification of diesel particulate matter as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from diesel particulate matter. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles* (State of California 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to diesel particulate matter 85 percent by 2020.

### **5.4.2.3 State Implementation Plan**

State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The San Diego APCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The San Diego APCD adopts rules, regulations, and programs to attain State and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

### **5.4.2.4 Regional Air Quality Strategy**

The San Diego APCD prepared the 1991/1992 Regional Air Quality Strategy (RAQS) in response to the requirements set forth in AB 2595. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by the SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial

updates of the RAQS and corresponding TCMs were adopted in 1995, 1998, 2001, 2004, and 2009. An update is currently being prepared based on the revised 8-hour ozone standard. The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS.

## 5.5 Greenhouse Gas Emissions

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the national, state, and local levels with the aim of reducing GHG emissions. Important federal, state, and local plans and regulations are summarized below.

### 5.5.1 Federal

#### 5.5.1.1 Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that carbon dioxide (CO<sub>2</sub>) is an air pollutant, as defined under the CAA, and that the U.S. EPA has the authority to regulate emissions of GHGs. The U.S. EPA announced that GHGs (including CO<sub>2</sub>, methane [CH<sub>4</sub>], nitrous oxide [N<sub>2</sub>O], hydrofluorocarbons [HFC], perfluorocarbons [PFC], and sulfur hexafluoride [SF<sub>6</sub>]) threaten the public health and welfare of the American people. This action was a prerequisite to finalizing the U.S. EPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the U.S. EPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The standards were established on April 1, 2010 for 2012 through 2016 model year vehicles and on October 15, 2012 for 2017 through 2025 model year vehicles (U.S. EPA 2010, 2012).

#### 5.5.1.2 Climate Change Action Plan

Adopted in 1993, the U.S. Climate Change Action Plan (CCAP) consists of voluntary actions to reduce all significant GHGs from all economic sectors. Backed by federal funding, the CCAP supports cooperative partnerships between the government and the private sector in establishing flexible and cost-effective ways to reduce GHG emissions. The CCAP encourages investments in new technologies, but also relies on previous actions and programs focused on saving energy, reducing transportation emissions, improving forestry management, and reducing waste. With respect to energy and transportation-related GHG emissions reductions, the CCAP includes the following:

1. Energy Demand Actions to accelerate the use of existing energy saving technologies and encourage the development of more advanced technologies. Commercial actions focus on installing efficient heating and cooling systems in commercial buildings and upgrading to energy-efficient lighting systems (the Green Lights program). The State Buildings Energy Incentive Fund provides funding to states for the development of public building energy management programs. Residential actions focus on developing new residential energy standards and building codes and providing money-saving energy efficient options to homeowners.

2. Energy Supply Actions to reduce emissions from energy supply. These actions focus on increasing the use of natural gas, which emits less CO<sub>2</sub> than coal or oil, and investing in renewable energy sources, such as solar and wind power, which result in zero net CO<sub>2</sub> emissions. Energy supply strategies also focus on reducing the amount of energy lost during distribution from power plants to consumers.
3. Transportation Actions to reduce transportation-related emissions are focused on investing in cleaner fuels and more efficient technologies, and reducing vehicle miles traveled (VMT). In addition, the U.S. EPA and Department of Transportation (U.S. DOT) are to draft guidance documents for reducing VMTs for use in developing local clean air programs.

### **5.5.1.3 Corporate Average Fuel Economy Standards**

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

## **5.5.2 State**

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

### **5.5.2.1 Executive Order S-3-05 – Statewide GHG Emission Targets**

This executive order (EO), signed on June 1, 2005, established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020 reduce GHG emissions to 1990 levels;
- by 2050 reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

### **5.5.2.2 Executive Order B-30-15 – 2030 Statewide GHG Emission Goal**

This EO, issued by Governor Brown on April 29, 2015, established an interim GHG emission reduction goal for the state of California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal as well as the pre-existing long-term 2050 goal identified in EO S- 3-05 (see discussion above). Additionally, this EO directed CARB to update its AB 32 (Nuñez) mandated Scoping Plan (see discussion above) to address the 2030 goal. Therefore, in the coming months, CARB is expected to develop statewide inventory projection data for 2030 as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

### **5.5.2.3 AB 32 – California Global Warming Solutions Act**

In response to EO S-3-05, the California legislature passed AB 32, the California Global Warming Solutions Act of 2006, which was signed on September 27, 2006. It requires the CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. The CARB is also required to publish a list of discrete GHG emission reduction measures. As required by AB 32, CARB has established a statewide GHG emissions cap for 2020, and adopted reporting rules for large industrial sources and a Climate Change Scoping Plan (Scoping Plan).

### **5.5.2.4 Climate Change Scoping Plan**

As directed by AB 32, the Scoping Plan prepared by CARB in December 2008 includes measures to reduce statewide GHG emissions to 1990 levels by 2020. These reductions are what CARB identified as necessary to reduce forecasted “Business As Usual” (BAU) 2020 emissions. CARB will update the Scoping Plan at least once every five years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary.

The 2008 Scoping Plan estimated annual BAU 2020 emissions to reach 596 million metric tons of CO<sub>2</sub> equivalent (MMT CO<sub>2</sub>E). Thus, to achieve 1990 emissions levels of 427 MMT CO<sub>2</sub>E, a 169 MMTCO<sub>2</sub>E reduction was thus determined to be needed by 2020. The majority of reductions are directed at the sectors with the largest GHG emissions contributions— transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities. The CARB list of reductions is included in the technical GHG analysis in Appendix E. The Scoping Plan also lists several other recommended measures that will contribute toward achieving the 2020 statewide reduction goal, but whose reductions are not (for various reasons, including the potential for double counting) additive with the measures listed in Table 8 of Appendix E. These include state and local government operations. The Scoping Plan reduction measures and complementary regulations are described further in the following sections, and are grouped under the two headings of Transportation-related Measures and Non-Transportation-Related Measures as representative of the sectors to which they apply.

Approved in May 2014, the First Update to the Scoping Plan defines CARB's priorities for the next five years and sets the groundwork to reach long-term goals set forth in EO S-3-05. The First Update describes advancements in climate science such as the quantification of the impacts of temperature change, further understanding of the mechanisms of climate pollutants (black carbon, methane, and hydrofluorocarbons), and improvements to GHG monitoring. The First Update also describes progress made since the original Scoping Plan including implementation of a more comprehensive Cap-and-Trade Program, the Low Carbon Fuel Standard (LCFS), a 33 percent Renewable Portfolio Standard, and an Advanced Clean Cars program that has been adopted at the Federal level.

### **5.5.2.5 AB 1493 – Vehicular Emissions of Greenhouse Gases**

AB 1493 (Pavley) directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light-duty trucks to the maximum extent technologically feasible, beginning with the 2009 Model Year. CARB has adopted amendments to its regulations that would enforce AB 1493 but provide vehicle manufacturers with new compliance flexibility. Pavley standards are currently divided into two phases. Standards that regulate vehicles model years 2009 through 2016 are termed "Pavley I", standards for Model Years 2017 through 2025 were originally termed "Pavley II".

With these actions, it is expected that Pavley I will reduce GHG emissions from California passenger vehicles by a total of 31.5 MMT CO<sub>2</sub>E counted toward the total pre- economic downturn statewide reduction target on the capped sector of 146.7 MMT CO<sub>2</sub>E (CARB Scoping Plan). CARB adopted a second phase of the Pavley regulations, termed "Pavley II," which are now called the Low Emission Vehicle III (LEV III) Standards. LEV III covers Model Years 2017 to 2025. These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

### **5.5.2.6 Executive Order S-01-07 – Low Carbon Fuel Standard**

This executive order directed that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 through a LCFS. CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009 and includes it as a reduction measure in its Scoping Plan.

The LCFS is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen, by taking into consideration the full life cycle of GHG emissions. A ten-percent reduction in the intensity of transportation fuels is expected to equate to a reduction of 16.5 MMTCO<sub>2</sub>E in 2020. However, in order to account for possible overlap of benefits between LCFS and the Pavley GHG standards, CARB has discounted the contribution of LCFS to 15 MMT CO<sub>2</sub>E.

### **5.5.2.7 Senate Bill 375—Regional Emissions Targets**

The SB 375 was signed in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan measure described above. Its

purpose is to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation to reduce GHG emissions by promoting high-density, mixed-use developments around mass transit hubs.

The Scoping Plan prepared pursuant to AB 32 by CARB in 2008 and updated in 2014 identifies reduction targets for all sources of GHG emissions in the state. While the transportation sector is responsible for the greatest GHG reductions (nearly 30 percent of the total reductions), most of these reductions will come from higher fuel efficiency vehicles per the Pavley standards (18 percent) and a more diverse fuel mix per the low carbon fuel standards (9 percent). statewide, RTPs prepared by metropolitan planning organizations, such as SANDAG, are responsible for less than 3 percent of the GHG reductions. SB 375 is the mechanism that establishes GHG emission reduction targets for each regional agency.

SANDAG's SB 375 target is to reduce GHG emissions from cars and light trucks by 7 percent, per capita, by 2020, and by 13 percent by 2035, using a 2005 baseline. The RP, encompassing both the RTP and SCS, shows that the region will exceed these targets by pursuing the following strategies: using land in ways to make developments more compact, conserving open space, and investing in a transportation system that provides people with alternatives to driving alone. The CARB, in consultation with Metropolitan Planning Organizations (MPOs), was required to provide each affected region with passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. The SANDAG is the San Diego region's MPO. On August 9, 2010 CARB released the staff report on the proposed reduction target, which was subsequently approved by CARB on September 23, 2010. The San Diego region will be required to reduce GHG emissions from cars and light trucks seven percent per capita by 2020 and 13 percent by 2035. The reduction targets are to be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

Once reduction targets are established, each of California's MPOs must prepare and adopt a SCS that demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS. After the SCS is adopted by the MPO, the SCS will be incorporated into that region's federally enforceable RTP. San Diego's MPO, SANDAG, completed and adopted its 2050 RTP in October 2011, the first such plan in the state that included a SCS.

CARB is also required to review each final SCS to determine whether it would, if implemented, achieve the GHG emission reduction target for its region. If the combination of measures in the SCS will not meet the region's target, the MPO must prepare a separate Alternative Planning Strategy (APS) to meet the target. The APS is not a part of the RTP.

### **5.5.2.8 Million Solar Roofs Program**

The Million Solar Roofs Program was created by SB 1 in 2006 and includes the California Public Utilities Commission's (CPUC's) California Solar Initiative and California Energy Commission's (CEC's) New Solar Homes Partnership. It requires publicly owned utilities to adopt, implement, and finance solar-incentive programs to lower the cost of solar systems and help achieve the goal of installing



3,000 megawatts (MW) of new solar capacity by 2020. The Million Solar Roofs Program is one of CARB's GHG reduction measures identified in the 2008 Scoping Plan. Achievement of the program's goal is expected to equate to a reduction of 2.1 MMT CO<sub>2</sub>E in 2020 statewide BAU emissions.

### **5.5.2.9 California Energy Code**

The California Code of Regulations, Title 24, Part 6 is the California Energy Code. This code, originally enacted in 1978 in response to legislative mandates, establishes energy- efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. The most recent amendments to the Energy Code, known as 2013 Title 24, or the 2013 Energy Code, became effective July 1, 2015. The 2013 Title 24 requires energy use reductions of 25 to 30 percent above the former 2008 Title 24 Energy Code. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows iterative increases in energy efficiency given selection of various heating, ventilation, and air-conditioning (HVAC); sealing; glazing; insulation; and other components related to the building envelope. Title 24 governs energy consumed by the built environment by the major building envelope systems such as space heating, space cooling, water heating, some aspects of the fixed lighting system, and ventilation. Non-building energy use, or plug-in energy use (such as appliances, equipment, electronics, plug-in lighting), are independent of building design and are not subject to Title 25.

### **5.5.2.10 California Green Building Standards**

California Code of Regulations, Title 24, Part 11 are the California Green Building Standards. Beginning in 2011, California Green Building Standards Code (CalGreen) instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CalGreen with amendments for stricter requirements.

The mandatory standards require:

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- mandatory inspections of energy systems to ensure optimal working efficiency; and
- requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require:

- Tier I – 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, ten percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof; and
- Tier II – 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, cool/solar reflective roof.

Similar to the compliance reporting procedure described above for demonstrating code compliance under Title 24, Part 6, in new buildings and major renovations, compliance with the CalGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance forms must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

The CARB Scoping Plan includes a Green Building Strategy with the goal of expanding the use of green building practices to reduce the carbon footprint of new and existing buildings. Consistent with CalGreen, the Scoping Plan recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Green building is thus a vehicle to achieve the Scoping Plan's statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors.

In the Scoping Plan, CARB projects that an additional 26.3 MMT CO<sub>2</sub>E could be reduced through expanded green building standards. However, this reduction is not counted toward the BAU 2020 reduction goal to avoid any double counting, as most of these reductions are accounted for in the electricity, waste, and water sectors. Because of this, CARB has assigned all emissions reductions that occur because of green building strategies to other sectors for meeting AB 32 requirements, but will continue to evaluate and refine the emissions from this sector.

### **5.5.2.11 Senate Bill 97—CEQA GHG Amendments**

SB 97 (Dutton), passed by the legislature and signed on August 24, 2007, required the Office of Planning and Research on or before July 1, 2009 to prepare, develop, and transmit to the Resources Agency amendments to the CEQA guidelines (Guidelines) to assist public agencies in the evaluation and mitigation of GHGs or the effects of GHGs as required under CEQA, including the effects associated with transportation and energy consumption. SB 97 required the Resources Agency to certify and adopt those guidelines by January 1, 2010. Proposed amendments to the state CEQA Guidelines for GHG emissions were submitted on April 13, 2009, adopted on December 30, 2009, and became effective March 18, 2010.

Section 15065.4 of the amended Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15065. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
- 1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
  - 2) Rely on a qualitative analysis or performance-based standards.

While the amendments require calculation of a project's contribution, they clearly do not establish a standard by which to judge a significant effect or a means to establish such a standard.

## **5.5.3 Local**

### **5.5.3.1 San Diego Forward: The Regional Plan**

Refer to Section 5.1.5 for a discussion of SANDAG's *San Diego Forward: The Regional Plan*.

### **5.5.3.2 City of San Diego General Plan (2008)**

The City General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth" related to climate change. The Land Use and Community Planning Element, the Mobility Element, the Urban Design Element, and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

One specific concept introduced in the General Plan is the City of Villages Strategy, which proposes growth to be directed into pedestrian-friendly mixed-use activity centers linked to an improved regional transit system. The City of Villages Strategy shifts the focus of land use policies to encourage infill development and reinvest in existing communities. Locating different land uses

types near one another can decrease mobile emissions. Thus, the development of dense urban “villages” would generate less GHG emissions. The City of Villages Strategy can be seen as an effort to avoid what is commonly referred to as “urban sprawl”.

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the PEIR for the General Plan. A PEIR Mitigation Framework was included that indicated that “for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans, and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists”.

### **5.5.3.3 Climate Action Plan**

In December 2015, the City adopted its Climate Action Plan (CAP). The CAP identifies measures to meet GHG reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions, a BAU projection for emissions at 2020 and 2035, state targets, and emission reductions with implementation of the CAP. The City identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Accounting for future population and economic growth, the City projects GHG emissions will be approximately 15.9 MMT CO<sub>2</sub>E in 2020 and 16.7 MMT CO<sub>2</sub>E in 2035. To achieve its proportional share of the state reduction targets for 2020 (AB 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020 and 50 percent by 2035. To meet these goals, the City must implement strategies that reduce emissions to approximately 11.0 MMT CO<sub>2</sub>E in 2020 and 6.5 MMT CO<sub>2</sub>E in 2035. Through implementation of the CAP, the City is projected to reduce emissions even further below targets by 1.2 MMT CO<sub>2</sub>E by 2020 and 205,462 MTCO<sub>2</sub>E by 2035.

## **5.6 Noise**

### **5.6.1 State**

#### **5.6.1.1 California Code of Regulations**

Title 24, Chapter 12, Section 1207, of the California Building Code (CBC) requires that interior noise levels, attributable to exterior sources, not exceed to 45 dB CNEL in any habitable room. A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. An acoustical study is required for proposed single-family, multiple-unit residential and hotel/motel structures within areas where the noise contours exceeds 60 dB CNEL. The studies must demonstrate that the design of the building will reduce interior noise to 45 dB CNEL or lower in inhabitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 California Code of Regulations [CCR] 1207 2010).

Title 24, Chapter 11 of CalGreen provides mandatory measures for residential and non-residential buildings. Section 5.507, Environmental Comfort, addresses interior noise control in non-residential buildings. This section provides the minimum Sound Transmission Class and Outdoor-Indoor Sound Transmission Class for wall, roof-ceiling assemblies, and windows for buildings located within the 65 A-weighted decibels (dB(A)) CNEL contour of an airport, freeway, expressway, railroad, industrial source, or fixed guideway source as determined by the Noise Element of the General Plan. As indicated, buildings shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly average equivalent level of 50 dB(A) Leq. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition, or alteration project to mitigate sound migration to the interior. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

## **5.6.2 Local**

### **5.6.2.1 City of San Diego General Plan**

#### **a. Exterior Noise**

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 5-3 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2015).

As shown, the "compatible" noise level for noise sensitive receptors, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. The Noise Element also states (Section B, Motor Vehicle Traffic Noise) that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL with a requirement to include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL where a Community Plan allows multi-family and mixed-use.

For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 dB(A) CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 dB(A) CNEL. Therefore, projects sited on land that falls into the "conditionally compatible" noise environment require an acoustical study.

Park uses are considered compatible in areas up to 70 dB(A) CNEL and conditionally compatible in areas between 70 and 75 dB(A) CNEL.

| Table 5-3<br>City of San Diego Land Use - Noise Compatibility Guidelines<br>(Table NE-3)                                                                                                                                                    |                          |              |                                                                                                                                                       |                                    |    |    |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----|----|----|
| Land Use Category                                                                                                                                                                                                                           |                          |              |                                                                                                                                                       | Exterior Noise Exposure (dBA CNEL) |    |    |    |
|                                                                                                                                                                                                                                             |                          |              |                                                                                                                                                       | 60                                 | 65 | 70 | 75 |
| Parks and Recreational                                                                                                                                                                                                                      |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Parks, Active and Passive Recreation                                                                                                                                                                                                        |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities                                                                                                                                         |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Agricultural                                                                                                                                                                                                                                |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Residential                                                                                                                                                                                                                                 |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Single Dwelling Units; Mobile Homes                                                                                                                                                                                                         |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Multiple Dwelling Units *For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.                                                                                                                                           |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Institutional                                                                                                                                                                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums;; Child Care Facilities                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities                                                                                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Cemeteries                                                                                                                                                                                                                                  |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Retail Sales                                                                                                                                                                                                                                |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories                                                                                 |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Commercial Services                                                                                                                                                                                                                         |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Visitor Accommodations                                                                                                                                                                                                                      |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Offices                                                                                                                                                                                                                                     |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters                                                                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Vehicle and Vehicular Equipment Sales and Services Use                                                                                                                                                                                      |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking                                                                          |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Wholesale, Distribution, Storage Use Category                                                                                                                                                                                               |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution                                                                                                                                         |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Industrial                                                                                                                                                                                                                                  |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries                                                                                                              |                          |              |                                                                                                                                                       |                                    |    |    |    |
| Research & Development                                                                                                                                                                                                                      |                          |              |                                                                                                                                                       |                                    |    |    |    |
|                                                                                                                                                                                                                                             | Compatible               | Indoor Uses  | Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.                                |                                    |    |    |    |
|                                                                                                                                                                                                                                             |                          | Outdoor Uses | Activities associated with the land use may be carried out.                                                                                           |                                    |    |    |    |
| 45, 50                                                                                                                                                                                                                                      | Conditionally Compatible | Indoor Uses  | Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Refer to Section I. |                                    |    |    |    |
|                                                                                                                                                                                                                                             |                          | Outdoor Uses | Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.               |                                    |    |    |    |
|                                                                                                                                                                                                                                             | Incompatible             | Indoor Uses  | New construction should not be undertaken.                                                                                                            |                                    |    |    |    |
|                                                                                                                                                                                                                                             |                          | Outdoor Uses | Severe noise interference makes outdoor activities unacceptable.                                                                                      |                                    |    |    |    |
| Source: City of San Diego, General Plan Amendment to the Noise Element 2015.                                                                                                                                                                |                          |              |                                                                                                                                                       |                                    |    |    |    |

## **b. Interior Noise**

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 dB(A) CNEL at exterior usable areas or interior noise levels exceeding 45 dB(A) CNEL.

The City assumes that standard construction techniques will provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 dB CNEL or less when exterior noise sources are 60 dB(A) CNEL or less. When exterior noise levels are greater than 60 dB(A) CNEL, consideration of specific non-standard building construction techniques is required.

Proposed new construction and major renovations must demonstrate compliance with the current interior noise standards through submission and approval of a Title 24 Compliance Report.. In the case of ministerial projects for single family, there is no procedure to ensure that noise is adequately attenuated outside of the Airport Influence Area.

## **c. Policies**

The General Plan Noise Element contains the following policies regarding the preparation of acoustical studies and interior noise guidelines:

- NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.
- NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.
- NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.
- NE-E.5. Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.

### 5.6.2.2 Noise Abatement and Control Ordinance

Section 59.5.0101 et seq. of the City Municipal Code, the Noise Abatement and Control Ordinance, regulates the sources of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The 1-hour, A-weighted equivalent sound level,  $L_{eq}(1)$ , is the energy average of the A-weighted sound levels occurring during a 1-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the 1-hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Table 5-4, shows the exterior noise limits specified in the City's Noise Control Ordinance.

Construction noise is regulated by Section 59.5.0404 of the City Municipal Code, that states:

- It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise...
- . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12hour period from 7:00 A.M. to 7:00 P.M.

| Receiving Land Use Category                                                             | Noise Level [dB(A)]       |                            |                            |
|-----------------------------------------------------------------------------------------|---------------------------|----------------------------|----------------------------|
|                                                                                         | 7:00 A.M. to<br>7:00 P.M. | 7:00 P.M. to<br>10:00 P.M. | 10:00 P.M. to<br>7:00 A.M. |
| Single-family Residential                                                               | 50                        | 45                         | 40                         |
| Multi-family Residential (up to a maximum density of 1 dwelling unit/2,000 square feet) | 55                        | 50                         | 45                         |
| All Other Residential                                                                   | 60                        | 55                         | 50                         |
| Commercial                                                                              | 65                        | 60                         | 60                         |
| Industrial or Agricultural                                                              | 75                        | 75                         | 75                         |
| SOURCE: City of San Diego Municipal Code Section 59.5.0401                              |                           |                            |                            |

### 5.6.2.3 Airport Land Use Compatibility Plan

As discussed in Section 5.1.4, the San Diego County Regional Airport Authority, prepared an ALUCP for the SDIA. The Uptown CPU area is within the Review Area 1 AIA for SDIA. The AIA serves as the boundary for the ALUCP. In addition to the policies and criteria addressing land use compatibilities, including building heights and densities, the ALUCP contains policies and criteria concerning noise.



The adopted ALUCP for SDIA contains policies that place conditions on residential uses at and above the 60 dB CNEL contour (Review Area 1). Table 5-5 provides the allowable noise levels by land use.

| Table 5-5<br>Airport Noise Compatibility Criteria                                                |                                |                 |                   |                   |
|--------------------------------------------------------------------------------------------------|--------------------------------|-----------------|-------------------|-------------------|
| Land Use Category <sup>a</sup><br>Note: Multiple categories may apply to a project               | Exterior Noise Exposure (CNEL) |                 |                   |                   |
|                                                                                                  | 60-65                          | 65-70           | 70-75             | 75+               |
| <i>Residential</i>                                                                               |                                |                 |                   |                   |
| Single-family, Multi-family                                                                      | 45                             | 45 <sup>1</sup> | 45 <sup>1,2</sup> | 45 <sup>1,2</sup> |
| Single Room Occupancy (SRO) Facility                                                             | 45                             | 45 <sup>1</sup> | 45 <sup>1,2</sup> | 45 <sup>1,2</sup> |
| Group Quarters                                                                                   | 45                             | 45 <sup>1</sup> | 45 <sup>1,2</sup> | 45 <sup>1,2</sup> |
| <i>Commercial, Office, Service, Transient Lodging</i>                                            |                                |                 |                   |                   |
| Hotel, Motel, Resort                                                                             | 45/50                          | 45/50           | 45/50             | 45/50             |
| Office – Medical, Financial, Professional Services, Civic                                        |                                |                 | 50                | 50                |
| Retail (e.g., Convenience Market, Drug Store, Pet Store)                                         |                                |                 | 50                | 50                |
| Service – Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)                               |                                |                 | 50                | 50                |
| Service – Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services) |                                |                 | 50                | 50                |
| Service – High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)        |                                |                 | 50                | 50                |
| Sport/Fitness Facility                                                                           |                                |                 | 50                | 50                |
| Theater – Movie/Live Performance/Dinner                                                          |                                | 45              | 45                | 45                |
| <i>Educational, Institutional, Public Services</i>                                               |                                |                 |                   |                   |
| Assembly – Adult (Religious, Fraternal, Other)                                                   | 45                             | 45 <sup>1</sup> | 45 <sup>1</sup>   | 45 <sup>1</sup>   |
| Assembly – Children (Instructional Studios, Cultural Heritage Schools, Religious, other)         | 45                             |                 |                   |                   |
| Cemetery                                                                                         |                                |                 |                   |                   |
| Child Day Care Center/Pre-K                                                                      |                                |                 |                   |                   |
| Convention Center                                                                                |                                |                 |                   |                   |
| Fire and Police Stations                                                                         |                                |                 | 50                | 50                |
| Jail, Prison                                                                                     |                                | 45/50           | 45/50             | 45/50             |
| Library, Museum, Gallery                                                                         |                                | 45              | 45                | 45                |
| Medical Care – Congregate Care Facility, Nursing and Convalescent Home                           | 45                             |                 |                   |                   |
| Medical Care – Hospital                                                                          | 45                             |                 |                   |                   |
| Medical Care – Out-Patient Surgery Centers                                                       | 45                             |                 |                   |                   |
| Schools for Adults – College, University, Vocational/Trade School                                | 45                             | 45 <sup>1</sup> | 45 <sup>1</sup>   |                   |
| Schools– Kindergarten through Grade 12 (includes Charter Schools)                                | 45                             |                 |                   |                   |
| <i>Industrial</i>                                                                                |                                |                 |                   |                   |
| Junkyard, Dump, Recycling Center, Construction Yard                                              |                                |                 |                   |                   |
| Manufacturing/Processing – General                                                               |                                |                 |                   |                   |
| Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only                     |                                |                 |                   |                   |
| Manufacturing/Processing of Hazardous Materials <sup>4</sup>                                     |                                |                 |                   |                   |
| Mining/Extractive Industry                                                                       |                                |                 |                   |                   |
| Research and Development – Scientific, Technical                                                 |                                |                 |                   |                   |
| Sanitary Landfill                                                                                |                                |                 |                   |                   |
| Self-Storage Facility                                                                            |                                |                 |                   |                   |
| Warehousing/Storage – General                                                                    |                                |                 |                   |                   |
| Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only                          |                                |                 |                   |                   |
| Warehousing/Storage of Hazardous Materials <sup>4</sup>                                          |                                |                 |                   |                   |

| Table 5-5<br>Airport Noise Compatibility Criteria                                  |                                                                                                                                                                                                                                                           |       |       |     |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|-----|
| Land Use Category <sup>a</sup><br>Note: Multiple categories may apply to a project | Exterior Noise Exposure (CNEL)                                                                                                                                                                                                                            |       |       |     |
|                                                                                    | 60-65                                                                                                                                                                                                                                                     | 65-70 | 70-75 | 75+ |
| <i>Transportation, Communication, Utilities</i>                                    |                                                                                                                                                                                                                                                           |       |       |     |
| Auto Parking                                                                       |                                                                                                                                                                                                                                                           |       |       |     |
| Electrical Power Generation Plant                                                  |                                                                                                                                                                                                                                                           |       |       |     |
| Electrical Substation                                                              |                                                                                                                                                                                                                                                           |       |       |     |
| Emergency Communications Facilities                                                |                                                                                                                                                                                                                                                           |       |       |     |
| Marine Cargo Terminal                                                              |                                                                                                                                                                                                                                                           |       |       |     |
| Marine Passenger Terminal                                                          |                                                                                                                                                                                                                                                           |       |       |     |
| Transit Center, Bus/Rail Station                                                   |                                                                                                                                                                                                                                                           |       |       |     |
| Transportation, Communication, Utilities – General                                 |                                                                                                                                                                                                                                                           |       |       |     |
| Truck Terminal                                                                     |                                                                                                                                                                                                                                                           |       |       |     |
| Water, Wastewater Treatment Plant                                                  |                                                                                                                                                                                                                                                           |       |       |     |
| <i>Recreation, Park, Open Space</i>                                                |                                                                                                                                                                                                                                                           |       |       |     |
| Arena, Stadium                                                                     |                                                                                                                                                                                                                                                           |       |       |     |
| Golf Course                                                                        |                                                                                                                                                                                                                                                           |       |       |     |
| Golf Course Clubhouse                                                              |                                                                                                                                                                                                                                                           |       |       |     |
| Marina                                                                             |                                                                                                                                                                                                                                                           |       |       |     |
| Park, Open Space, Recreation                                                       |                                                                                                                                                                                                                                                           |       |       |     |
| <i>Agriculture</i>                                                                 |                                                                                                                                                                                                                                                           |       |       |     |
| Aquaculture                                                                        |                                                                                                                                                                                                                                                           |       |       |     |
| Agriculture                                                                        |                                                                                                                                                                                                                                                           |       |       |     |
|                                                                                    | Compatible: Use is permitted.                                                                                                                                                                                                                             |       |       |     |
|                                                                                    | Conditionally Compatible: Use is permitted subject to stated conditions.                                                                                                                                                                                  |       |       |     |
|                                                                                    | Incompatible: Use is not permitted under any circumstances.                                                                                                                                                                                               |       |       |     |
| 45                                                                                 | Indoor uses: building must be capable of attenuating exterior noise to 45 CNEL                                                                                                                                                                            |       |       |     |
| 50                                                                                 | Indoor uses: building must be capable of attenuating exterior noise to 50 CNEL                                                                                                                                                                            |       |       |     |
| 45/50                                                                              | Sleeping rooms must be attenuated to 45 CNEL any other indoor areas must be attenuated to 50 CNEL                                                                                                                                                         |       |       |     |
| 1                                                                                  | Avigation easement must be dedicated to the Airport owner/operator.                                                                                                                                                                                       |       |       |     |
| 2                                                                                  | New residential use is permitted above 70 CNEL contour only if current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted. |       |       |     |
| 3                                                                                  | Refer to Appendix A of the San Diego International Airport Land Compatibility Plan for definition of Assembly – Children.                                                                                                                                 |       |       |     |
| 4                                                                                  | Refer to Appendix A of the San Diego International Airport Land Compatibility Plan for definitions of manufacturing, processing and storage of hazardous materials.                                                                                       |       |       |     |
| a                                                                                  | Land uses not specifically listed shall be evaluated, as determined by Airport Land Use Commission, using the criteria for similar uses. Refer to Appendix A of the San Diego International Airport Land Compatibility Plan.                              |       |       |     |
| b                                                                                  | If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.                                                                                                 |       |       |     |
| SOURCE: San Diego County Regional Airport Authority 2014.                          |                                                                                                                                                                                                                                                           |       |       |     |

## 5.7 Historical Resources

Federal, state, and local criteria have been established for the determination of historical resource significance. The criteria for determining a resource's significance generally focus on a resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state or local criteria.

### 5.7.1 Federal

#### 5.7.1.1 National Historic Preservation Act of 1966 and National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) as the official Federal list of cultural resources that have been nominated by State offices for their significance at the local, State, or Federal level. Listing on the NRHP provides recognition that a property is historically significant to the nation, the state, or the community. Properties listed (or potentially eligible for listing) on the NRHP must meet certain significance criteria and possess integrity of form, location, or setting. Barring exceptional circumstances, resources generally must be at least 50 years old to be considered for listing on the NRHP.

Criteria for listing on the NRHP are stated in Title 36, Part 60 of the Code of Federal Regulations (36 CFR 60). A resource may qualify for listing if there is quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and where such resources:

- Are associated with events that have made a significant contribution to the broad patterns of history.
- Are associated with the lives of persons significant in the past.
- Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the NRHP criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original historic fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the State CEQA Guidelines (Section 15065.5), as well.

### 5.3.1.2 Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, SB 18 details requirements for local agencies to consult with identified California Native American Tribes during the development process.

At the local level, Policy HP-A.5.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring.

## 5.7.2 State

### 5.7.2.1 California Environmental Quality Act

For the purposes of CEQA, a significant historical resource is one that qualifies for the California Register of Historic Resources (CRHR) or is listed in a local historic register or deemed significant in an historical resources survey, as provided under Section 5025.1(g) of the Public Resources Code. A resource that is not listed in or is not determined to be eligible for listing in the CRHR, is not included in a local register or historic resources, or is not deemed significant in an historical resources survey may nonetheless be deemed significant by a CEQA lead agency.

As indicated above, the California criteria (State CEQA Guidelines Section 15065.5) for the registration of significant architectural, archaeological, and historical resources on the CRHR are nearly identical to those for the NRHP. Furthermore, CEQA Section 21083.2(g) defines the criteria for determining the significance of archaeological resources. These criteria include definitions for a “unique” resource, based on its:

- Containing information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Having a special and particular quality such as being the oldest or best available example of its type.
- Being directly associated with a scientifically recognized important prehistoric or historic event or person.

### **5.7.2.2 California Register of Historic Resources (Public Resources Code Section 5020 et seq.)**

Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR as are State Historical Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### **5.7.2.3 Native American Burials (Public Resources Code Section 5097 et seq.)**

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and designates the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to a year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

## **5.7.3 Local**

### **5.7.3.1 City of San Diego Municipal Code: Historical Resources Regulations**

In January 2000, the City's Historical Resources Regulations (Regulations), part of the SDMC (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. Historical resources, in the context of the City's Regulations, include site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city. These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use.

Historic Resources Guidelines are incorporated in the San Diego LDC by reference. These Guidelines set up a Development Review Process to review projects in the City. This process is composed of two aspects: the implementation of the Historical Resources Regulations and the determination of impacts and mitigation under CEQA.

Compliance with the Historical Resources Regulations begins with the determination of the need for a site-specific survey for a project. Section 143.0212(b) of the Regulations requires that historical

resource sensitivity maps be used to identify properties in the City that have a probability of containing archaeological sites. These maps are based on records maintained by the South Coastal Information Center of the California Historic Resources Information System and San Diego Museum of Man, as well as site-specific information in the City's files. If records show an archaeological site exists on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

Section 143.0212(d) of the Regulations states that if a property-specific survey is required, it shall be conducted according to the Guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located.

### **5.7.3.2 Historical Resources Register**

As compared to CEQA, the City provides a broader set of criteria for eligibility for the City's Historical Resources Register. As stated in the City's Historical Resources Guidelines, "Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated as historic by the City of San Diego Historical Resources Board if it meets any of the following criteria:"

- Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;
- Is identified with persons or events significant in local, State, or national history;
- Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
- Is listed or has been determined eligible by National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office (SHPO) for listing on the State Register of Historical Resources; or
- Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

### **5.7.3.2 General Plan Historic Preservation Element**

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the Historical Resources Board (HRB), the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

City General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans, such as the proposed CPU being analyzed within this PEIR. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with Kumeyaay/Diegueño tribes. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

## **5.8 Biological Resources**

### **5.8.1 Federal**

#### **5.8.1.1 Endangered Species Act**

The federal Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from “taking” endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

#### **5.8.1.2 Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 CFR 10.13. The regulatory definition of “migratory bird” is broad and includes any mutation or hybrid of a listed species, including any part, egg, or nest of such a bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by the USFWS, makes it unlawful “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory

bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

### **5.8.1.3 Clean Water Act**

The federal Water Pollution Control Act (also known as the Clean Water Act) (33 U.S.C. 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the Clean Water Act is to “restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board and the nine Regional Water Quality Control Boards are responsible for implementing the Clean Water Act. Important applicable sections of the Clean Water Act are discussed below:

- Section 303 requires states to develop water quality standards for inland surface and ocean waters and submit to the U.S. Environmental Protection Agency for approval. Under Section 303(d), the state is required to list waters that do not meet water quality standards and to develop action plans, called total maximum daily loads, to improve water quality.
- Section 304 provides for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the Clean Water Act. Certification is provided by the respective Regional Water Quality Control Board.
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. The National Pollutant Discharge Elimination System program is administered by the Regional Water Quality Control Board. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.
- Section 404 provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers (ACOE). Permits typically include conditions to minimize impacts on water quality. Common conditions include ACOE review and approval of sediment quality analysis before dredging, a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and required compensation for loss of waters of the United States.



### **5.8.1.4 U.S. Army Corps of Engineers**

The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, the ACOE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the Clean Water Act. The ACOE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. The ACOE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

## **5.8.2 State**

### **5.8.2.1 California Endangered Species Act**

Similar to the federal ESA, the California ESA of 1970 provides protection to species considered threatened or endangered by the State of California (California Fish and Game Code, Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

### **5.8.2.2 California Fish and Game Code**

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the California Department of Fish and Wildlife (CDFW; before January 1, 2013, California Department of Fish and Game). One section of the code generally applies to public infrastructure projects:

- Section 1602 regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

### **5.8.2.3 Porter-Cologne Water Quality Act**

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean

Water Act. The state of California is divided into nine regions governed by the Regional Water Quality Control Board (RWQCB). The RWQCBs implement and enforce provisions of the California Water Code and Clean Water Act under the oversight of the SWRCB.

## **5.8.3 Local**

### **5.8.3.1 Multiple Species Conservation Program**

The MSCP is a comprehensive habitat conservation planning program for San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, thereby protecting biodiversity. Local jurisdictions, including the City of San Diego, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The City of San Diego's MSCP Subarea Plan was approved in March 1997. The MSCP Subarea Plan is a plan and process for the issuance of permits under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act of 1991. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth.

In July 1997, the City of San Diego signed an Implementing Agreement (IA) with USFWS and CDFW. The IA serves as a binding contract between the City, USFWS, and CDFW that identifies the roles and responsibilities of the parties to implement the MSCP and subarea plan. The agreement became effective on July 17, 1997, and allows the City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

#### **a. Multi-Habitat Planning Area**

The Multi-Habitat Planning Area (MHPA) is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA areas are defined by "hard-line" limits, "with limited development permitted based on the development area allowance of the OR-1-2 zone [open space residential zone]".

Private land wholly within the MHPA is allowed only up to 25 percent development in the least sensitive area per the City's MSCP Subarea Plan. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP Subarea Plan states that adjustments to the MHPA boundary line are permitted without the need to amend the City's Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.5.2 of the Final MSCP Plan. All MHPA boundary line adjustments require approval by the Wildlife Agencies and the City.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to

sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance” with the City’s Biological Guidelines.

The MSCP includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

### **b. MHPA Land Use Adjacency Guidelines**

To address the integrity of the MHPA and mitigate for indirect impacts to the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The MHPA adjacency guidelines are intended to be incorporated into the Mitigation Monitoring and Reporting Program and/or applicable permits during the development review phase of a proposed project. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development.

### **c. MSCP Subarea Plan: Overall Management Policies and Directives for Urban Habitat Areas**

The Uptown CPU is part of the Urban Habitat Areas of the MHPA. The MSCP plan describes the Urban Habitat Areas of the MHPA and its vision as a network of open and relatively undisturbed canyons containing a full ensemble of native species and providing functional wildlife habitat and movement capability. Management directives to achieve this vision are provided in the MSCP. The general MHPA guidelines and management directives are presented below (as excerpted from Section 1.5.7 of the City of San Diego MSCP Subarea Plan):

- Intense land uses and activities adjacent to and in covered species habitat;
- Dumping, litter, and vandalism;
- Itinerant living quarters;
- Utility, facility and road repair, construction, and maintenance activities;
- Exotic (non-native), invasive plants and animals;
- Urban runoff and water quality.

### **5.8.3.2 City of San Diego Environmentally Sensitive Lands Regulations**

The purpose of the ESL Regulations is to “protect, preserve, and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These

regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resources conservation principles and the rights of private property owners". ESL Regulations cover sensitive biological resources, including wetlands, within and outside of the coastal zone and MHPA. Future development proposed in accordance with the Uptown CPU would be required to comply with all applicable ESL regulations.

### **5.8.3.3 City of San Diego General Plan Policies**

The City of San Diego General Plan establishes Citywide policies to be cited in conjunction with a Community Plan. The General Plan presents goals and policies for biological resources in the Conservation Element.

## **5.9 Geologic Conditions**

### **5.9.1 Earthquake Fault Zoning Act (Alquist-Priolo Act)**

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

### **5.9.2 City of San Diego Seismic Safety Study**

The San Diego Seismic Safety Study includes geologic hazards and fault maps of the City. Areas of the City are identified by geologic hazard category, which reflect the geologic hazard type and related risks. These are generalized maps, and site-specific geologic/geotechnical investigations may be necessary for proposed development or construction. Land Development Code Section 145.1803 describes when a geotechnical investigation is required, and City of San Diego Development Services Information Bulletin 515 describes the minimum submittal requirements for geotechnical and geological reports that may be required for development permits, subdivision approvals, or grading permits.

### **5.9.3 City of San Diego General Plan Policies**

The City's General Plan presents goals and policies for geologic and soil safety in the Public Facilities, Services, and Safety Element. Relevant excerpts from this element are included below.

Policy PF-Q.1. .Protect public health and safety through the application of effective seismic, geologic and structural considerations.

- a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This

information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.

- b. Maintain updated Citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.
- c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
- d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.
- e. Coordinate with other jurisdictions to establish and maintain a geologic “data bank” for the San Diego area.
- f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.
- g. Adhere to state laws pertaining to seismic and geologic hazards.

Policy PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.

- Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio- economic consequences of the attendant relocation and housing programs.
- Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.
- Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

## 5.10 Paleontological Resources

Under California law, paleontological resources are protected by CEQA; the CCR, Title 14, Division 3, Chapter 1, Sections 4307 and 4309; and Public Resources Code Section 5097.5. Pursuant to Section 15065 of the CEQA Guidelines (CCR Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment when the project has the potential to eliminate important examples of the major periods of California prehistory, including significant paleontological resources. The City’s Paleontological Guidelines (July 2002) and Significance Determination Thresholds (January 2011) are used to make this determination.

## 5.11 Hydrology/Water Quality

There are federal, state, and local regulations that impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of pollutants that impact water quality. These laws, regulations, and standards are summarized below.

### 5.11.1 Federal

#### 5.11.1.1 Clean Water Act

The Clean Water Act (33 U.S.C. §1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.

Section 401 of the Clean Water Act requires that any applicant for a Federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into Waters of the U.S. In California, the SWRCB and RWQCBs administer the NPDES permitting programs and are responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects or recommendations contained within the Plans include the SWRCB Construction General Permit and Industrial General Permit and the regional Municipal Separate Storm Sewer System (MS4) Permit administered by the RWQCB.

Under section 303(d) of the Clean Water Act, states, territories, and authorized tribes are required to develop lists of impaired waters. These are waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads for these waters. A Total Maximum Daily Load is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

#### 5.11.1.2 Executive Order 11988, Floodplain Management

The major requirements of this federal order are to avoid support of floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to protect and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program. The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques. Proper floodplain zoning can be beneficial in the preservation of open space, retention of floodplains as groundwater recharge areas, and directing of development to less flood-prone areas.

## 5.11.2 State

### 5.11.2.1 California Department of Fish and Wildlife Code – Streambed Alteration Program

CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that would impact CDFW jurisdictional resources. The Agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all three forms.

### 5.11.2.2 Porter-Cologne Water Quality Control Act

Refer to Section 5.8 for discussion of the Porter-Cologne Water Quality Control Act.

### 5.11.2.3 San Diego Regional Water Quality Control Board (Water Board) Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and Order No. R9-2015-0100, NPDES Permit No. CAS0109266

Under the authority of the Clean Water Act amendments and Federal NPDES Permit regulations, the Water Board issued this order to the Copermittees consisting of San Diego County, the 18 cities within San Diego County, the Port of San Diego, and the San Diego Regional Airport Authority. This order requires that all jurisdictions within the San Diego region prepare Jurisdictional Urban-Runoff Management Plans. Each of these jurisdictional plans must contain a component addressing construction activities and a component addressing existing development. The subsequent amendments expanded coverage to portions of Orange County and Riverside County within the San Diego Region (Region 9) and made other modifications.

## 5.11.3 Local

### 5.11.3.1 Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas, and 147 Hydrologic Sub Areas, extending from Laguna Beach southerly to the U.S./Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface

waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

### **5.11.3.2 City of San Diego Jurisdictional Runoff Management Program**

This document is a total account of how the City of San Diego plans to protect and improve the water quality of rivers, bays and the ocean in the region in compliance with the Water Board permit referenced above. The document describes how the City incorporates storm water best management practices into land use planning, development review and permitting, City capital improvement program project planning and design, and the execution of construction contracts.

### **5.11.3.3 Water Quality Improvement Plans**

The MS4 Permit also requires development of Water Quality Improvement Plans (WQIPs) that guide the Copermittees' jurisdictional runoff management programs towards achieving improved water quality in MS4 discharges and receiving waters. The San Diego River Watershed Management Area WQIP applies to the portion of Uptown Community draining to the San Diego River, while the San Diego Bay Watershed Management Area WQIP applies to the remainder of the community draining to San Diego Bay. The WQIPs further the Clean Water Act's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements strategies through the jurisdictional runoff management programs of the respective jurisdictions.

### **5.11.3.4 Local Drainage Design Manual**

Chapter 14, Article 2, Division 2 of the SDMC outlines Storm Water Runoff and Drainage Regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for designing drainage, and drainage-related facilities for developments within the City.

### **5.11.3.5 Storm Water Standards Manual**

The City's current Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

1. Low Impact Develop (LID) Best Management Practice (BMP) Requirements
2. Source Control BMPs
3. BMPs Applicable to Individual Priority Development Project Categories
4. Treatment Control BMPs



Although the footprint of the LID BMPs can often be fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features. The Storm Water Standards Manual also addresses “Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations.” Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects proposed within areas draining to San Diego Bay would typically be exempt from hydromodification management requirements because of the location and hardened drainage systems. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs; monitoring of the weather and implementation of emergency plans as needed; and provides minimum performance standards, including: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and preserve natural hydraulic features and riparian buffers where possible. The City’s Storm Water Standards Manual was updated in 2016 for consistency with the Regional Best Management Practices Design Manual.

### **5.11.3.6 City of San Diego General Plan**

The City’s General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

## **5.12 Public Services and Facilities**

The City requires payment of Development Impact Fees (DIF) to collect a proportional fair-share cost of capital improvements needed to offset the impact of the development (City of San Diego Municipal Code Section 142.0640). DIF fees are based on community specific financing plans completed when Community Plans are updated. Financing plans were formerly known as Public Facilities Financing Plans (PFFP) and are now referred to as Impact Fee Studies (IFS).

The General Plan Public Facilities Element includes a number of policies that address financing of public facilities and specifies that IFS should be completed concurrent with preparation of Community Plan updates, should set community-level priorities for facility financing, and ensure new development pays its proportional fair-share of public facilities costs through payment of DIFs. Facility types that are eligible for DIF funding include transportation, storm drains, parks and recreation, fire-rescue, police, and libraries.

### 5.12.1 Police

As specified in the City General Plan, Public Facilities Element, Policy PF-E.2, the City goal is to maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

### 5.12.2 Parks

The General Plan provides standards for population-based parks and Recreation Facilities which include Recreation Centers and Aquatic Complexes. The standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community parks and park equivalencies. The standard for Recreation Center is a minimum of 17,000 square feet per recreation center or a population of 25,000. The standard for Aquatic Complex is one per 50,000 people or within approximately six miles.

### 5.12.3 Fire

The Fire-Rescue Department has an active program that promotes the clearing of canyon vegetation away from structures in accordance with Section 142.0412 of the San Diego Municipal Code and the San Diego Fire-Rescue Department's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on city property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the San Diego Fire-Rescue Department (per SDMC Section 142.0412(i) or a previously recorded entitlement requires a width more or less than the standard 100 feet. Other fire prevention measures include adopting safety codes and an aggressive brush management program. Citywide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study.

Response time standards are provided in the General Plan Public Facilities, Services and Safety Element and summarized below:

- a. To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to one-minute dispatch time, 1.5 minutes company turnout time and 5-minute drive time in the most populated areas.

- b. To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.
- This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.
  - This equates to 1-minute dispatch time, 1.5 minutes company turnout time and 8-minute drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as the community grows, fire unit deployment performance measures are established based on population density zones and are shown in Table 5-6, below:

| <b>Table 5-6<br/>Deployment Measures to Address Future Growth by Population Density per Square Mile</b>                                                                 |                                                           |                                                                |                                                                |                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------|
|                                                                                                                                                                         | Structure Fire<br>Urban Area<br>>1,000-people/<br>sq. mi. | Structure Fire<br>Rural Area<br>1,000 to 500<br>people/sq. mi. | Structure Fire<br>Remote Area<br>500 to 50<br>people/sq. mi. * | Wildfires<br>Populated Areas<br>Permanent open<br>space areas |
| 1 <sup>st</sup> Due Travel Time                                                                                                                                         | 5                                                         | 12                                                             | 20                                                             | 10                                                            |
| Total Reflex Time                                                                                                                                                       | 7.5                                                       | 14.5                                                           | 22.5                                                           | 12.5                                                          |
| 1 <sup>st</sup> Alarm Travel<br>Time                                                                                                                                    | 8                                                         | 16                                                             | 24                                                             | 15                                                            |
| 1 <sup>st</sup> Alarm Total<br>Reflex                                                                                                                                   | 10.5                                                      | 18.5                                                           | 26.5                                                           | 17.5                                                          |
| Notes: Reflect time is the total time from receipt of a 9-1-1 call to arrival of the required number of emergency units<br>SOURCE: City of San Diego General Plan 2008. |                                                           |                                                                |                                                                |                                                               |

The following population based performance measures are used to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population “cluster,” these measures guide the determination of response time measures (Table 5-7) and the need for fire stations:

| <b>Table 5-7<br/>Deployment Measures to Address Future Growth by Population Clusters</b> |                      |                                 |
|------------------------------------------------------------------------------------------|----------------------|---------------------------------|
| Area                                                                                     | Aggregate Population | First-Due Unit Travel Time Goal |
| Metropolitan                                                                             | > 200,000 people     | 4 minutes                       |
| Urban-Suburban                                                                           | < 200,000 people     | 5 minutes                       |
| Rural                                                                                    | 500 - 1,000 people   | 12 minutes                      |
| Remote                                                                                   | < 500                | > 15 minutes                    |
| SOURCE: City of San Diego General Plan 2008.                                             |                      |                                 |

## 5.13 Public Utilities

### 5.13.1 Water Supply

SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential development of more than 500 units, shopping centers or businesses employing more than 1,000 people, shopping centers or businesses having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 people, and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land. SB 221 and SB 610 went into effect January 2002 with the intention of linking water supply availability to land use planning by cities and counties.

### 5.13.2 Wastewater

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

The City's Sewer Design Guide sets forth criteria to be used for the design of sewer systems which may consist of pump stations, gravity sewers, force mains, and related appurtenances. It includes criteria for determining capacity and sizing of pump stations, gravity sewers and force mains, alignment of gravity sewers and force mains, estimating wastewater flow rates, design of bridge crossings, and corrosion control requirements.

### 5.13.3 Water Distribution

The City's Water Facility Design Guidelines identify general planning, predesign, and design details and approaches to be used for water infrastructure. The guidelines provide uniformity in key concepts, equipment types, and construction materials on facilities built under the Water CIP. These design Guidelines assist in providing professionally sound, efficient, uniform, and workable facilities; whether pipelines, pressure control facilities, pumping stations, or storage facilities.

### **5.13.4 Communication Facilities**

City Council Policy 600-43 established a set of comprehensive guidelines for the review and processing of applications for the placement and design of Wireless Communication Facilities in accordance with the City of San Diego land use regulations. These guidelines are intended to prescribe clear, reasonable, and predictable criteria to assess and process applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with Wireless Communication Facilities. For applicants seeking placement of a Wireless Communication Facility on City-owned land, this policy should be used in conjunction with applicable Council Policies and Land Development Code section 141.0420.

### **5.13.5 Solid Waste**

The California Legislature passed AB 939 to address landfill capacity and solid waste concerns in 1989. The Integrated Waste Management Act mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. The law also required local governments to prepare Source Reduction and Recycling Elements detailing how these reductions would be achieved. In 2011, the State enacted AB 341 which established a policy goal for California of 75 percent recycling, composting, or source reduction of solid waste by 2020. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle. The City is currently at a 67 percent diversion rate (City of San Diego 2016). Pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals.

## **5.14 Health and Safety**

Hazardous materials and hazardous wastes are extensively regulated by federal, state, local regulations, with the major objective of protecting public health and the environment. In general, these regulations provide definitions of hazardous substances; identify responsible parties; establish reporting requirements; set guidelines for handling, storage, transport, remediation, and disposal of hazardous materials and wastes; and require health and safety provisions for both workers and the public, such as emergency response and worker training programs. The major regulations relevant to the Uptown CPU area are summarized below.

### **5.14.1 State**

#### **5.14.1.1 California Code of Regulations Title 22**

The CCR Title 22 provides the following definition of hazardous materials:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported or disposed of. Hazardous materials include waste that has been abandoned, discarded, or recycled on the property and as a result represents a continuing hazard as the development is proposed. Hazardous materials also include any contaminated soil or groundwater.

Title 22 also provides standards applicable to generators and transporters of hazardous wastes, as well as standards for operators of hazardous waste transfer facilities, among other regulations.

### **5.14.1.2 Hazardous Materials Release Response Plans and Inventory**

Two programs in the California Health and Safety Code (H&SC) Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Releases (CalARP) program. The County of San Diego Department of Environmental Health (DEH) is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations. Congress requires EPA Region 9 to make RMP information available to the public through the EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select EPA environmental data. California H&SC Section 25270, Aboveground Petroleum Storage Act requires registration and spill prevention programs for above ground storage tanks that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs that are implemented by the RWQCBs and the SWRCB.

### **5.14.1.3 Emergency Response to Hazardous Materials Incidents**

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including California EPA, the California Highway Patrol, CDFW, and RWQCB.

### **5.14.1.4 California Department of Toxic Substances Control**

Within California EPA, the California Department of Toxic Substances Control (DTSC) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport and disposal of hazardous waste under the authority of the Hazardous Waste Control Law.

Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for the California EPA.

The DTSC is responsible for compiling a list of hazardous materials site pursuant to Government Code Section 65962.5, which includes five categories:

- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the health and safety code;
- Land designated as "hazardous waste property" or "border zone property;"
- Properties with hazardous waste disposals on public land;
- Hazardous substance release sites selected for (and subject to) a response action; and
- Sites included in the Abandoned Site Assessment Program.

## **5.14.2 Local**

### **5.14.2.1 County of San Diego Department of Environmental Health**

The Hazardous Materials Division (HMD) of DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, risk management plans, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

### **5.14.2.2 County of San Diego Consolidated Fire Code**

The San Diego region is unique within California in having fire protection districts within its boundaries. For the purposes of prescribing regulations in the unincorporated area of San Diego County, the applicable fire code is known as the County Fire Code and includes the Consolidated Fire Code and adopts, by reference, the most current version of the California Fire Code (CCR T- 24 part 9). The Consolidated Fire Code consists of local Fire Protection District ordinances that have modified the Fire Code portion of the State Building Standards Code and any County of San Diego modification to the Fire Districts' amendments. The purpose of the Code is for the protection of the public health and safety, which includes permit and inspection requirements for the installation, alteration, or repair of new and existing fire protection systems, and penalties for violations of the Code. The Code provides the minimum requirements for access, water supply and distribution, construction type, fire protection systems, and vegetation management. Additionally, the Fire Code regulates hazardous materials and associated measures to ensure that public health and safety are protected from incidents to hazardous substance release.

### **5.14.2.3 California EPA's Unified Program**

In 1993, SB 1082 gave California EPA the authority and responsibility to establish a unified

hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. California EPA oversees the Unified Program with support from the DTSC, RWQCBs, the San Diego County Office of Emergency Services (OES), and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

#### **5.14.2.4 San Diego County Multi-Jurisdictional Hazard Mitigation Plan**

Long-term prevention, mitigation efforts and risk-based preparedness for specific hazards within the city are addressed as a part of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (HAZMIT), which was finalized in February 2010. The HAZMIT identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The final list of hazards profiled for San Diego County was determined as wildfire/structure fire, flood, coastal storms/erosion/tsunami, earthquake/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism. The plan is currently being reviewed and revised to reflect changes to both the hazards threatening San Diego County as well as the programs in place to minimize or eliminate those hazards. This revision will include an evaluation of the impact climate change is having on the natural hazards facing San Diego. The San Diego County OES is responsible for coordinating with local jurisdictions and participating agencies to monitor, evaluate, and update the HAZMIT as necessary.

#### **5.14.2.5 San Diego County Operational Area Emergency Plan**

The 2010 San Diego County Operational Area Emergency Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

#### **5.14.2.6 City of San Diego General Plan**

The City's General Plan presents goals and policies relating to hazardous materials and disaster preparedness in the Public Facilities, Services, and Safety Element.



### 5.14.2.7 Brush Management Regulations

The City of San Diego Municipal Code includes general hazardous materials regulations (Sections 42.0801, 42.0901, and 54.0701) as well as regulations regarding specific hazardous materials such as explosives (Section 55.3301).

The City of San Diego Municipal Code includes regulations pertaining to brush management (Section 142.0412) and construction materials for development near open space (Chapter 14, Article 5) to minimize fire risk. Brush management is required in all base zones on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires submittal of Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

- Zone One would consist of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone would not be allowed on slopes with a gradient greater than 4:1.
- Zone Two would consist of the area between Zone One and any area of native or non-irrigated vegetation and shall consist of thinned native or naturalized vegetation.



## Chapter 6.0

# Environmental Analysis

The following sections in Chapter 6.0 analyze the potential environmental impacts that may occur as a result of implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. The environmental issues addressed in this chapter include the following:

- Land Use
- Visual Effects and Neighborhood Character
- Transportation/Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Historical Resources
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Public Service and Facilities
- Public Utilities
- Health and Safety

Each issue analysis section is formatted to include a description of existing conditions (or a reference to Chapter 2.0 for existing conditions), the criteria for the determination of impact significance, evaluation of potential project impacts including cumulative impacts, mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation.

## 6.1 Land Use

This section discusses existing land use and the consistency of the proposed Uptown CPU and associated discretionary actions with applicable plans and regulations. This section analyzes the potential that implementation of the Uptown CPU would permit designation or intensity of use that have indirect or secondary environmental impacts.

### 6.1.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

### 6.1.2 Significance Determination Thresholds

The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in environmental impacts considered significant under California Environmental Quality Act (CEQA). Thresholds used to evaluate potential impacts related to land use are based on applicable criteria in the CEQA Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant land use impact would occur if implementation of the proposed Uptown CPU and other associated discretionary approvals would:

- 1) Conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation, and as a result, cause an indirect or secondary environmental impact;
- 2) Lead to development or conversion of General Plan or Community Plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community;
- 3) Conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan; or
- 4) Result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP).

Issues addressed in the City's CEQA Significance Thresholds that are not addressed in this document include whether the project would increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone. During initial

project scoping, it was determined that implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant impacts related to increases in the base flood elevation or construction in an SFHA or floodplain/wetland buffer zone because existing Land Development Code regulations would adequately address potential impacts related to grading within a SFHA (Municipal Code, Chapter 14, Article 2, Division 2 Drainage Regulations and Chapter 14, Article 3, Division 1 Environmentally Sensitive Lands Regulations). Thus, there is no further discussion of this issue area.

### 6.1.3 Impact Analysis

#### Issue 1 Conflicts with Applicable Plans

*Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and as a result, cause an indirect or secondary environmental impact?*

##### a. City Of San Diego General Plan

The proposed Uptown CPU and other associated discretionary actions are intended to further express General Plan policies in the Uptown CPU area through the provision of site-specific recommendations that implement Citywide goals and policies, address community needs, and guide zoning. The proposed Uptown CPU and General Plan work together to establish the framework for growth and development for Uptown. The proposed Uptown CPU contains nine elements, each providing neighborhood-specific goals and policies. These goals and policies are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan. Table 6.1-1, provides a comprehensive list of all proposed Uptown CPU policies for each element to be referenced in the following land use analysis. Additionally, a description of the proposed land uses and allowed densities are included in Table 6.1-2; locations of proposed land uses are shown in Figures 3-1 through 3-4 of Chapter 3.0, Project Description.

| Table 6.1-1<br>Proposed Uptown CPU Policies Related to Land Use |                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy                                                          | Description                                                                                                                                                                                                                                                                                                                                                                |
| <b>Land Use Element</b>                                         |                                                                                                                                                                                                                                                                                                                                                                            |
| <u>Land Use Distribution</u>                                    |                                                                                                                                                                                                                                                                                                                                                                            |
| LU-1.1                                                          | Provide a variety of land use types to accommodate both affordable and market rate housing and commercial opportunities                                                                                                                                                                                                                                                    |
| LU-1.2                                                          | Encourage mixed-use infill development along commercial corridors and in the core village centers.                                                                                                                                                                                                                                                                         |
| <b>Residential</b>                                              |                                                                                                                                                                                                                                                                                                                                                                            |
| LU-2.1                                                          | Provide a diverse mix of housing types and forms consistent with allowable densities.                                                                                                                                                                                                                                                                                      |
| LU-2.2                                                          | Enable rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/ work studios and shopkeeper units.                                                                                                                                                                                                    |
| LU-2.3                                                          | Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low income, and homeless persons. Consideration should be given to accessibility and proximity to transit stops, public facilities, public spaces, safe and pedestrian-oriented streets, etc.                                                 |
| LU-2.4                                                          | Preserve existing single-family homes and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.                                                                                                                                                                                                         |
| LU-2.5                                                          | Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.                                                                                                                                                                                   |
| LU-2.6                                                          | Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development.                                                                                                                                                                                           |
| LU-2.7                                                          | Concentrate medium and high density housing: <ul style="list-style-type: none"> <li>• On upper floors as part of mixed use development in commercial areas;</li> <li>• Adjacent to commercial areas;</li> <li>• Near or within transit and higher volume traffic corridors.</li> </ul>                                                                                     |
| LU-2.8                                                          | Preserve and provide incentives for mixed residential/commercial development at appropriate locations.                                                                                                                                                                                                                                                                     |
| LU-2.9                                                          | Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.                                                                                                                                                                                                                                   |
| LU-2.10                                                         | Ensure adequate transition <u>between commercial/mixed-use and residential uses, and buffering between potentially incompatible uses.</u>                                                                                                                                                                                                                                  |
| LU-2.11                                                         | Design and enforce stricter controls and location criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures.                                                                                                                                                         |
| LU-2.12                                                         | Maintain the low-scale, intensity multi-family residential designations for parcels and the end of blocks facing the east-west running streets such as Meade Avenue, Monroe Avenue, and Madison Avenue to maintain the traditional development pattern.                                                                                                                    |
| <b>Commercial and Employment</b>                                |                                                                                                                                                                                                                                                                                                                                                                            |
| LU-2.13                                                         | Encourage new mixed-use development and active commercial uses on Fourth and Fifth Avenues, especially south of Fir Street to create pedestrian activity along these corridors and establish connections between Uptown and Downtown.                                                                                                                                      |
| LU-2.14                                                         | <u>Incorporate office uses as part of mixed-used developments. Locate them to create a buffer between single-family neighborhoods and active evening uses such as bars, restaurants, and breweries. Use retail and office uses as a means of creating a buffer between active evening uses such as bars, restaurants, breweries, etc. and single family neighborhoods.</u> |
| LU-2.15                                                         | Support the intensification <del>on of existing hospital uses on institutionally designated areas</del> rather than expanding into residential or commercial areas. <del>Expansion should not occur beyond institutional and office designations of the land use map.</del>                                                                                                |

| <b>Table 6.1-1<br/>Proposed Uptown CPU Policies Related to Land Use</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy                                                                  | Description                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Institutional</b>                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| LU-2.16                                                                 | Evaluate proposed institutional uses for appropriate development intensity and effects on visual quality and neighborhood character. Additional factors, such as those related to mobility, noise and parking demand should also be evaluated as needed.                                                                                                                                                                           |
| LU-2.17                                                                 | Consider the reuse of the San Diego Unified School District Education Center at Park Boulevard and Normal Street <del>which could include medium-high residential development, the potential for mixed-use development, public space, and/or the rehabilitation and reuse of the buildings such as the Teachers Training Annex. That includes a mixed-use development with medium-high density and public and private space.</del> |
| LU-2.18                                                                 | Ensure that new office development with the Medical Complex neighborhood is evaluated for design compatibility (building height, architectural detailing, setbacks, access, lot configuration, and views), relationship to residential development and open space, and potential traffic circulation impacts.                                                                                                                      |
| <b>Villages</b>                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| LU-3.1                                                                  | Expand mixed-use and commercial development at the Neighborhood Center/ Node at Washington and Goldfinch Streets. –                                                                                                                                                                                                                                                                                                                |
| LU-3.2                                                                  | <del>Encourage high intensity pedestrian-oriented commercial and mixed-use development in the Community Village - Hillcrest Core West surrounding University and Fifth Avenues. Permit high intensity pedestrian-oriented commercial and mixed-use development in the Hillcrest Neighborhood Center/Node surrounding University and Fifth Avenues.</del>                                                                           |
| LU-3.3                                                                  | Encourage “active” commercial business on the ground floor level in the <u>Community Village - Hillcrest Core West</u> , especially those that generate pedestrian- oriented activity into the evening.                                                                                                                                                                                                                            |
| LU-3.4                                                                  | Consider mixed-use options for the redevelopment of the Department of Motor Vehicles (DMV) site.                                                                                                                                                                                                                                                                                                                                   |
| LU-3.6                                                                  | Concentrate office uses on Fourth Avenue north of Maple Street, Third Avenue south of Laurel Street, and First Avenue in the vicinity of Laurel Street. Encourage re-use of historically-oriented residential structures for office use.                                                                                                                                                                                           |
| LU-3.7                                                                  | <del>Identify, prioritize, and implement future park sites and public space within and in close proximity to village areas with input from the public.</del>                                                                                                                                                                                                                                                                       |
| <b>Urban Design Element</b>                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Public Space</b>                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| UD-4.36                                                                 | Delineate plazas and courtyards through building and landscape design. Ensure that plazas and courtyards are comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use. Courtyards should be surrounded by active façades or landscape treatments.                                                                                                                      |
| UD-4.38                                                                 | Provide opportunities for public open spaces in neighborhood centers and nodes.                                                                                                                                                                                                                                                                                                                                                    |
| <u>UD-4.39</u>                                                          | <u>Orient public spaces within private development towards the public right-of-way and frame with active building facades (e.g. entrances, windows, balconies, etc.) that help activate the space and provide “eyes on the street” for security.</u>                                                                                                                                                                               |
| <u>UD-4.40</u>                                                          | <u>Explore creative ways to create permanent and temporary public spaces from underutilized rights-of-way, vacant parcels, and alleys.</u>                                                                                                                                                                                                                                                                                         |
| <u>UN-4.41</u>                                                          | <u>Include public spaces and common areas within multifamily residential development that are clearly marked and conditioned for pet use.</u>                                                                                                                                                                                                                                                                                      |
| <b>Economic Prosperity Element</b>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Commercial Districts and Corridors</b>                               |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| EP-1.1                                                                  | Improve the pedestrian, bicycle and transit infrastructure in Uptown’s commercial districts.                                                                                                                                                                                                                                                                                                                                       |
| EP-1.2                                                                  | Revitalize alleys in commercial mixed use Village areas to improve aesthetics and safety and allowing commercial shops and service activities.                                                                                                                                                                                                                                                                                     |

| Table 6.1-1<br>Proposed Uptown CPU Policies Related to Land Use |                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy                                                          | Description                                                                                                                                                                                                                                                                  |
| EP-1.3                                                          | Explore opportunities for boutique hotels in Hillcrest as the area is close to the freeway and Mission Valley.                                                                                                                                                               |
| EP-1.4                                                          | Continue to work with the Uptown Parking District to consider locations for a parking garage near central Hillcrest and other multimodal transportation options for this area.                                                                                               |
| EP-1.5                                                          | Promote growth of Uptown’s health sector enhancing the areas reputation for quality care and to support the expected employment growth in this sector.                                                                                                                       |
| EP-1.6                                                          | <del>Support incentives for new development of mid-rise office buildings in the east end of Hillcrest, including but not limited to mixed-use office and residential buildings</del><br><u>Create incentives for new development of office in the east end of Hillcrest.</u> |
| EP-1.7                                                          | Promote the LGBTQ historic heart of Hillcrest’s Entertainment District, which encourages heritage tourism.                                                                                                                                                                   |
| EP-1.8                                                          | Request future City Council legislation is considered to define and recognize the boundaries of the City’s "Entertainment District"; specifically, recognize the LGBTQ Entertainment District in the Hillcrest core.                                                         |
| EP-1.9                                                          | <del>Promote development of physical space such as shopkeeper units and other types of live/work space</del><br><u>Promote development of shopkeeper units and other types of live/work space.</u>                                                                           |
| <b>Community Revitalization</b>                                 |                                                                                                                                                                                                                                                                              |
| EP-2.4 <del>6</del>                                             | Position and expand University and 5th Avenue’s entertainment districts to attract more regional patrons and tourist.                                                                                                                                                        |
| EP-2.5 <del>7</del>                                             | Market the Downtown and Balboa Park visitor trade and improve convenient transportation linkages from those destinations to Uptown, including a potential street car linkage.                                                                                                |
| EP-2.6 <del>8</del>                                             | Utilize economic development tools and programs to attract and retain small businesses, through the maintenance and enhancement of commercial areas.                                                                                                                         |
| <b>Public Facilities, Services, and Safety Element</b>          |                                                                                                                                                                                                                                                                              |
| <u>Public Facilities &amp; Services</u>                         |                                                                                                                                                                                                                                                                              |
| PF-1.1                                                          | <u>Locate and cluster public facilities, such as libraries, post offices, community meeting space, schools, and transit-oriented development to create an active center.</u>                                                                                                 |
| <b>Recreation Element</b>                                       |                                                                                                                                                                                                                                                                              |
| <u>Parks and Recreation Facilities</u>                          |                                                                                                                                                                                                                                                                              |
| RE-1.12                                                         | <u>Encourage development of parks within residential mixed-use developments, and other public facilities.</u>                                                                                                                                                                |
| RE-1.16                                                         | <u>Explore the possibility of providing a public park within the redevelopment of the San Diego Unified School District’s Education Center on Normal Street.</u>                                                                                                             |
| RE-2.7                                                          | <u>Provide pocket parks with ecologically sensitive recreational uses as enhanced gateways to open space lands.</u>                                                                                                                                                          |

| Table 6.1-2<br>Uptown Community Plan Proposed Land Use Designations |                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |                                    |
|---------------------------------------------------------------------|----------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------|
| General Plan Land Use                                               | Community Plan Designation | Specific Use Considerations | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Intensity                                 |                                    |
|                                                                     |                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Residential Density (dwelling units/acre) | Development Intensity <sup>1</sup> |
| Park, Open Space, and Recreation                                    | Open Space                 | None                        | Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation. | 1                                         | OR-1-1 zone<br>0.45 FAR            |
|                                                                     | Population-based Parks     | None                        | Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the Community Plan.                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                       | OP-1-1 zone<br>OP-2-1 zone         |
| Residential                                                         | Residential - Low          | None                        | Provides for single-family housing within a low residential density range and limited accessory uses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 5 - 9                                     | RS-1-7 zone<br>FAR varies          |
|                                                                     | Residential - Low Medium   | None                        | Provides for both single-family and multifamily housing within a low-medium residential density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 10 - 15                                   | RM-1-1 zone<br>0.75 FAR            |
|                                                                     | Residential - Medium       | None                        | Provides for both single-family and multifamily housing within a medium residential density range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 16 - 29                                   | RM-2-5 zones<br>1.35 FAR           |



| Table 6.1-2<br>Uptown Community Plan Proposed Land Use Designations |                            |                             |                                                                                                                                                                                                                         |                                           |                                           |
|---------------------------------------------------------------------|----------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------|
| General Plan Land Use                                               | Community Plan Designation | Specific Use Considerations | Description                                                                                                                                                                                                             | Intensity                                 |                                           |
|                                                                     |                            |                             |                                                                                                                                                                                                                         | Residential Density (dwelling units/acre) | Development Intensity <sup>1</sup>        |
| Residential                                                         | Residential – Medium High  | None                        | Provides for multifamily housing within a medium-high residential density range.                                                                                                                                        | 30-44                                     | RM-3-7 zone<br>1.80 FAR                   |
|                                                                     | Residential - High         | None                        | Provides for multi-family housing with a high density range.                                                                                                                                                            | 45-73                                     | RM-3-9 zone<br>2.70 FAR                   |
|                                                                     | Residential – Very High    | None                        | Provides for multi-family housing with a very high density range.                                                                                                                                                       | 74-109                                    | RM-4-10 zone<br>3.60 FAR                  |
| Commercial Employment, Retail & Services                            | Office-Commercial          | Residential Permitted       | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium residential density within a mixed-use setting       | 0-29                                      | CC-1-3 zone<br>0.75/0.75 <sup>1</sup> FAR |
|                                                                     |                            |                             | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium-high residential density within a mixed-use setting. | 0-44                                      | CC-3-6 Zone<br>2.0/2.0 <sup>1</sup> FAR   |
|                                                                     |                            |                             | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a high residential density within a mixed-use setting.        | 0-73                                      | CC-3-8 zone<br>2.0/2.5 <sup>1</sup> FAR   |
|                                                                     |                            |                             | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a very high residential density within a mixed-use setting.   | 0-109                                     | CC-3-9 zone<br>2.0/3.0 <sup>1</sup> FAR   |

| Table 6.1-2<br>Uptown Community Plan Proposed Land Use Designations |                            |                             |                                                                                                                                                                                                                        |                                           |                                                                                                 |
|---------------------------------------------------------------------|----------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------|
| General Plan Land Use                                               | Community Plan Designation | Specific Use Considerations | Description                                                                                                                                                                                                            | Intensity                                 |                                                                                                 |
|                                                                     |                            |                             |                                                                                                                                                                                                                        | Residential Density (dwelling units/acre) | Development Intensity <sup>1</sup>                                                              |
| Commercial Employment, Retail & Services (cont.)                    | Neighborhood Commercial    | Residential Permitted       | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting.                          | 0-15                                      | CN-1-1 zone<br>1.0/1.5 <sup>1</sup> FAR                                                         |
|                                                                     |                            |                             | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting.                          | 0-29                                      | CN-1-3 zone<br>1.0/0.75 <sup>1</sup> FAR                                                        |
|                                                                     |                            |                             | Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium-high residential density within a mixed-use setting                      | 0-44                                      | CN-1-4 zone<br>1.0/1.2 <sup>1</sup> FAR<br><u>CC-3-6 zone</u><br><u>2.0/2.0<sup>1</sup> FAR</u> |
| Commercial Employment, Retail & Services                            | Community Commercial       | Residential Permitted       | Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting.     | 0.29                                      | CC-3-4 <del>5</del> zone<br><del>12.0/02.50<sup>1</sup></del><br>FAR                            |
|                                                                     |                            |                             | Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting.     | 0-73                                      | CC-3-8 zone<br>2.0/2.5 <sup>1</sup> FAR                                                         |
|                                                                     |                            |                             | Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a very high residential density within a mixed-use setting | 0-109                                     | CC-3-9 zone<br>2.0/3.0 <sup>1</sup> FAR                                                         |

| Table 6.1-2<br>Uptown Community Plan Proposed Land Use Designations |                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |                                                                |
|---------------------------------------------------------------------|----------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------|
| General Plan Land Use                                               | Community Plan Designation | Specific Use Considerations | Description                                                                                                                                                                                                                                                                                                                                                                                                                                        | Intensity                                 |                                                                |
|                                                                     |                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Residential Density (dwelling units/acre) | Development Intensity <sup>1</sup>                             |
| Institutional, Public and Semi-Public Facilities                    | Institutional              | None                        | Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers. | N/A                                       | Based on the underlying zone for non-government owned property |

<sup>1</sup>Where residential is permitted a Floor Area Ratio bonus is provided per the zone to encourage residential mixed-use development.

The **Land Use Element** of the proposed Uptown CPU contains community-specific policies to guide development within the Uptown community. This element establishes the distribution and pattern of land uses throughout the community along with associated residential densities.

Uptown is a community with an established land use pattern that is expected to remain with commercial and mixed-use located along transit corridors, multifamily and single-family uses located adjacent to commercial areas and open space located primarily within single-family neighborhoods. The community has a unique level of complexity due to its long-standing and diverse development history; varied geography; and proximity to Balboa Park, Downtown, and Mission Valley. Policies within the Land Use Element are constructed to promote the overall land use goals of the proposed Uptown CPU, which include residential goals such as provision of a diversity of housing options. Commercial goals include appropriately located commercial and office facilities offering a wide variety of goods, services, and employment to benefit the entire community; continued revitalization of Uptown’s business districts that respect potential impacts to adjacent neighborhoods; and diversification of employment opportunities. Mixed-use goals generally include the creation of villages with a lively, walkable, and unique atmosphere that builds upon existing neighborhoods and includes places to live and work; and commercial/residential transition areas that promote compatible development and reinvestment along the community’s commercial districts.

As with the General Plan, the proposed Uptown CPU places an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. Prior to the adoption of the General Plan, Uptown was already in a position to promote “village-like” development with identified areas for mixed-use development already focused along

major transportation corridors and policies for improving the pedestrian environment by enhancing pedestrian activity in business districts and neighborhoods. Uptown is expected to see an improved level of walkability, bicycling, and transit through the implementation of mobility-related projects and improvements and efforts that are focused within community village areas and commercial corridors.

The proposed Uptown CPU would also be consistent with the General Plan goal of providing diverse and balanced neighborhoods and communities. The land use plan prepared for the proposed Uptown CPU provides for a combination of land uses, which emphasize the existing diversity of the community, as well as a diversity that supports future growth and prosperity within the CPU area.

The existing development within Uptown provides a foundation for achievement of the goals laid out in the General Plan Mobility Element due to the urban character of the community, existing transit connections, and adjacency to major roadways and interstates. The proposed Uptown CPU **Mobility Element** policies support the development of pedestrian-friendly facilities along streets and emphasize a safe bicycle network with provision of bicycle parking facilities for transition to pedestrian use within the commercial areas. The proposed Uptown CPU also includes Intelligent Transportation System policies that promote the application of technology to transportation systems with the goal to maximize efficiency of services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public.

The **Urban Design Element** of the proposed Uptown CPU supports and implements the General Plan at the Community Plan level by including specific design guidelines and policies for the proposed Uptown CPU area that are consistent with the community's existing and projected character. The proposed Uptown CPU contains policies that are intended to improve the quality of life through safe and secure neighborhoods and in a manner that respects the natural environment. It addresses existing and planned access to outdoor and active spaces, and identifies active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways.

The **Economic Prosperity Element** supports employment growth within the community by increasing small business opportunities and supports a diverse mix of businesses that provide a variety of goods and services. This element identifies the value of successful entertainment districts that appeal to local and regional residents, as well as tourists, as well as vibrant neighborhood commercial districts where residents purchase a significant share of their basic needs and services from within the community. Additionally, the Economic Prosperity Element calls for the expansion of medical-related development and employment, as well as parking and multi-modal transit options for commercial districts.

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the proposed Uptown CPU **Public Facilities, Services, and Safety Element** includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing include public facilities and services prioritization as well as fire-rescue, police, wastewater, storm water infrastructure, waste management and recycling, libraries, schools, public utilities, and healthcare services and facilities, all included within the proposed Uptown CPU.

In regard to the Recreation Element of the General Plan, the proposed Uptown CPU also provides **Recreation Element** policies that support the pursuit of land acquisition needed for the creation of public parks with a special effort to locate new parkland within the community and promoting connectivity, safety, public health, and sustainability. Strategies to reduce the existing parkland deficit in the CPU area are also included in the Recreation Element. Policies to provide parkland to help meet the needs of the community through plan build-out and provide for preservation, protection, and enhancement of existing and planned parkland facilities are included. The Uptown Community would remain in deficit of ~~nearly 101~~approximately 97 acres of population-based park space. Uptown has an existing deficit in parkland facilities. As discussed above, the proposed Uptown CPU Recreation Element includes community-specific policies addressing park and recreation guidelines, preservation, and accessibility. As proposed, the proposed Uptown CPU policies regarding parks and recreational facilities are consistent with the General Plan environmental goals, objectives, and guidelines policies; however implementation of the proposed Uptown CPU would still result in a shortfall in the amount of population-based park land, which is adverse. While there are potential environmental impacts from the development of park and recreational facilities as discussed in Section 6.12, Public Services and Facilities, the proposed Uptown CPU community-specific goals and recommendations are intended to support and implement the General Plan environmental goals, objectives, and guidelines policies. Implementation of the proposed Uptown CPU would have an adverse impact because of the population-base park land deficit, but there would be no impact to land use compatibility. As such, the impacts to land use would be less than significant.

The proposed Uptown CPU is consistent with the conservation policies contained within the Conservation Element of the General Plan. The **Conservation Element** of the proposed Uptown CPU addresses the conservation goals and policies that can be effective in managing, preserving, and thoughtfully using the natural resources of the community. Climate change is also addressed in a manner consistent with the General Plan within both the Urban Design Element and Conservation Element. Sustainable energy policies are included that promote development that qualifies for the City's Sustainable Buildings Expedite Program; educate residents and businesses on efficient appliances and techniques for reducing energy consumption; provide for, or retrofit, lighting in the public rights-of-way that is energy efficient; and provide information on programs and incentives for achieving more energy-efficient buildings and renewable energy production.

With respect to the General Plan policies concerning noise and land use compatibility, the **Noise Element** of the proposed Uptown CPU includes goals and policies to guide compatible land uses and require the incorporation of noise attenuation measures for new uses. Additionally, this element provides additional detail to General Plan policies. Please see Section 6.6 for a discussion of noise impacts.

The City of San Diego's General Plan Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City. The Uptown community is one of the oldest urban neighborhoods in San Diego. The **Historic Preservation Element** of the proposed CPU provides general policies to preserve significant historical resources. This element calls for the identification and preservation of significant historical resources, as well as educational opportunities and incentives relative to

historical resources in Uptown. Impacts relative to historical resources are discussed in Section 6.7, Historical Resources.

As part of the proposed project analyzed within this Program Environmental Impact Report (PEIR), the City is updating the Impact Fee Study (IFS; formerly Public Facilities Financing Plan) for the Uptown community, which was originally adopted in 1988. The IFS sets forth the major public facilities’ needs specific to the Uptown community with respect to transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations. The proposed Uptown CPU is a guide for the future development within the community and serves to determine public facility needs. Revisions to public facility needs, Development Impact Fees (DIFs), or other capital improvement programs, would be included in the updated IFS.

**b. Land Development Code Regulations**

Implementation of the actions associated with adoption of the proposed Uptown CPU would include specific rezone actions, as well as the repeal of the Mid-City Communities Planned District Ordinance to a zone program that uses Citywide zoning and community-specific zoning through implementation of a Community Plan Implementation Overlay Zone (CPIOZ) to address building height within the mixed-use corridors specified in the Uptown Community Plan. The proposed Planned District/Citywide zone conversions applicable to the proposed Uptown CPU are shown in Table 6.1-3. The implementation program for the proposed Uptown CPU also includes residential zones identified in Table 6.1-3 that would be converted to an open space-residential zone to preserve privately-owned property that is designated in the proposed Uptown CPU as open space with limited development.

| <b>Table 6.1-3<br/>Recommended Zone Designations - Uptown</b> |                           |
|---------------------------------------------------------------|---------------------------|
| <b>Mid-City Communities Planned District Zones</b>            | <b>Citywide Zones</b>     |
| MR-3000                                                       | RM-1-1                    |
| MR-1500                                                       | RM-2-5                    |
| MR-1000                                                       | RM-3-7                    |
| MR-800B                                                       | RM-3-9                    |
| MR-400                                                        | RM-4-10                   |
| CV-4, CL-5, CL-6                                              | CN-1-3                    |
| CN-3, CN-4, CN-2A, CV-3, CL-2                                 | CN-1-4                    |
| NP-3                                                          | CC-1-3, <del>CC-3-4</del> |
| <u>CN-1</u>                                                   | <u>CC-3-4</u>             |
| <del>CN-1</del>                                               | <del>CC-3-5</del>         |
| NP-2, <u>CN-2A</u>                                            | CC-3-6                    |
| CN-1, CN-1A, CL-2, NP-1                                       | CC-3-8                    |
| CN-1, CN-1A, CV-1                                             | CC-3-9                    |
| <b>West Lewis Street Planned District Zone</b>                | <b>Citywide Zone</b>      |
| WLSPD                                                         | CN-1-1                    |
| <b>Residential Zones</b>                                      | <b>Citywide Zones</b>     |
| RS-1-1, RS-1-2, RS-1-4, RS-1-5                                | OR-1-1                    |

The proposed use of the CPIOZ would apply to specific geographic areas within the Uptown CPU area per Chapter 13, Article 2, Division 14 of the Municipal Code (refer to Chapter 3.0, Project Description, Figures 3-7 and 3-8). The CPIOZ provides community-specific building heights and supersedes equivalent regulations in the zones applied within the community. CPIOZ is not intended to address use. Use categories are determined by the applicable base zone. The purpose of the CPIOZ is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community and have been adopted as part of the community plan. The CPIOZ would also provide for a discretionary review process to more effectively implement the proposed Uptown CPU policies and recommendations related to building height in the Urban Design Element.

The CPIOZ has two types differentiated by their review process: Type A (ministerial review), and Type B (discretionary review). Both types are applied within the community depending on geographic area. Development proposals subject to CPIOZ Type B would require discretionary review to determine if the development proposal is consistent with the proposed Uptown CPU as well as the applicable regulations listed below. Development proposals subject to CPIOZ Type B would be required to process and obtain approval of a Process Three Site Development Permit in accordance with Chapter 12, Article 6, Division 5 of the Municipal Code. Exceptions from these regulations may be granted per Municipal Code Section 132.1403 for development that is minor, temporary, or incidental and is consistent with the purpose and intent of this CPIOZ. Any development proposals that proposes to deviate from the regulations or the supplemental CPIOZ regulations would be required to obtain a discretionary permit.

### ***ESL Regulations***

Environmentally sensitive lands (ESL; e.g., sensitive biological resources, steep hillsides, historical resources) occur within the proposed Uptown CPU area. Any future development proposed on environmentally sensitive lands would be subject to the City's ESL Regulations (Chapter 14, Article 3, Division 1), which require that future projects demonstrate that the proposed development site is physically suitable for the proposed use and that it would minimize disturbance to natural landforms and not increase flood hazards. In the event a future specific project is considered for an ESL Regulations deviation, supplemental findings would be required prior to approval in order to show that development would not result in an additional public safety threat or extraordinary public expense, or create a public nuisance. Adherence to these regulations would avoid significant impacts to environmentally sensitive lands within the proposed Uptown CPU area.

### ***MHPA Land Use Adjacency Guidelines***

The Multi-Habitat Planning Area (MHPA) has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. These secondary effects of project development may include habitat insularization, drainage/water quality impacts, lighting, noise, exotic plant species, nuisance animal species, and human intrusion. These impacts could be short-term resulting from construction activities, or long-term. Short-term construction impacts could result in disruption of nesting and breeding thus affecting the population of sensitive species. To address these concerns, the Multiple

Species Conservation Program (MSCP) includes a set of MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project level.

### **c. San Diego Forward – The Regional Plan**

The proposed Uptown CPU land use scenario would be consistent with the goals of *San Diego Forward: the Regional Plan*, prepared by San Diego Association of Governments (SANDAG) to develop compact, walkable communities close to transit connections and consistent with smart growth principles, as summarized above. The CPU proposes to establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation. Policies contained within the proposed Uptown CPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures are consistent with *San Diego Forward's* smart growth strategies. The adoption and implementation of the proposed Uptown CPU would not generate any conflict or inconsistencies with *San Diego Forward: the Regional Plan*; therefore the potential impacts would be less than significant.

### **Issue 2 Conversion of Open Space or Farmland**

*Would the proposed project lead to the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?*

The proposed project involves an update to the Uptown Community Plan, a fully built-out community in the City of San Diego, and other associated discretionary actions. The current makeup of the urbanized Uptown CPU area includes a mix of land uses that includes open space. In addition, there is approximately a half acre identified as agricultural land within the Uptown CPU area this is a community garden, not prime farmland. The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity rather than create division.

Goals of the proposed Uptown CPU Land Use Element that address community connectivity include supporting a vibrant, pedestrian-oriented community village within the proposed Uptown CPU area that provides diverse housing opportunities and encourages quality neighborhood and community-supporting institutional and commercial uses. Overall, incorporation of the goals and recommendations of the elements contained in the proposed Uptown CPU would enhance community connectivity. In addition, the proposed Uptown CPU Conservation Element contains polices that preserve open space within the Community Plan area. The proposed Uptown CPU would not result in conversion of open space and there is no proposed change to the community garden. Therefore, the implementation of the proposed Uptown CPU and associated discretionary actions would not lead to the development or conversion of identified open space or physically divide the community and would not result in any policies that would permit the conversion of open space in adjacent communities. Therefore, the implementation of the proposed Uptown CPU and associated discretionary actions would not lead to the development or conversion of identified open space or physically divide the community and would not result in any policies that would permit the conversion of open space in adjacent communities.



### Issue 3 Conflicts with the MSCP Subarea Plan

*Would the project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?*

The highly urbanized Community Plan area lies within the City's MSCP Subarea Plan, and contains preserve areas designated as MHPA in the northern portion of the project area. Because the proposed Uptown CPU area contains MHPA lands, the ESL Regulations limit development encroachment into sensitive biological resources. As concluded in Section 6.8, Biological Resources, the project would be consistent with the MSCP Subarea Plan, and impacts would be less than significant.

### Issue 4 Conflicts with an Adopted ALUCP

*Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?*

The project site is located within San Diego International Airport's (SDIA) Airport Influence Area (AIA). The AIA is "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." To facilitate implementation and reduce unnecessary referrals of projects to the Airport Land Use Commission, the AIA is divided into Review Area 1 and Review Area 2. The project site is located within both of them (Figure 6.1-1). The composition of each area is determined as follows:

- Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs) (Figure 6.1-2). All policies and standards apply within Review Area 1.
- Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCP contains four principal compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft), airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights). The ALUCP policies and standards are only applicable to new uses. A portion of the Uptown CPU is located within the SDIA noise contours of the ALUCP, which range from 60- to 75+ -decibel (dB) community noise equivalent level (CNEL) (Figure 6.1-3 and Figure 6.1-4). Noise impacts are fully evaluated in Section 6.6, Noise, of this PEIR. As discussed in Section 6.6 of this PEIR, the proposed Uptown CPU would not result in adverse airport noise impacts to existing uses because the proposed Uptown CPU would not result in a change to existing uses or a change in SDIA operations. New development would be required to provide noise attenuation consistent with the ALUCP for the San Diego International Airport; thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant exposure to noise from aircraft.

Map Source: SDIA - ALUCP

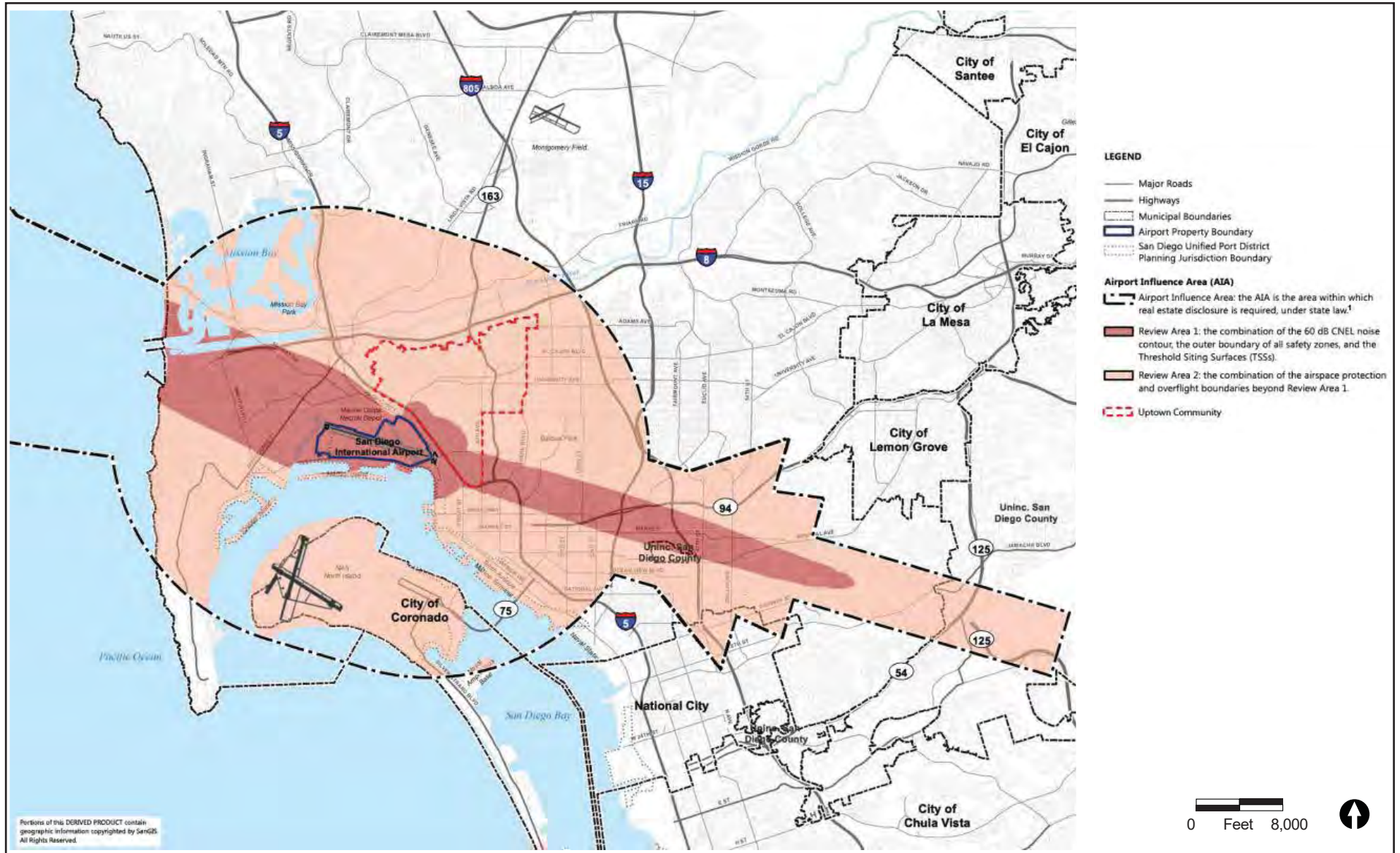


FIGURE 6.1-1  
SDIA Airport Influence Area – Uptown

Map Source: SDIA - ALUCP

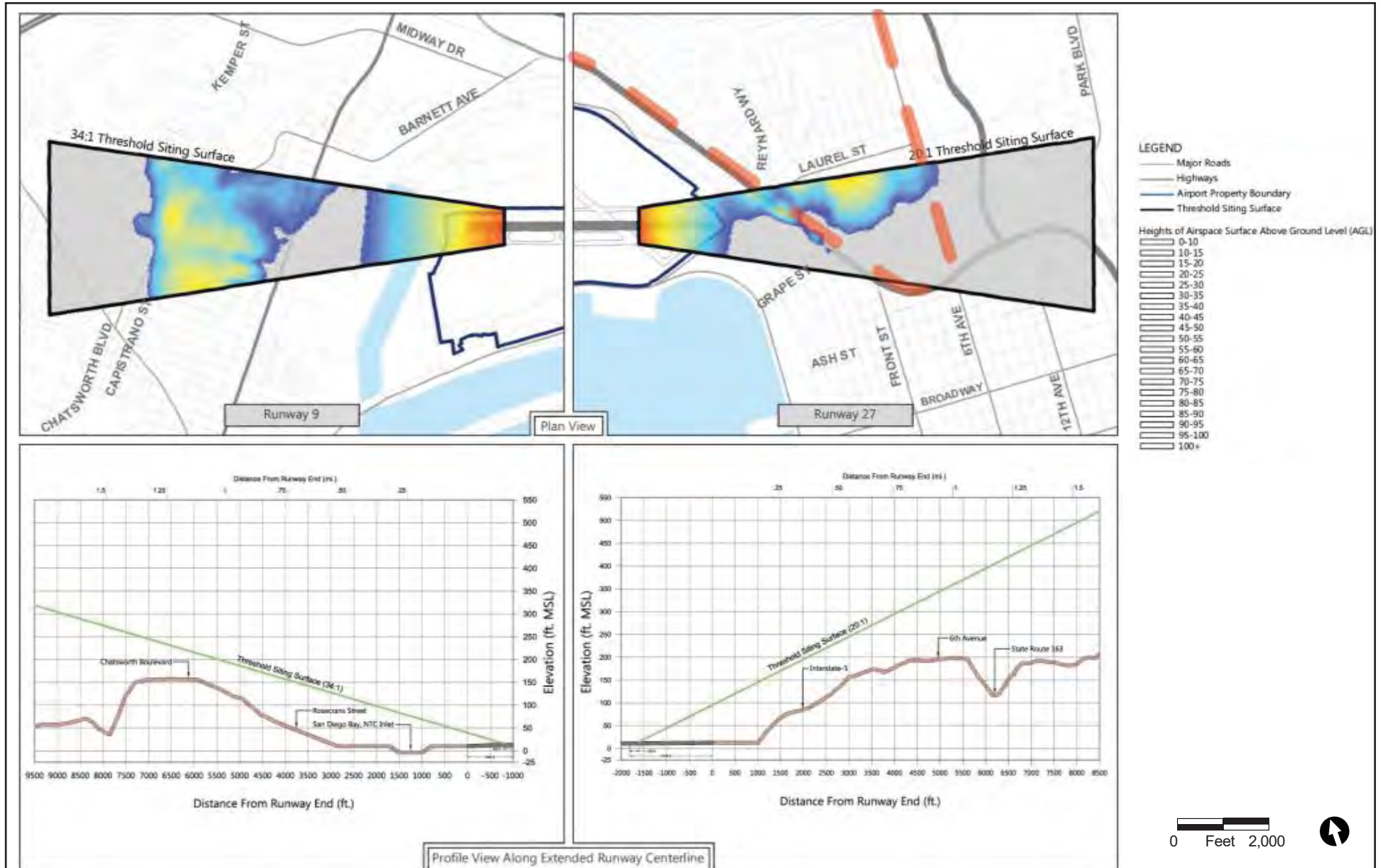


FIGURE 6.1-2  
SDIA Threshold Siting Surface Profile – Uptown



Map Source: SDIA - ALUCP

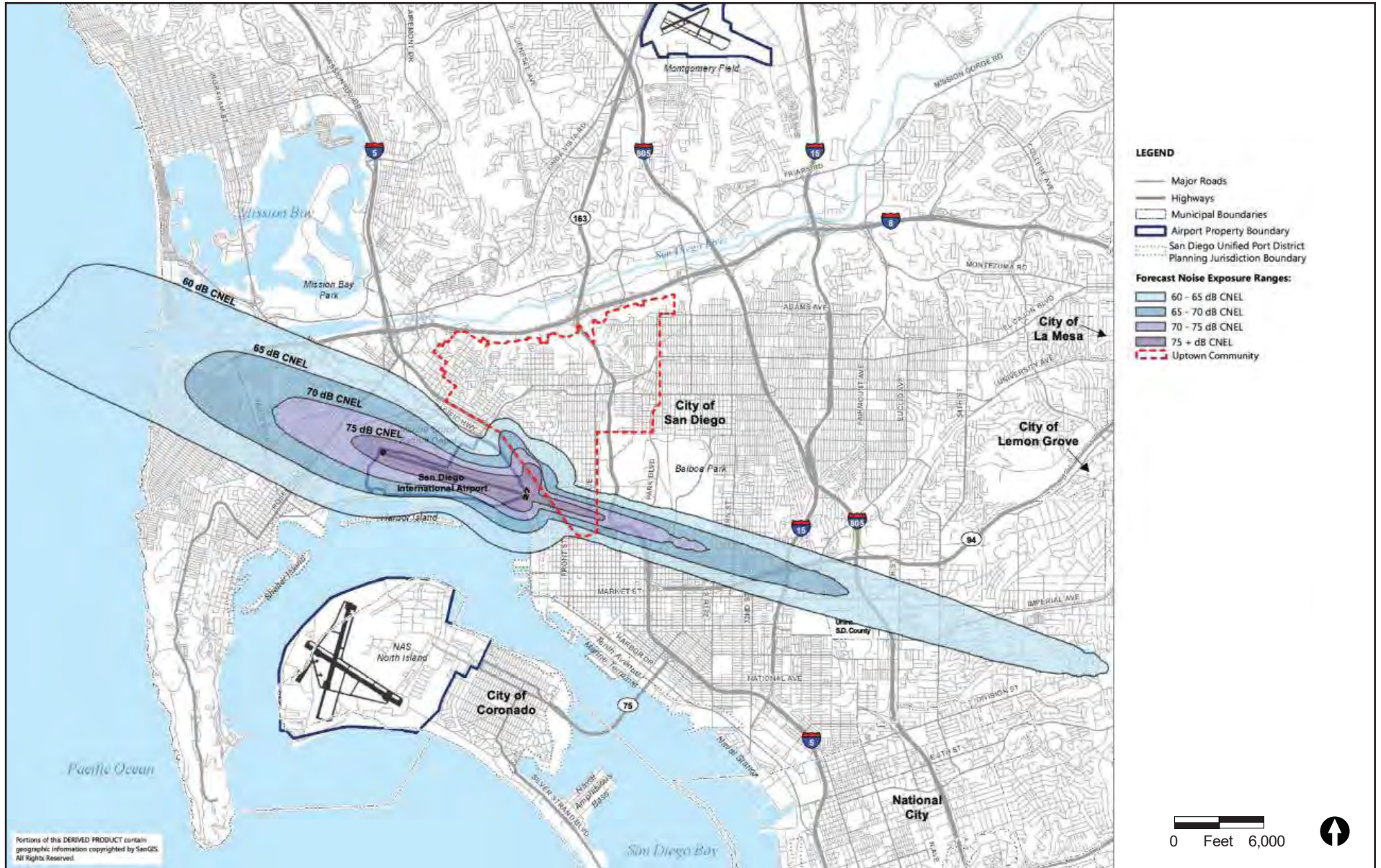


FIGURE 6.1-3  
SDIA Noise Contour Map – Uptown



Map Source: SDIA - ALUCP

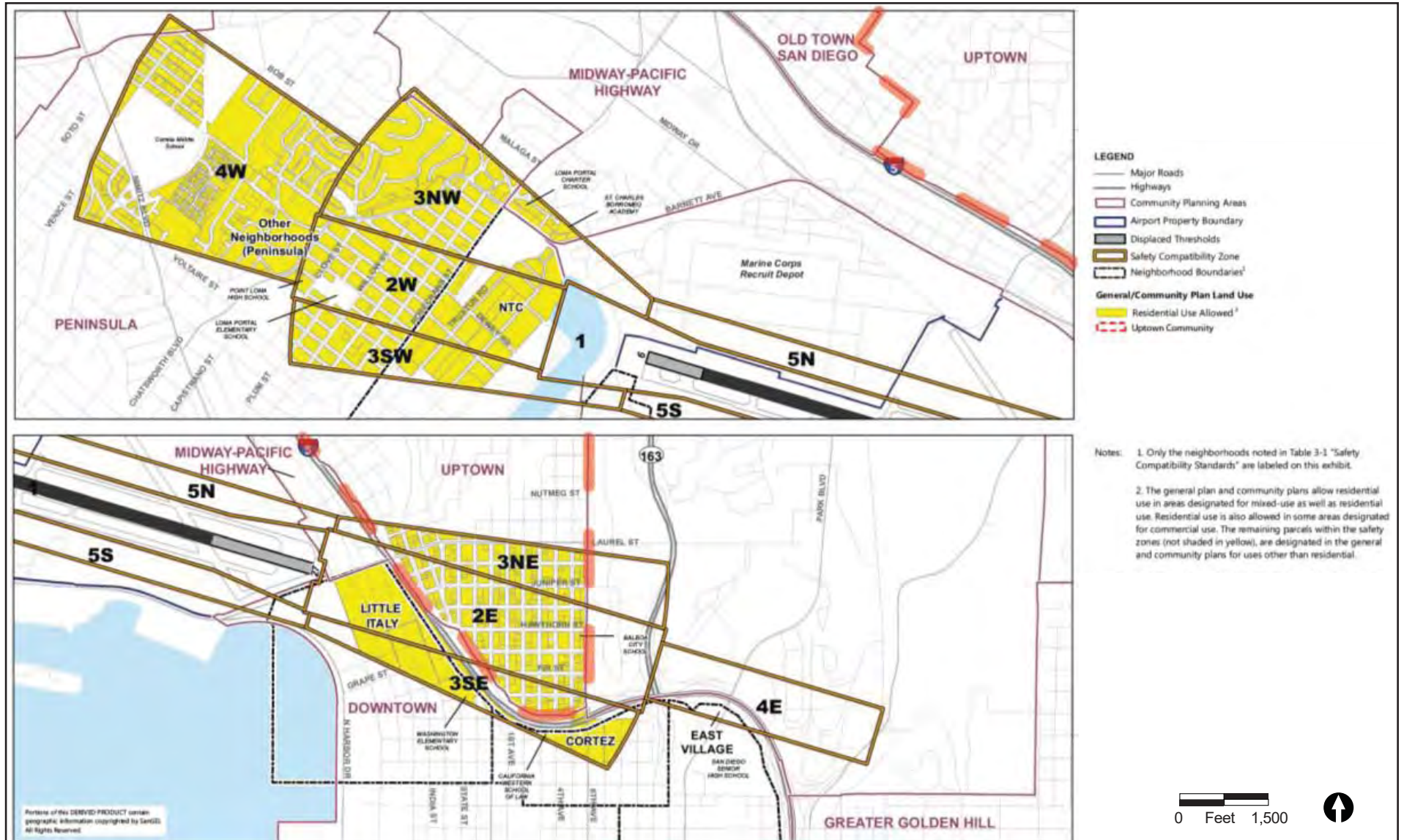


FIGURE 6.1-4  
Residential Use Allowed Under the General  
Community Plans Inside SDIA 70 dB CNEL – Uptown

A portion of the Uptown community is located within ALUCP Safety Compatibility Zones 3NE, 2E, and 3SE (Figure 6.1-5, and Figure 6.1-6). Safety compatibility standards of the ALUCP restrict certain uses and provide maximum residential density and non-residential intensity limits that are allowable within the safety zones. These standards are shown in Table 3-1 of the SDIA ALUCP. Future development within the ALUCP Safety Compatibility Zones would be required to comply with these standards or request a City Council overrule; as such, impacts relative to ALUCP safety zones would be less than significant.

The airspace protection boundary (Figure 6.1-7) for SDIA establishes the area where the policies and standards of the ALUCP apply. Additional boundaries at the ends of the runway represent the TSSs within which specific height limitations apply. A TSS defines critical airspace that must be protected to allow for safe approaches to runways. Any objects penetrating the TSSs would cause the runway thresholds to be further displaced, reducing available landing distances.

The airspace protection boundary is based on the outermost edge of the following airspace surfaces:

- Part 77, Subpart B, 100:1 notification surface boundary
- Part 77 civil airport imaginary airspace surfaces
- The approach surfaces for both runway ends defined by the criteria in Federal Aviation Administration Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS)

The Uptown community is located within the Federal Aviation Regulations Part 77 Notification Surfaces, and the southern portion of the community is additionally located within the Threshold Siting Surface. The City requires a Federal Aviation Administration determination of no hazard to air navigation for both ministerial and discretionary projects prior to approving or recommending approval as addressed in Development Services Department Information Bulletin 520. Additionally, future projects located within the TSS would be required to comply with ALUCP criteria relative to this airspace protection area. As such, impacts to airspace protection would be less than significant.

Overflight compatibility concerns apply to the Uptown CPU area. The Uptown community is located within the Overflight Notification Area (Figure 6.1-8). An overflight notification agreement must be recorded with the Office of the County Recorder for any new dwelling unit within the overflight area. The recordation of an overflight notification agreement is not necessary where the dedication of an aviation easement is required. Alternative methods of providing overflight notification are acceptable if approved by the Airport Land Use Commission.

Thus, as described in this section, implementation of the proposed Uptown CPU and associated discretionary actions would be consistent with the adopted ALUCP as future development within the Uptown CPU area would be subject to the requirements of the ALUCP and associated Federal Aviation Administration and City requirements. Thus, impacts related to conflicts with an adopted ALUCP would be less than significant.

Map Source: SDIA - ALUCP

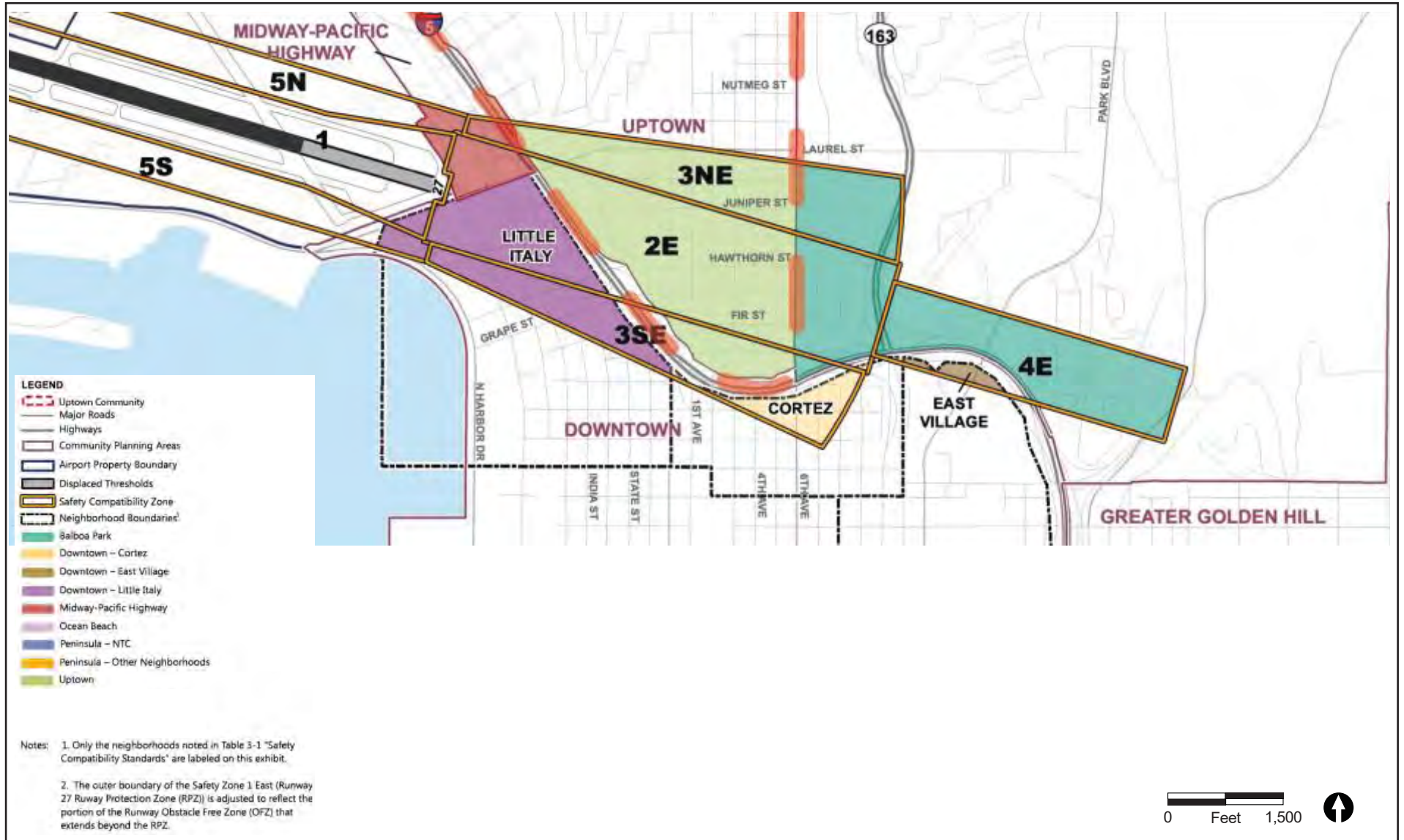


FIGURE 6.1-5  
SDIA Safety Compatibility Zones – Uptown



Map Source: SDIA - ALUCP

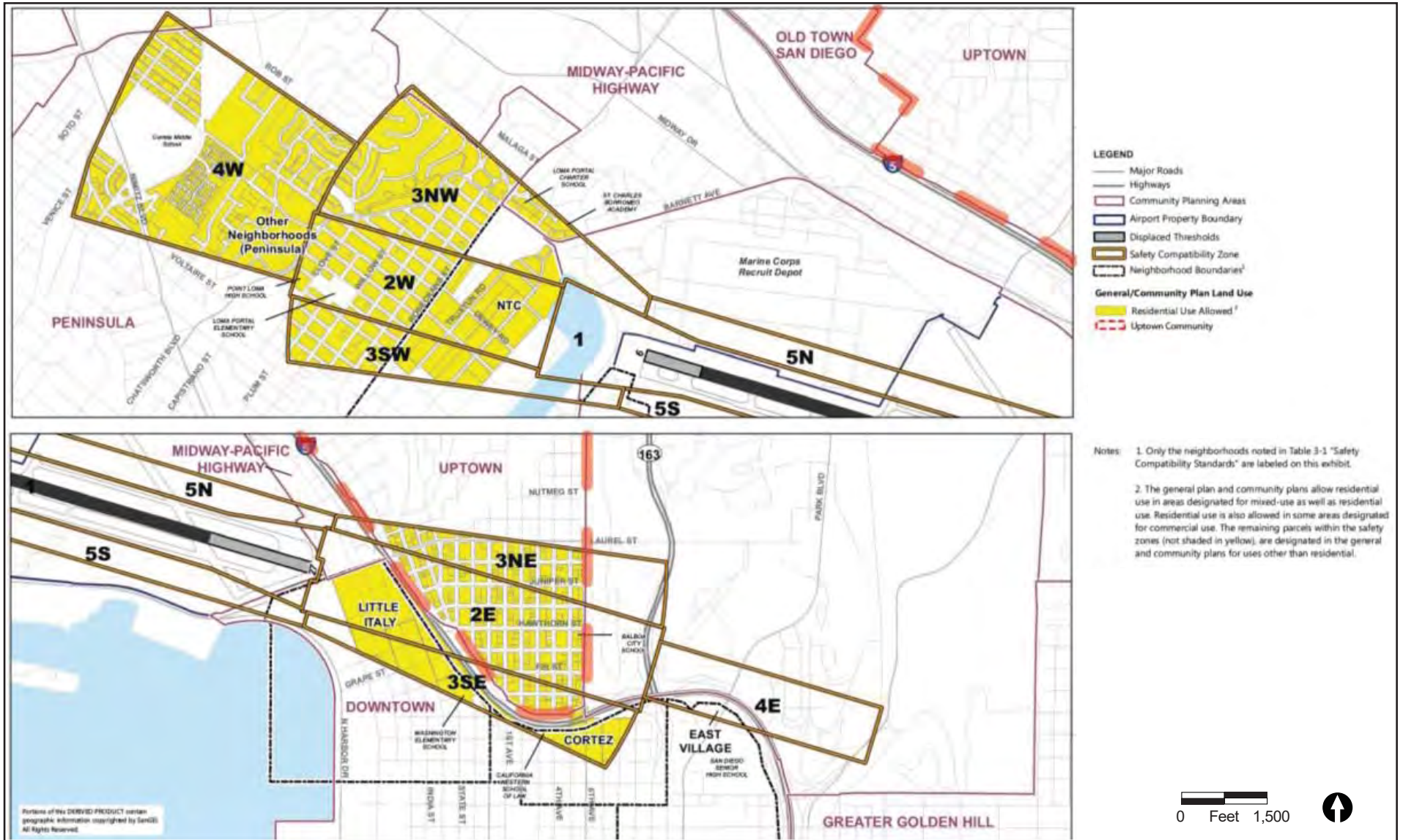


FIGURE 6.1-6  
Residential Use Allowed Under the General/Community Plans  
Inside the SDIA Safety Compatibility Zones – Uptown



Map Source: SDIA - ALUCP

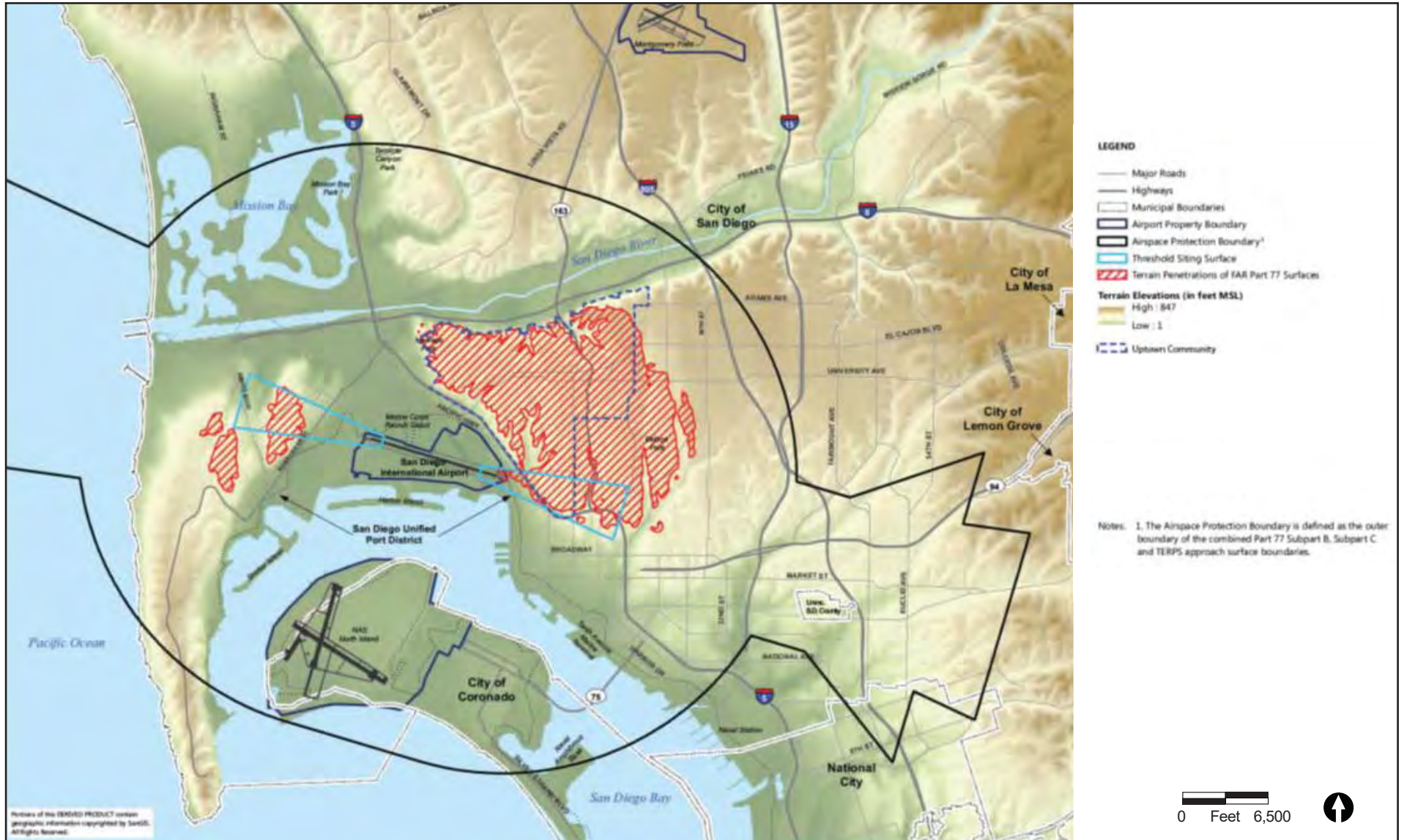


FIGURE 6.1-7  
SDIA Airspace Protection Boundary – Uptown

Map Source: SDIA - ALUCP

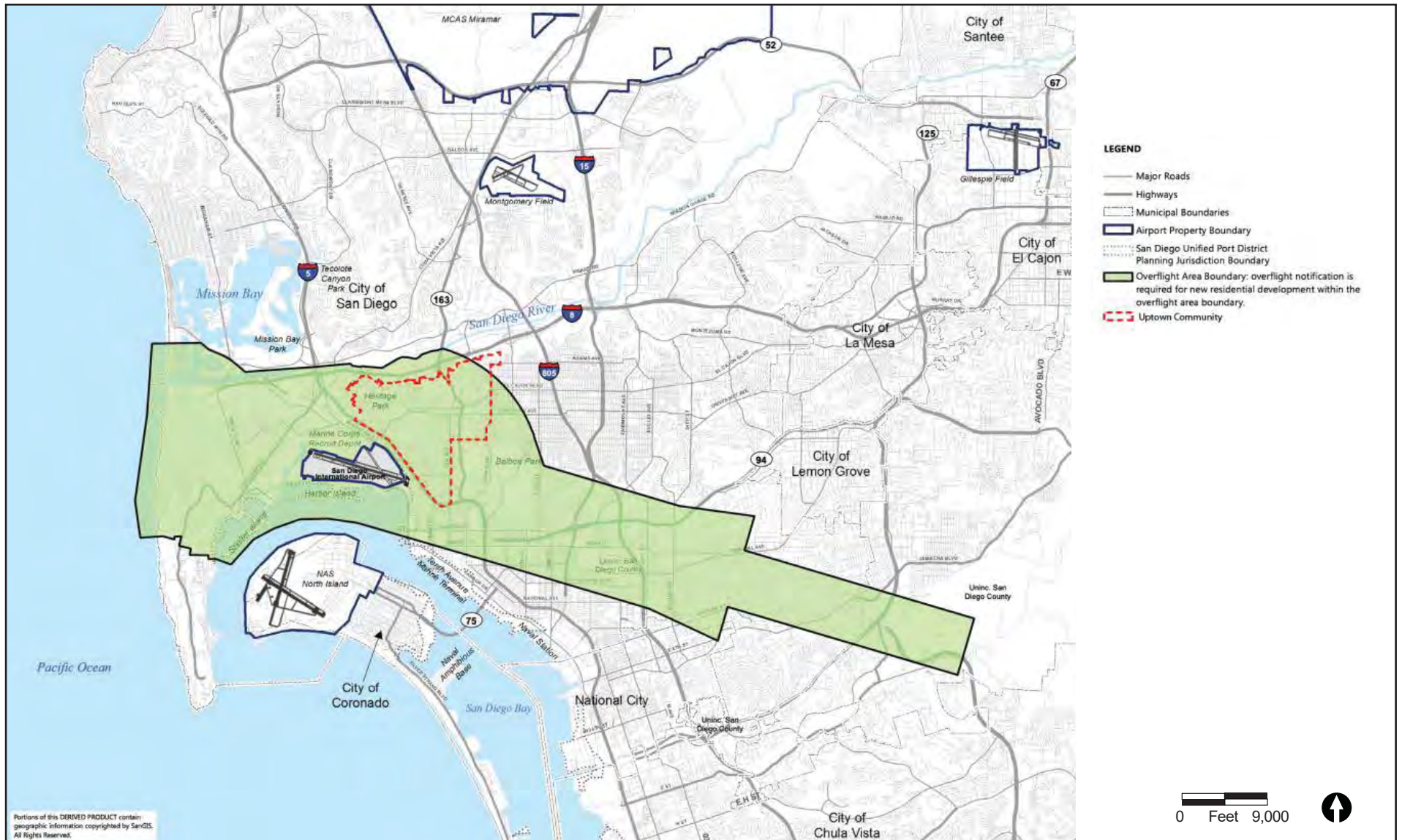


FIGURE 6.1-8  
SDIA Overflight Notification Area – Uptown

## Cumulative Impacts

As discussed in this section, the proposed Uptown CPU contains 9 core elements providing community-specific goals and policies that are consistent with Citywide zoning classifications, development design guidelines, mobility guidelines, and programs in accordance with the goals of the City's General Plan and the implementing regulations of the City's Land Development Code. Both the Uptown CPU along with the North Park and Golden Hill CPUs would accommodate existing development as well as encourage development consistent with community goals and character.

The Uptown CPU combined with the North Park and Golden Hill CPUs are consistent with and also implement the environmental goals or objectives of the SANDAG's *San Diego Forward: the Regional Plan*. The three CPUs are consistent with the City's Multiple Species Conservation Program. Development implemented in accordance with the Uptown, North Park, and Golden Hill CPUs would not result in conflicts with the City's ESL Regulations, which contains policies supporting the goals of these regulations. Any development within the CPU areas that would encroach into ESL would be subject to review in accordance with the ESL Regulations (Land Development Code, Section 143.0101 et seq.). Future development projects within the Airport Influence Area would be submitted to the Airport Authority, acting as the Airport Land Use Commission, to ensure the consistency of future development with the ALUCP for the San Diego International Airport, until the Airport Land Use Commission determines the updated CPU and development regulations consistent with the ALUCP. Based on the compatibility of the proposed CPUs (Uptown, North Park, and Golden Hill) with the General Plan policy framework and other applicable land use plans and regulations, cumulative land use compatibility, impacts associated with build-out of the CPUs would be less than significant.

### 6.1.4 Significance of Impacts

#### 6.1.4.1 Conflicts with Applicable Plans

The proposed Uptown CPU would be consistent with the General Plan and the City of Villages strategy. Furthermore, the policies developed for the proposed Uptown CPU associated with each of the elements were drafted in a manner that is consistent with the General Plan. Proposed amendments to the Land Development Code and zoning amendments would implement the proposed Uptown CPU and would be consistent with applicable environmental goals, objectives and guidelines of the General Plan. The proposed Uptown CPU would include approval of an amendment to the Land Development Code to repeal the existing Mid-City Communities and West Lewis Street Planned District Ordinances that serve as the community's zoning regulations and replace them with Citywide zoning and as well as amend the Uptown CPIOZ related to building height in specific geographic areas. These proposed amendments are intended to accommodate existing desirable uses and encourage future development consistent with the proposed Update CPU. The proposed change from the PDO to Citywide zone and amendment of the CPIOZ boundary areas would not create any conflicts or inconsistencies with the adopted Land Development Code.

Future development in accordance with the proposed Uptown CPU would be required to comply with ESL regulations. The proposed Uptown CPU incorporates the multi-modal strategy of *San Diego Forward* through the designation of a high-density mixed-use village. In addition, the proposed



Uptown CPU includes policies related to land use, mobility, and circulation/transportation that promote the *San Diego Forward's* smart growth strategies. As the proposed Uptown CPU and associated discretionary actions would be consistent with applicable environmental goals, objectives, or guidelines of a General Plan and other applicable plans and regulations, no indirect or secondary environmental impact would result and impacts would be less than significant. No mitigation is required.

#### **6.1.4.2 Conversion of Open Space or Farmland**

The proposed Uptown CPU and associated discretionary actions would not convert open space or prime farm land. The proposed Uptown CPU and associated discretionary actions would not physically divide an established community. Community connectivity would be enhanced by provisions in the proposed Uptown CPU that improve pedestrian and transit amenities. No significant impacts have been identified; therefore, no mitigation would be required.

#### **6.1.4.3 Conflicts with the MSCP Subarea Plan**

The proposed Uptown CPU implementation would not have significant impacts on the MHPA and the project would be consistent with the MSCP. Therefore, no impacts would occur. No mitigation is required.

#### **6.1.4.4 Conflicts with an Adopted ALUCP**

Although the Uptown community is within the SDIA AIA, the proposed Uptown CPU and associated discretionary actions would not result in impacts associated with the four compatibility concern areas. Future projects would be required to receive ALUC consistency determinations, as necessary, stating that the project is consistent with the SDIA ALUCP. As a result, the proposed Uptown CPU and associated discretionary actions would not result in land uses that are incompatible with an adopted Airport Land Use Compatibility Plan. Therefore, no impacts would result, and no mitigation is required.

### **6.1.5 Mitigation Framework**

Land use impacts related to build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant. Thus, no mitigation is required.

## **6.2 Visual Effects and Neighborhood Character**

This section addresses visual effects of the proposed Uptown Community Plan Update (CPU), the associated discretionary actions, and potential for impacts on neighborhood character and includes a description of the built and natural visual resources within the CPU area. It also describes relevant existing state and local regulations. In addition, the proposed Uptown CPU's consistency with relevant design regulations is assessed, including the adopted General Plan and the proposed Uptown Community Plan elements, as well as the Land Development Code (LDC).

### **6.2.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

### **6.2.2 Significance Determination Thresholds**

Thresholds used to evaluate potential impacts related to visual effects and neighborhood character is based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant visual effect and neighborhood character impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan;
- 2) Result in a substantial adverse alteration (e.g. bulk, scale, materials or style) to the existing or planned (adopted) character of the area;
- 3) Result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan
- 4) Result in a substantial change in the existing landform; or
- 5) Create substantial light or glare which would adversely affect daytime and nighttime views in the area.

### **6.2.3 Impact Analysis**

Potential impacts resulting from implementation of the proposed Uptown CPU and associated discretionary actions were evaluated based on information from existing conditions assessments of

urban design, recreation, and conservation in the Uptown CPU area. The assessment was made using data from observation, spatial analysis, and a photographic inventory.

## Issue 1 Scenic Vistas or Views

*Would the project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?*

The Urban Design Element of the proposed Uptown CPU identifies public view corridors in three primary categories: views looking to the north and west over Mission Valley and to Mission Bay, views looking to the west and south toward San Diego Bay, and views looking east to Balboa Park. These views are largely available from public rights-of-ways, parks, and landmarks. The proposed Uptown CPU contains policies in both the Urban Design and Conservation elements relative to views, and identifies public view corridors and viewsheds in the community (Figure 6.2-1). Proposed Urban Design Element policies would protect against view obstructions to Balboa Park from public vantage points and would provide design criteria for development along canyons that would protect available canyon views from surrounding roadways. Proposed policies of the Conservation Element would provide protection for public views from identified public vantage points such as public right-of-ways, parks, and landmarks. Future development projects within the identified public view corridors would be evaluated at the time of a future development proposal for potential impacts on identified public view corridors.

Due to the built-out nature of the Uptown community, future projects would blend with the existing urban framework through established and regulated set back requirements, and would not result in new obstructions to view corridors along public streets where view opportunities largely exist. Should future projects seek to impede upon existing circulation elements in the form of diminished right-of-way or a street vacation, for example, these projects would be reviewed as discretionary projects and those future project impacts on view corridors that occur within the right-of-way would be evaluated at that time.

An Officially Designated State Scenic Highway runs through the Uptown community for a one-mile stretch of State Route 163 (SR-163) between the north and south boundaries of Balboa Park. The proposed Uptown CPU would not impact this scenic resource, as any future development would be limited to the mesa top of the community and SR-163 is located at the base of the mesas in a canyon that would not be subject to development. Because the scenic highway section of the freeway is bordered to the east and west by Balboa Park, the existing regional park protects the scenic resource. Thus, no impacts to an Officially Designated State Scenic Highway would result.

Implementation of the proposed Uptown CPU would not result in a substantial alteration or blockage of public views 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. Thus, future development would not impact view corridors or viewsheds as viewed from identified public vantage points. Public view impacts would be less than significant, and no mitigation would be required.



FIGURE 6.2-1  
 Uptown Canyons and Public Views

## Issue 2 Neighborhood Character

*Would the project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?*

Uptown is a developed, urbanized community although not all lot or building sites are built to their allowable capacity under the adopted Community Plan and zone. The Uptown CPU area has a variety of neighborhoods with different character as described in Section 1.1 of the proposed Uptown CPU. Thus, build-out of the proposed Uptown CPU would generally result in intensification of existing land uses. ~~Any new development or redevelopment would take place on infill sites~~ Implementation of the proposed Uptown CPU would be subject to change primarily where existing properties are undeveloped or underutilized. For example, there are single-family areas of the University Heights neighborhood designated medium residential density (15-29 dwelling units per acre [du/ac]). However, significant land uses changes are not anticipated in these areas because most lots are already completely developed with residences in addition to companion units or duplex units relegated to the rear of the yard. Thus, the focus of development would be limited to underdeveloped properties. An area that is anticipated to result in a change in development intensity includes land designated for Community Commercial 0-109 du/ac along 5<sup>th</sup> and 6<sup>th</sup> Avenue south of Upas Street in Bankers Hill/Park West. In this area, taller, higher intensity, mixed-use or multi-family development could be developed, compared to existing conditions.

~~and would thus blend with the existing urbanized character of the community.~~

~~Additionally,~~ Future development projects would be undertaken in accordance with the City's General Plan and Land Development Code in addition to proposed Uptown CPU policies. The proposed Uptown CPU includes Urban Design Element policies intended to direct future development in a manner that ensures that the physical attributes of the Uptown community will be retained and enhanced by a design that responds to the community's particular context while acknowledging the potential for growth and change.

The proposed Urban Design Element provides policies relative to streetscape (publicly owned street rights-of-way) and public spaces (publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys) that would shape the area's character and function as future development occurs. Proposed streetscape policies would address the siting of street furnishings, design character, and provision of plazas and pedestrian nodes to enhance the pedestrian realm. Urban forestry policies are also proposed that would maximize the benefits of trees, including their contribution to the character, identity, and comfort of the community's streets. Trees also contribute to the spatial definition of a street, providing both a comfortable sense of scale and enclosure to the public realm. They may add shade, which contributes to pedestrian comfort, and color, texture, and pattern that contribute to the street's visual quality.

The proposed Urban Design Element of the proposed Uptown CPU would also provide policies addressing commercial and mixed-use development, and residential in-fill development. Policies are related to street wall articulation, ground-level uses, windows, building materials, lighting, signs, corners, architectural projections, rooftop and mechanical screening, public space, public art, street orientation and setbacks, sustainable building design, height and massing, development transitions,



and canyons and open space. Implementation of these policies would provide specific policy support to ensure that the bulk and scale of development is not out of character with the existing environment.

Additionally, the proposed Uptown CPU Urban Design Element includes *Design Guidelines by Building Type* that would address building height, further protecting public view corridors and regulating the bulk and scale of development. The *Design Guidelines by Building Type* provides typical height limits for low, mid-, and high-rise buildings within neighborhood districts. Under the high-rise building policies, areas within the Uptown CPU area could be permitted to develop with buildings up to 100 feet in height; however, these areas would be covered by a Community Plan Implementation Overlay Zone (CPIOZ) Type B (see Figure 6.1-3 in Section 6.1, Land Use). Within the CPIOZ areas, projects would be subject to a discretionary review process that would implement the proposed Uptown CPU policies and recommendations, particularly those related to building height consistent with the Urban Design Element. Proposed Uptown CPU Urban Design Element provides design guidelines by building types to control massing and ensure compatible transitions. Building setbacks and upper-story stepbacks are recommended to address massing and compatibility where more intense development is located adjacent to lower height buildings (refer to Urban Design Element policies related to development transitions). These policies and guidelines would ensure taller buildings would not adversely impact surrounding lower intensity properties through neighborhood incompatibility or through creation of excessive shade or shadows. With the implementation of the proposed Urban Design Element policies, zoning, and Land Development Code regulations, new development would be consistent with the existing neighborhood character. Thus, impacts related to substantial alterations to the existing or planned character of the area would be less than significant. No mitigation would be required.

### Issue 3      Distinctive or Landmark Trees

*Would the project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan? (Normally, the removal of non-native trees within a wetland as part of a restoration project would not be considered significant.)*

The adopted Community Plan identifies one tree within its *Conservation, Cultural and Heritage Resources* section as a historical resource. This tree is identified as:

FLORENCE HOTEL TREE, GRAPE STREET BETWEEN THIRD AVENUE AND FOURTH AVENUE: A large Morton Bay Fig tree planted in the late 19<sup>th</sup> century, exhibiting an extremely well developed, buttress root system and trunk.

The Florence Hotel tree is identified as a designated historical resource within the proposed Uptown CPU. As discussed in Section 6.7, Historical Resources, this designated historical resource is protected and preserved through existing General Plan policies, the Historic Resource Regulations and guidelines of the Municipal Code. Any alteration or proposed removal of this historical resource would be subject to discretionary review before it could be removed or modified. Thus, existing protective measures for the Florence Hotel Moreton Bay fig are in place that would prevent the loss or alteration of this designated tree, except as required because of tree's health or public safety. As

such, implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees or any stand of mature trees.

In addition, street trees present within the Uptown CPU area are subject to City Council Policy 900-19, which provides for protection of street trees. The proposed Uptown CPU Urban Design Element, Section 4.3, includes Urban Forestry polices that would augment the Council Policy and includes polices that protect existing trees, promote the planting of new trees, and provide guidance as to the types of trees that should be planted. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to losses of distinctive or landmark trees or mature stands of trees.

## Issue 4 Landform Alteration

*Would the project result in a substantial change in the existing landform?*

It is not anticipated that future development allowed by the proposed Uptown CPU and associated discretionary actions would result in significant landform alteration. As discussed previously, the community is largely developed with existing urban land uses. While the proposed Uptown CPU would intensify some uses, the proposed CPU contains policies to ensure that redevelopment takes into account existing development as well as the landform. Of particular importance are the proposed Uptown CPU Conservation Element and Urban Design Element policies that would support conservation of existing landforms, canyon lands, and open space and would support the design of buildings that respects existing landforms.

Because the proposed Uptown CPU is an adoption of a plan, development would occur in the future over an extended time period and specific grading quantities associated with future development are presently unknown. However, no mass grading is anticipated since the proposed Uptown CPU area is already nearly fully developed with urban uses. As future development proposals come forward pursuant to the proposed Uptown CPU and associated discretionary actions, they would be reviewed to determine whether grading plans demonstrate compliance with the City's significance thresholds for grading or if excavation is required for alternative design features. Therefore, impacts to landform from future development would be less than significant.

## Issue 5 Light and Glare

*Would the project create substantial light or glare which would adversely affect daytime or nighttime views in the area?*

The Uptown community is a built-out urban community. Sources of light currently include those typical of an urban community, such as building lighting for residential and nonresidential land uses, roadway infrastructure lighting, and signage. Future development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. New light sources may include residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas.

Lighting policies within the proposed Uptown CPU Urban Design Element would support pedestrian-oriented street lighting with appropriate shielding and low heights to minimize light spillage. Other proposed policies would address glare from photovoltaic panels. These policies would support existing lighting regulations in the LDC. Outdoor lighting is regulated by Section 142.0740 of the LDC. The purpose of the City's outdoor lighting regulations is to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow in order to preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. Regulation of outdoor lighting is also intended to promote lighting design that provides for public safety and conserves electrical energy. New outdoor lighting fixtures must minimize light trespass in accordance with the Green Building Regulations, where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties. The regulations prohibit direct-beam illumination from leaving the premises and requires that most outdoor lighting be turned off between 11:00 P.M. and 6:00 A.M. with some exceptions (such as lighting provided for commercial and industrial uses that continue to be fully operational after 11:00 P.M., adequate lighting for public safety).

Section 142.0730 of the City's LDC 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. Additionally, per Section 142.0730(b), reflective building materials are not permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space. Lighting impacts to Multi Habitat Planning Area (MHPA) areas that occur within the Uptown community (within the canyon areas) would be regulated through compliance with Multiple Species Conservation Program (MSCP) Adjacency Guidelines, which requires lighting of all developed areas adjacent to the MHPA to be directed away from the MHPA. With requisite implementation of both the proposed Uptown CPU and General Plan/LDC regulations, as well as requirement of the MHPA Adjacency Guidelines, lighting and glare impacts would be less than significant.

## **Cumulative Impact Analysis**

Future growth within the Uptown CPU area and surrounding communities including North Park and Golden Hill have the potential to cumulatively impact the visual environment through the design and location of future buildings. Changes in visual character and quality resulting from individual development projects within the Uptown CPU area with development within the North Park and Golden Hill CPU areas could contribute incrementally to cumulative impacts with regard to aesthetics. However, the cumulative visual impact of build-out of the three communities would not result in a cumulatively significant impact since the CPU areas are already urbanized and include existing development of the type that would be further developed under the CPUs.

Future development in accordance with the CPU areas is likely to take place on infill sites in previously developed locations. Each proposed CPU (Golden Hill, North Park, and Uptown) contains policies to ensure that any new development is consistent with the existing character and protects public views. The proposed policies address consistency in setbacks, height and bulk, landscaping, design, historic character, and natural features such as canyons and hillsides. The proposed CPUs contain policies to preserve, protect, and restore existing landforms. Compliance with the Municipal Code would ensure that cumulative light and glare impacts are avoided. Based on the existing

urbanized character of the CPU areas and implementation of existing regulations and policies in the proposed CPUs, cumulative impacts would be less than significant.

## **6.2.4 Determination of Significance**

### **6.2.4.1 Scenic Vistas or Views**

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in substantial alteration or blockage of public views 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, thereby not impacting public view corridors and viewsheds along public right-of-ways. Therefore, public view impacts would be less than significant, and no mitigation would be required.

No impacts to Officially Designated State Scenic Highway SR-163 would occur due to the topography and location of the freeway, which is set below the mesa tops where future development could occur. Additionally, Balboa Park provides separation from future development areas, precluding structures from impeding on views to SR-163. Impacts would be less than significant, and no mitigation would be required.

### **6.2.4.2 Neighborhood Character**

The proposed Uptown CPU includes policies that would encourage residential and mixed-use development that would be consistent with the existing neighborhood character, and impacts would be less than significant. No mitigation would be required.

### **6.2.4.3 Distinctive or Landmark Trees**

There are protective measures for the existing Florence Hotel Morton Bay fig, and the implementation of the proposed Uptown CPU would prevent the loss of existing mature trees except as required because of tree health or public safety. The implementation of the proposed Uptown CPU and associated discretionary actions would not result in the loss of any distinctive or landmark trees, or any stand of mature trees; therefore, no impacts would result. No mitigation is required.

### **6.2.4.4 Landform Alteration**

Implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts related to landform alteration based on implementation of proposed Uptown CPU polices that require building form to be sensitive to topography and slopes, and existing protections for steep slopes (Environmentally Sensitive Lands) and grading regulations within the LDC. Thus, impacts related to landform alteration would be less than significant, and no mitigation would be required.

### **6.2.4.5 Light and Glare**

Impacts relative to lighting and glare would be less than significant. No mitigation is required.

## **6.2.5 Mitigation Framework**

Potential visual effects and neighborhood character impacts resulting from implementation of the Uptown CPU and associated discretionary actions would be less than significant. Thus, no mitigation is required.

## 6.3 Transportation and Circulation

Kimley-Horn and Associates, Inc. conducted the Uptown, North Park, and Golden Hill Community Plan Update (CPU) Traffic Impact Study (June 2015). The report is included as Appendix B-1 to this EIR. Additionally, a supplemental letter report was prepared for the project to provide an updated analysis that reflected minor updates to the proposed land use map after the June 2015 report was finalized. This supplemental report dated March 15, 2016 prepared by Kimley-Horn and Associates is included as Appendix B-2 of this Program Environmental Impact Report (PEIR) and is titled North Park and Uptown Updated Residential Densities Traffic Evaluation Summary of Findings for the Cluster Community Plan Update. The results of the report pertinent to the Uptown community are presented in this section. Additionally, Kimley-Horn and Associates, Inc. prepared an Uptown, North Park, and Golden Hill Community Plan Update Mobility Study for Build-out Conditions. That report is included in Appendix C to this EIR and discussed in this section, as applicable.

### 6.3.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. This existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments pertinent to the Uptown CPU area are discussed below.

#### 6.3.1.1 Roadway Network

The following section provides a description of the existing study area streets within the Uptown CPU area. Ultimate roadway classifications are taken from the Uptown Community Plan, last updated in February 1988. The portions of the roadways described are intended to reflect the areas within the community and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of the *Traffic Impact Study*. Figure 6.3-1, illustrates the existing roadway classifications for the Uptown community. The City of San Diego Bicycle Master Plan (City BMP) identifies several bicycle facilities in the community, as noted in the roadway descriptions below.

*First Avenue* functions as a north-south, 2-lane collector, with a curb-to-curb width of 50 feet between Interstate 5 (I-5) and Arbor Avenue. First Avenue is two-way for the majority of its length between Grape Street and Washington Street and one-way northbound otherwise. First Avenue is lined with sidewalks and curbs, with parallel parking generally available on both sides of the street for the entire length of the street. Intermittent angled parking is available on First Avenue between Redwood Street and Palm Street. The posted speed limit is ranges from 25 miles per hour (mph) to 30 miles per hour (mph). Access to I-5 northbound is provided at the intersection of First Avenue and Elm Street. The ultimate adopted

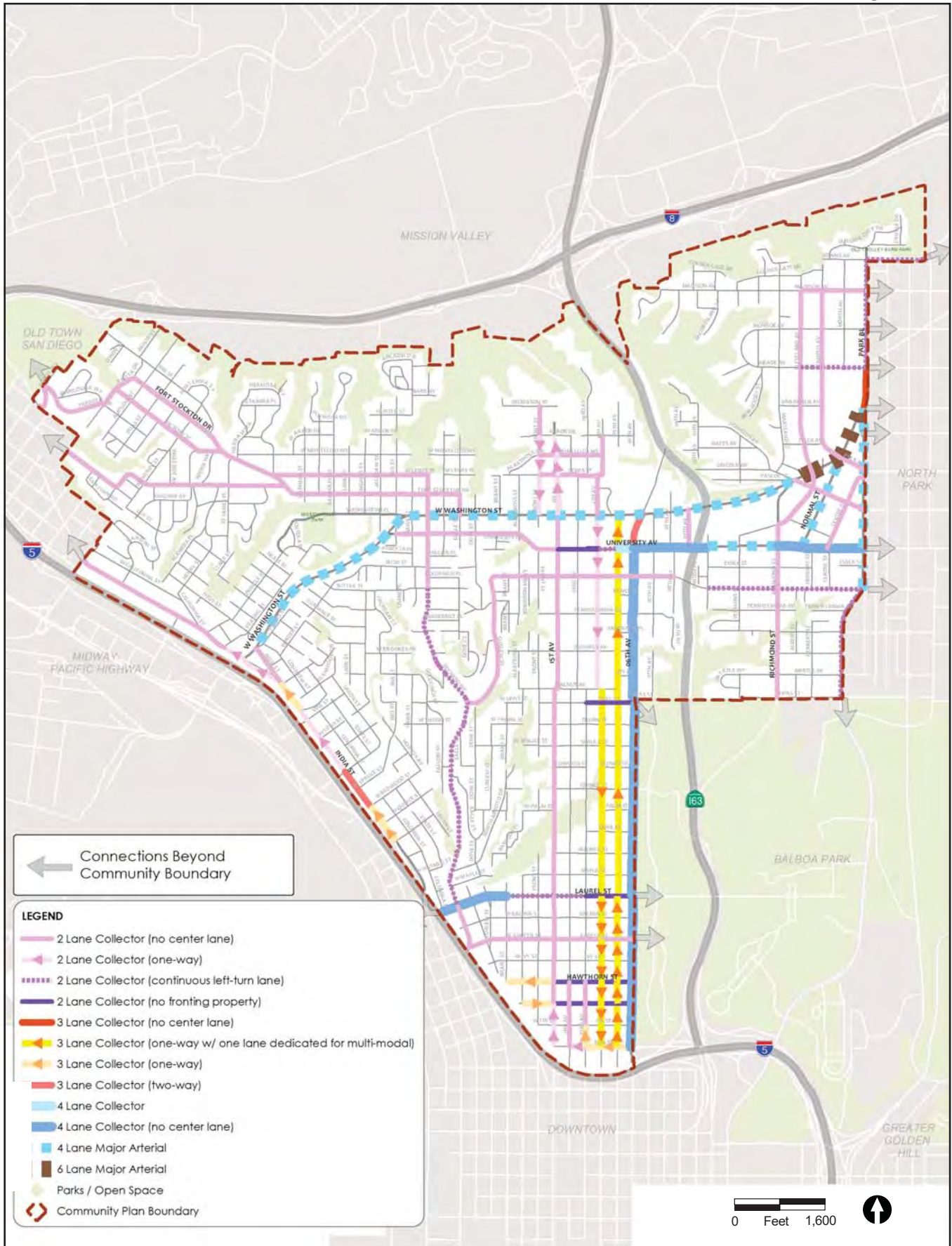


FIGURE 6.3-1 Existing Roadway Functional Classification – Uptown



Community Plan street classification for First Avenue is a 3-lane collector. The City BMP identifies First Avenue as a Class III (Bike Route) facility between downtown and Lewis Street, with the option of a Class II (Bike Lanes) between Upas Street and Washington Street.

*Fourth Avenue* functions at its adopted Community Plan ultimate classification as a north-south roadway varying between a 2-lane collector and a 3-lane collector. Fourth Avenue is a one-way southbound 3-lane collector with a curb-to-curb width of 50 feet between I-5 and Walnut Avenue; a one-way southbound 2-lane collector with a curb-to-curb width of 45 feet between Walnut Avenue and Washington Street; and a two-way, 2-lane collector with a curb-to-curb width of 50 feet north of Washington Street. Fourth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit ~~is~~ ranges from 25 mph to 30 mph. Currently classified as a Class III bicycle route south of Juniper Street, Fourth Avenue also has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fourth Avenue as a Class III (Bike Route) facility between downtown and Upas Street, as a Class II (Bike Lanes) facility between Upas Street and Washington Street, and a Class III facility between Washington Street and Lewis Street.

*Fifth Avenue* functions at its adopted Community Plan ultimate classification as a one-way northbound 3-lane collector, with a curb-to-curb width of 50 feet between I-5 and Washington Street. Fifth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit ~~is~~ ranges from 25 mph to 30 mph. Fifth Avenue is classified as a Class III bicycle route south of Laurel Street and has a striped enhanced Class II (buffered bicycle lane) between Elm Street and Laurel Street. The City BMP identifies Fifth Avenue as a Class II (Bike Lanes) facility between downtown and Washington Street, with the option of a Class III (Bike Route) between University Avenue and Washington Street.

*Sixth Avenue* functions at its adopted plan ultimate classification as a north-south 4-lane collector, with no center lane and a curb-to-curb width of 60 feet between I-5 and University Avenue. Sixth Avenue provides access to State Route 163 (SR-163) north of University Avenue. From Washington Street to University Avenue, Sixth Avenue functions as a 3-lane collector, with a curb-to-curb width of 65 feet. Sixth Avenue is lined with sidewalks and curbs, with parallel parking available on both sides of the street. Balboa Park runs along the east side of Sixth Avenue. The posted speed limit for Sixth Avenue is 30 mph, and it is classified as a Class III (Bike Route) facility south of Upas Street. The City BMP identifies Sixth Avenue as a Class II (Bike Lanes) facility between downtown and Upas Street.

*Ninth Avenue* is a short, two-way, north-south roadway. Ninth Avenue has a curb-to-curb width of 50 feet between University Avenue and Washington Street and a SR-163 southbound off-ramp connection. Ninth Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

*Campus Avenue* functions at its adopted Community Plan ultimate classification as a north-south 2-lane collector with, a curb-to-curb width of 50 feet between Washington Street and Madison Avenue. It is currently functioning at its adopted plan ultimate classification. Campus Avenue is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the west side of the street between Madison Avenue and Monroe Avenue and between Van Buren Avenue and Tyler Avenue. Parallel parking is available along the other sections. The posted speed limit is 25 mph.



*Cleveland Avenue* functions at its adopted Community Plan ultimate classification as a 2-lane collector with bike lanes, parallel parking, and sidewalks on both sides of the street. Cleveland Avenue has a curb-to-curb width of 50 feet between Washington Street and Madison Avenue. South of Washington Street, no bike lanes are provided, but parallel parking and sidewalks continue to line the street on both sides. Cleveland Avenue has a posted speed limit of 25 mph. The City BMP identifies Cleveland Avenue as a Class II (Bike Lanes) facility between Madison Avenue and Richmond Street.

*Curlew Street* functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 40 feet between Reynard Way and Robinson Avenue. Curlew Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for Curlew Street is 25 mph. The City BMP identifies the entirety of Curlew Street as a Class III (Bike Route) facility.

*Elm Street* functions at its adopted Community Plan ultimate classification as a two-way 3-lane collector, with a curb-to-curb width of 50 feet from First Avenue to Second Avenue; a one-way westbound 2-lane collector, with a curb-to-curb width of 50 feet from Second Avenue to Third Avenue; and a 3-lane collector, with a curb-to-curb width of 50 feet between Third Avenue and Sixth Avenue. Elm Street is bounded by an I-5 northbound off-ramp on the east and a northbound I-5 on-ramp on the west. Elm Street is lined with sidewalks and curbs with parallel parking available on both sides of the street. The posted speed limit is 25 mph.

*Fort Stockton Drive* functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 40 feet between Ampudia Street and Eagle Street. Fort Stockton Drive is lined with sidewalks and curbs and has parallel parking available on both sides of the street. Class III (Bike Lanes) are provided on Fort Stockton Drive between Witherby Street and Hermosa Way. The posted speed limit is 25 mph.

*Front Street* is non-continuous roadway through the Uptown community, with breaks between Washington Street and University Avenue, Robinson Avenue and Brookes Avenue, Spruce Street and Maple Street, and Fir Street and Date Street. For areas south of Washington Street, Front Street is a two-lane roadway, with parking allowed that serves residential areas. The portion of Front Street north of Washington Street provides access to UCSD Medical Center and is a key circulation roadway. The portion of Front Street located north of Washington Street functions as a north-south two-way 2-lane collector, with a curb-to-curb width of 40 feet between Dickinson Street and Arbor Drive; a one-way southbound 2-lane collector, with a curb-to-curb width of 40 feet between Arbor Drive and Lewis Street; and a one-way southbound 3-lane collector, with a curb-to-curb width of 50 feet between Lewis Street and Washington Street. Based on the adopted Community Plan, the ultimate classification for Front Street is a 3-lane collector between Arbor Drive and Washington Street. The posted speed limit is 25 mph. Front Street is lined with sidewalks and curbs with parallel parking available on both sides of the street.

*Grape Street* functions as a one-way eastbound, 3-lane collector, with a curb-to-curb width of 50 feet between I-5 and First Avenue; and as a two-way, 2-lane collector, with a curb-to-curb width of 50 feet between First Avenue and Sixth Avenue. The adopted Community Plan shows Grape Street with an ultimate classification as a 3-lane collector between First Avenue and Sixth Avenue. Grape Street is lined with sidewalks and curbs. Angle parking is available on the north side of the street between

First Avenue and Fourth Avenue, on both sides of the street between Fourth Avenue and Fifth Avenue, and on the south side between Fifth Avenue and Sixth Avenue. The posted speed limit is 25 mph. The City BMP identifies Grape Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

*Hawthorn Street* functions as a one-way westbound 3-lane collector, with a curb-to-curb width of 50 feet from Brant Street to First Avenue; and as a two-way, 2-lane collector, with a curb-to-curb width of 50 feet from First Avenue to Sixth Avenue. The adopted Community Plan ultimate classification for Hawthorn Street is as a 3-lane collector for its entirety. Hawthorn Street is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the north side of the street between Third Avenue and Sixth Avenue; parallel parking is available along the other sections. Access is provided to I-5 northbound from Hawthorn Street. The posted speed limit on Hawthorn Street is 30 mph. The City BMP identifies Hawthorn Street as a Class III (Bike Route) facility between First Avenue and Sixth Avenue.

*India Street* functions as a one-way northbound collector with a varying classification between 2 lanes and 3 lanes and between two-way and one-way between I-5 to San Diego Avenue. North of San Diego Avenue, India Street is a two-way, 2-lane collector until it terminates at Washington Street. The adopted Community Plan ultimate classification for India Street is a 3-lane collector south of Washington Street and a 2-lane collector north of Washington Street. India Street is lined with sidewalks and curbs, with parallel parking available on the east side of the street only. Running parallel to I-5, India Street provides access to I-5 northbound at San Diego Avenue. The posted speed limit on India Street is 35 mph. The City BMP identifies India Street as a Class II (Bike Lanes) facility between Laurel Street and Washington Street.

*Juan Street* provides access into the adjacent Old Town community and functions as a 2-lane collector, with a curb-to-curb width of 35 feet between Witherby Street and the community boundary. Juan Street was not included in the adopted Community Plan future classifications. Juan Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit on Juan Street is 30 mph. The City BMP identifies Juan Street as a Class III (Bike Route) facility between Sunset Boulevard in the Uptown community and Taylor Street in the Old Town community.

*Laurel Street* functions as an east-west 4-lane collector, with a curb-to-curb width of 50 feet between I-5 and Union Street; and as a 2-lane collector with a two-way left-turn lane, and a curb-to-curb width of 50 feet between Union Street and Sixth Avenue. East of Sixth Avenue, Laurel Street enters Balboa Park and changes name to El Prado. Laurel Street's adopted Community Plan ultimate classification is a 2-lane collector. Laurel Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street; the posted speed limit is 25 mph. The City BMP identifies Laurel Street as a Class III (Bike Route) facility between Reynard Way and Sixth Avenue, joining with the existing bike route in Balboa Park to the east.

*Lewis Street* functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with a curb-to-curb width of 50 feet between Fort Stockton Drive and Hawk Street; and as a one-way, 2-lane eastbound collector, with a curb-to-curb width of 35 feet between Front Street and Fourth Avenue. Natural terrain severs Lewis Street between Goldfinch Street and Albatross Street. Bike lanes are provided between Fort Stockton Drive and Ibis Street. Lewis Street is lined with

sidewalks and curbs, with parallel parking available on both sides of the street between Fort Stockton Drive and Ibis Street; angle parking is available on the south side of the street between Ibis Street and Hawk Street. The posted speed limit is 25 mph.

*Normal Street* functions at its adopted Community Plan ultimate classification as a 4-lane major arterial with a curb-to-curb width of 110 feet between University Avenue and Washington Street; and as a 6-lane major arterial with a curb-to-curb width of 110 feet between Washington Street and Park Boulevard/El Cajon Boulevard. It is currently functioning at its adopted plan ultimate classification. Normal Street is lined with sidewalks and curbs on both sides of the street, with angled parking available on both sides of the street between University Avenue and Washington Street. The posted speed limit is 30 mph. The City BMP identifies Normal Street as a Class II (Bike Lanes) facility between Washington Street and El Cajon Boulevard.

*Park Boulevard* changes cross-sections multiple times throughout the Uptown community. It functions as a north-south 2-lane collector, with a two-way left-turn lane and a curb-to-curb width of 65 feet between Upas Street and Cypress Avenue; as a 3-lane collector (2 northbound, 1 southbound), with a curb-to-curb width of 65 feet between Cypress Avenue and Essex Street; as a 4-lane major, with a curb-to-curb width of 110 feet between Essex Street and Normal Street/El Cajon Boulevard; as a 3-lane collector, with a curb-to-curb width of 50 feet between Normal Street/El Cajon Boulevard and Meade Avenue; and as a 2-lane collector with a continuous two-way left-turn lane and a curb-to-curb width of 50 feet between Meade Avenue and Adams Avenue. The ultimate classification for Park Boulevard in the adopted Community Plan is a 4-lane major between Upas Street and Washington Street. Park Boulevard is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on both sides of the street between Normal Street and University Avenue; parallel parking is along the other sections. The posted speed limit for Park Boulevard is 35 mph between Upas Street and Washington Street and 30 mph north of Washington Street. Park Boulevard serves as the community boundary between the Uptown and North Park Community Plan areas. Beyond these communities, Park Boulevard continues into Balboa Park providing access to the attractions within the park including the San Diego Zoo. Park Boulevard is classified as a Class III bicycle facility. The City BMP identifies Park Boulevard as a Class II (Bike Lanes) facility between Adams Avenue and Upas Street and throughout Balboa Park, with the option of keeping Class III (Bike Route) facilities between Upas Street and El Cajon Boulevard/Normal Street and north of Madison Avenue.

*Reynard Way* functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a continuous left-turn lane and a curb-to-curb width of 55 feet between Torrance Street and Maple Street. Reynard Way becomes Goldfinch Street north of Torrance Street and becomes State Street south of Maple Street. The posted speed limit along Reynard Way is 30 mph. It is currently functioning at its adopted plan ultimate classification. Reynard Way is lined with sidewalks and curbs on both sides of the street. The City BMP identifies the entirety of Reynard Way as a Class III (Bike Route) facility.

*Richmond Street* functions as a north-south 2-lane collector, with a curb-to-curb width of 50 feet between Upas Street and Washington Street. The adopted Community Plan ultimate classification for Richmond Street is as a 3-lane collector between Cleveland Avenue and Robinson Avenue and a 2-lane collector between Robinson Avenue and Upas Street. Richmond Street is lined with sidewalks

and curbs, with parallel parking allowed on both sides of the street. The posted speed limit along Richmond Street is 25 mph. The City BMP identifies Richmond Street as a Class II (Bike Lanes) facility between Upas Street and Cleveland Avenue.

*Robinson Avenue* functions as an east-west 2-lane collector, with a curb-to-curb width of 35 feet between Curlew Street and Park Boulevard. Between Vermont Street and Park Boulevard, Robinson Avenue functions as a 2-lane collector, with a two-way left-turn lane and a curb-to-curb width of 50 feet. It is currently functioning at its adopted Community Plan ultimate classification. Robinson Avenue is lined with sidewalks and curbs with parallel parking available on both sides of the street, except between Fifth Avenue and Seventh Avenue, where parking is not available. Robinson Avenue provides access to and from SR-163 between Eighth Avenue and Tenth Avenue. The posted speed limit for Robinson Avenue is 25 mph between Curlew Street and Tenth Avenue and 30 mph between Tenth Avenue and Park Boulevard. The City BMP identifies Robinson Avenue as Class III (Bike Route) facility between First Avenue and Park Boulevard, and continuing east of Park Boulevard as a Bicycle Boulevard facility providing connection to Alabama Street.

*San Diego Avenue* functions at its adopted Community Plan ultimate classification as a 2-lane collector, with a curb-to-curb width of 50 feet between India Street and the community boundary. One segment of San Diego Avenue between McKee Street and Washington Street functions as a 3-lane collector, with a curb-to-curb width of 50 feet. The roadway is one-way northbound between California Street and India Street and provides a connection to the adjacent Old Town community. It is currently functioning at its adopted plan ultimate classification. San Diego Avenue is lined with sidewalks and curbs, with parking available on both sides of the street. Angle parking is available on the east side of the street between Washington Street and India Street; parallel parking is along the other sections. The posted speed limit is 35 mph. The City BMP identifies San Diego Avenue as a Class II (Bike Lanes) facility between India Street and Congress Street.

*State Street* functions as a 2-lane collector, with a curb-to-curb width of 50 feet, between Juniper Street and Laurel Street. State Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for State Street is 25 mph. The City BMP identifies State Street as a Class III (Bike Route) facility between Laurel Street and downtown.

*Sunset Boulevard* functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with bike lanes and a curb-to-curb width of 50 feet, between Witherby Street and Fort Stockton Drive. It is lined with sidewalks and curbs, the street has parallel parking available on both sides. It is currently functioning at its adopted plan ultimate classification. The posted speed limit of 25 mph.

*University Avenue* functions at its adopted Community Plan ultimate classification as an east-west 2-lane collector, with a curb-to-curb width of 45 feet, between Washington Street and Fifth Avenue; as a 4-lane collector between Fifth Avenue and Eighth Avenue (varying between with and without a center lane); as a 4-lane major between Vermont Street and Normal Street; and a 4-lane collector between Normal Street and Park Boulevard. University Avenue has a curb-to-curb width of 60 feet between Fifth Avenue and Tenth Avenue, 110 feet between Tenth Avenue and Normal Street, and 50 feet between Normal Street and Park Boulevard. It is currently functioning at its adopted plan ultimate classification. University Avenue is lined with sidewalks and curbs on both sides of the street. Angle parking is available on both sides of the street between Vermont Street and Normal

Street; parallel parking is available along the other sections between Fifth Avenue and Park Boulevard. The posted speed limit for University Avenue is 25 mph between Washington Street and Park Boulevard. University Avenue is classified as a Class III bicycle facility between Goldfinch Street and Third Avenue. The City BMP identifies University Avenue as a Class II (Bike Lanes) facility east of First Avenue beyond the community boundaries, with the option of a Class III (Bike Route) facility between Fifth Avenue and Florida Street.

*Upas Street* functions as an east-west 2-lane collector, with a curb-to-curb width of 50 feet between Front Street and Sixth Avenue, and provides access to Balboa Park. Upas Street is lined with sidewalks and curbs, with parallel parking available on both sides of the street. The posted speed limit for Upas Street is 25 mph and it is classified as a Class III bicycle facility east of Third Avenue. The City BMP identifies Upas Street as a Class III (Bike Route) facility between First Avenue and Third Avenue as well.

*Washington Street* functions at its adopted Community Plan ultimate classification as an east-west 4-lane major, with a curb-to-curb width of 80 feet, between I-5 and Richmond Street; and as a 6-lane major between Richmond Street and Normal Street. Washington Street does not have sidewalks or curbs between I-5 and Hawk Street and between SR-163 and Lincoln Avenue. It is lined with sidewalks and curbs on both sides of the street throughout the rest of the segment. Parallel parking is available on select segments of Washington Street between Hawk Street and Park Boulevard. The posted speed limit for Washington Street is 45 mph between I-5 and Hawk Street and 35 mph from Hawk Street to Park Boulevard. Washington Street is classified as a Class II (Bike Lanes) facility between University Avenue and India Street. The City BMP identifies the entirety of Washington Street as a Class II (Bike Lanes) facility.

### **6.3.1.2 Roadway Segment Conditions**

In order to determine the impacts on the study area roadway segments, Table 6.3-1 has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under Level of Service (LOS) E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

| Table 6.3-1<br>City of San Diego Roadway Segment Capacity and Level of Service |       |        |        |         |         |         |
|--------------------------------------------------------------------------------|-------|--------|--------|---------|---------|---------|
| Road Class                                                                     | Lanes | A      | B      | C       | D       | E       |
| Freeway                                                                        | 8     | 60,000 | 84,000 | 120,000 | 140,000 | 150,000 |
| Freeway                                                                        | 6     | 45,000 | 63,000 | 90,000  | 110,000 | 120,000 |
| Freeway                                                                        | 4     | 30,000 | 42,000 | 60,000  | 70,000  | 80,000  |
| Expressway                                                                     | 6     | 30,000 | 42,000 | 60,000  | 70,000  | 80,000  |
| Prime Arterial (two-way)                                                       | 6     | 25,000 | 35,000 | 50,000  | 55,000  | 60,000  |
| Major Arterial (two-way)                                                       | 6     | 20,000 | 28,000 | 40,000  | 45,000  | 50,000  |
| Major Arterial (two-way)                                                       | 4     | 15,000 | 21,000 | 30,000  | 35,000  | 40,000  |
| Major Arterial (two-way)                                                       | 3     | 11,250 | 15,750 | 22,500  | 26,250  | 30,000  |
| Major Arterial (one-way)                                                       | 3     | 12,500 | 16,500 | 22,500  | 25,000  | 27,500  |
| Major Arterial (one-way)                                                       | 2     | 10,000 | 13,000 | 17,500  | 20,000  | 22,500  |
| Collector (two-way)                                                            | 4     | 10,000 | 14,000 | 20,000  | 25,000  | 30,000  |
| Collector (No center lane)                                                     | 4     | 5,000  | 7,000  | 10,000  | 13,000  | 15,000  |
| (Continuous left-turn lane)                                                    | 2     |        |        |         |         |         |
| Collector (No fronting property)                                               | 2     | 4,000  | 5,500  | 7,500   | 9,000   | 10,000  |
| Collector (two-way)                                                            | 3     | 7,500  | 10,500 | 15,000  | 17,500  | 20,000  |
| Collector (no center turn lane)                                                | 3     | 4,000  | 5,500  | 7,500   | 10,000  | 11,500  |
| Collector (Commercial/Industrial fronting)                                     | 2     | 2,500  | 3,500  | 5,000   | 6,500   | 8,000   |
| Collector (Multi-family)                                                       | 2     | 2,500  | 3,500  | 5,000   | 6,500   | 8,000   |
| Collector (one-way)                                                            | 3     | 11,000 | 14,000 | 19,000  | 22,500  | 26,000  |
| Collector (one-way with one lane dedicated for bike facility)                  | 3     | 7,500  | 9,500  | 12,500  | 15,000  | 17,500  |
| Collector (one-way)                                                            | 2     | 7,500  | 9,500  | 12,500  | 15,000  | 17,500  |
| Collector (one-way)                                                            | 1     | 2,500  | 3,500  | 5,000   | 6,250   | 7,500   |
| Sub-Collector (Single family)                                                  | 2     | -      | -      | 2,200   | -       | -       |

Notes:  
The volumes and the average daily level of service listed above are only intended as a general planning guideline.  
Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.  
Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

SOURCES: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.  
City of San Diego Planning Department Mobility Section.

Based on planning-level analysis using Average Daily Traffic (ADT) volumes, it is estimated that all roadway segments within the Uptown CPU area function at an acceptable LOS D or better, except for the following segments. The segments listed below have volumes near or above their existing capacity, resulting in periods of congestion.

- First Avenue between Washington Avenue and University Avenue (LOS E)
- First Avenue between University Avenue and Robinson Avenue (LOS F)
- First Avenue between Robinson Avenue and Pennsylvania Avenue (LOS E)
- First Avenue between Pennsylvania Avenue and Walnut Avenue (LOS E)
- First Avenue between Laurel Street and Hawthorn Street (LOS E)
- Fourth Avenue between Arbor Drive and Washington Avenue (LOS F)
- Sixth Avenue between University Avenue and Robinson Avenue (LOS F)
- Sixth Avenue between Robinson Avenue and Upas Street (LOS F)
- Sixth Avenue between Upas Street and Laurel Street (LOS F)
- Cleveland Avenue between Lincoln Street and Richmond Street (LOS E)
- Fort Stockton Drive between Hawk Street and Goldfinch Street (LOS F)
- India Street between Glenwood Drive and Sassafras Street (LOS F)
- India Street between Sassafras Street and Redwood Street (LOS E)
- Laurel Street between Columbia Street and Union Street (LOS E)
- Lincoln Avenue between Washington Street and Park Boulevard (LOS F)
- Park Boulevard between Adams Avenue and Mission Avenue (LOS E)
- Park Boulevard between Mission Avenue and El Cajon Boulevard (LOS F)
- Richmond Street between Cleveland Avenue and University Avenue (LOS E)
- Robinson Avenue between Third Avenue and Eighth Avenue (LOS F)
- University Avenue between Ibis Street and Albatross Street (LOS F)
- University Avenue between Albatross Street and First Avenue (LOS F)
- University Avenue between First Avenue and Fourth Avenue (LOS F)
- University Avenue between Fourth Avenue and Fifth Avenue (LOS F)
- University Avenue between Sixth Avenue and Eighth Avenue (LOS F)
- University Avenue between Normal Street and Park Boulevard (LOS F)
- Washington Street between Fifth Avenue and Sixth Avenue (LOS E)
- Washington Street between Sixth Avenue and Richmond Street (LOS F)

Figure 6.3-2 illustrates the existing ADT volumes along the roadway segments in the Uptown CPU study area.



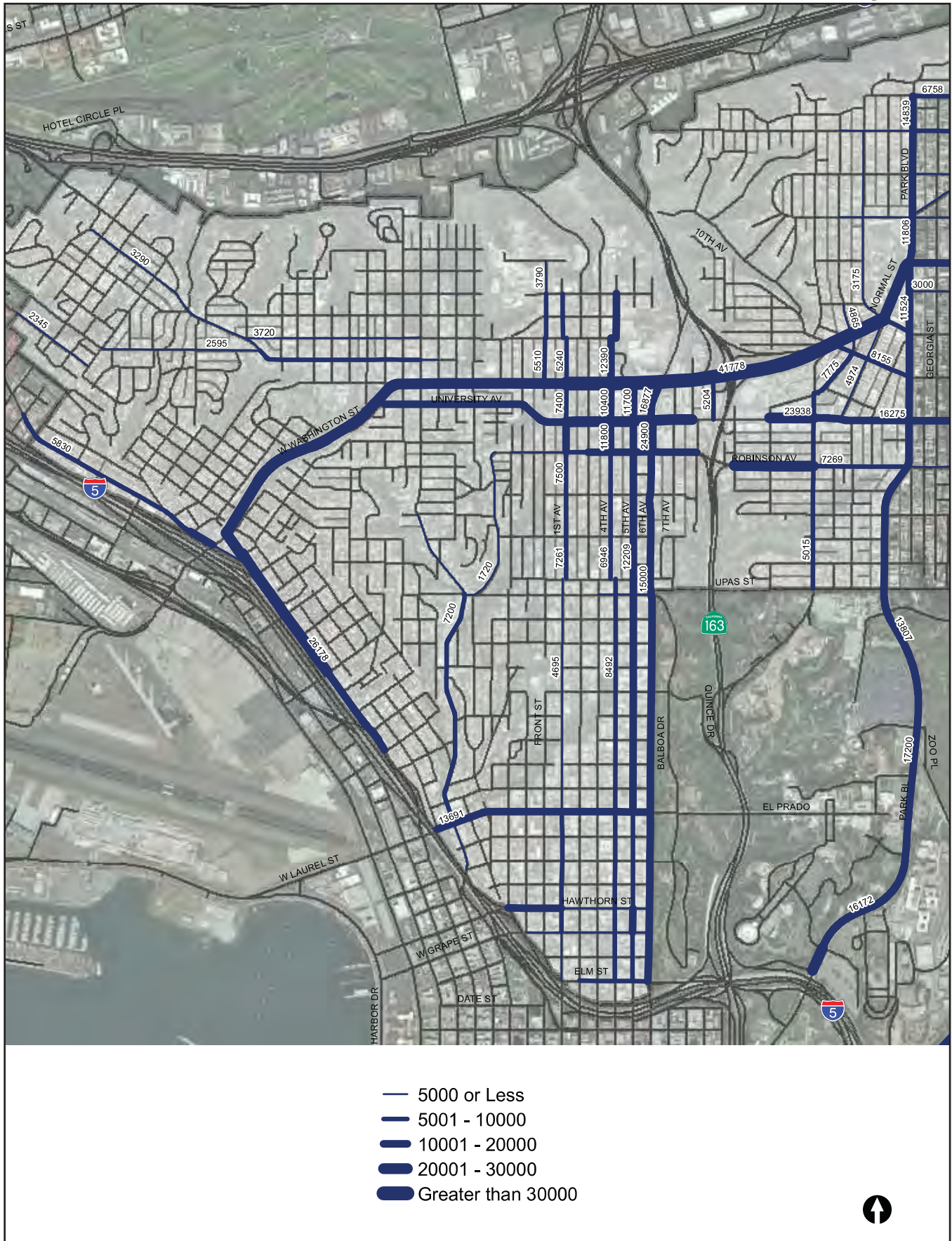


FIGURE 6.3-2  
Existing Roadway Segment ADT Volumes – Uptown



### 6.3.1.3 Intersection Conditions

The Traffic Impact Study (Appendix B-1) includes a LOS analysis for the study intersections within the Uptown CPU area under Existing Conditions. LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in Table 6.3-2.

| LOS | Signalized (Control Delay) (sec/veh) <sup>a</sup> | Unsignalized (Control Delay) (sec/veh) <sup>b</sup> | Description                                                                                                                               |
|-----|---------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| A   | ≤10.0                                             | ≤10.0                                               | Operations with very low delay and most vehicles do not stop.                                                                             |
| B   | >10.0 and ≤20.0                                   | >10.0 and ≤15.0                                     | Operations with good progression but with some restricted movement.                                                                       |
| C   | >20.0 and ≤35.0                                   | >15.0 and ≤25.0                                     | Operations where a significant number of vehicles are stopping with some backup and light congestion                                      |
| D   | >35.0 and ≤55.0                                   | >25.0 and ≤35.0                                     | Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines. |
| E   | >55.0 and ≤80.0                                   | >35.0 and ≤50.0                                     | Operations where there is significant delay, extensive queuing, and poor progression.                                                     |
| F   | >80.0                                             | >50.0                                               | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.                         |

SOURCES:  
<sup>a</sup>2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2  
<sup>b</sup>2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F. All Uptown CPU study area intersections currently operate at LOS D or better during both peak periods, except for the following intersection that operates at LOS F during the p.m. peak period:

- Washington Street & Eighth Ave/SR-163 Off-Ramp (LOS F – PM peak)

At the intersection of Washington Street and SR-163, the eastbound through volumes are over 2,100 during the PM peak period. The existing two eastbound lanes do not have the capacity to adequately handle this demand.

### 6.3.1.4 Freeway Segments

Table 6.3-3 identifies California Department of Transportation (Caltrans) criteria used to rate freeway segment operations based on a LOS scale from A to F.

| LOS            | v/c ratio   | Congestion/Delay               | Traffic Description                                                                                              |
|----------------|-------------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| A              | <0.41       | None                           | Free Flow                                                                                                        |
| B              | 0.41 – 0.62 | None                           | Free to stable flow, light to moderate volumes                                                                   |
| C              | 0.63 – 0.80 | None to minimal                | Stable flow, moderate volumes, freedom to maneuver noticeably restricted                                         |
| D              | 0.81 – 0.92 | Minimal to substantial         | Approaches unstable flow, heavy volumes, and very limited freedom to maneuver                                    |
| E              | 0.93 – 1.00 | Significant                    | Extremely unstable flow, maneuverability and psychological comfort extremely poor                                |
| F <sub>0</sub> | 1.01 – 1.25 | Considerable 0-1 hour delay    | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection |
| F <sub>1</sub> | 1.26 – 1.35 | Severe 1-2 hour delay          | Forced flow, heavy congestion, long queues form behind breakdown points, stop and go                             |
| F <sub>2</sub> | 1.36 – 1.45 | Very severe 2-3 hour delay     | Extremely heavy congestion, very long queues                                                                     |
| F <sub>3</sub> | >1.46       | Extremely severe 3+ hour delay | Gridlock                                                                                                         |

Notes:  
Source: Caltrans Guidelines 1992

Freeway volumes were obtained from Caltrans. Table 6.3-4 displays the LOS analysis results for the study freeway segments under existing conditions. As shown in the table, the freeway segments surrounding the Uptown CPU area have volumes that exceed the capacity during peak hours. In general, the failing segments are those that move traffic away from study area in the morning and towards the study area in the afternoon.

### 6.3.1.5 Freeway Ramp Metering

Ramp volumes were obtained from intersection turning movements data when applicable, or from Caltrans volumes. Table 6.3-5 displays the queuing analysis results for the ramps in the study area that are currently metered. The table compares the peak hour demand at the on-ramp with the current meter rate. As shown in the table, the meter rate adequately controls the expected demand without excess queuing (in excess of 15 minutes) for all ramp meters in the Uptown CPU area.

| Table 6.3-4<br>Existing Freeway Segment Level of Service |           |                 |              |         |                            |                       |                      |           |                      |
|----------------------------------------------------------|-----------|-----------------|--------------|---------|----------------------------|-----------------------|----------------------|-----------|----------------------|
| Freeway Segment                                          | Direction | Number of Lanes | Capacity (A) | ADT (B) | 2-Way Peak Hour Volume (B) | D (Directional Split) | Peak-Hour Volume (C) | V/C Ratio | LOS                  |
| <b>AM PEAK</b>                                           |           |                 |              |         |                            |                       |                      |           |                      |
| <b>I-5</b>                                               |           |                 |              |         |                            |                       |                      |           |                      |
| Old Town Ave to Washington St                            | NB        | 4 M + 1 A       | 9,200        | 196,000 | 15,600                     | 0.560                 | 8,736                | 0.95      | <b>E</b>             |
|                                                          | SB        | 4 M + 1 A       | 9,200        |         |                            | 0.440                 | 6,864                | 0.75      | <b>C</b>             |
| Washington St to Pacific Highway                         | NB        | 4 M             | 8,000        | 148,000 | 12,000                     | 0.560                 | 6,720                | 0.84      | <b>D</b>             |
|                                                          | SB        | 4 M             | 8,000        |         |                            | 0.440                 | 5,280                | 0.66      | <b>C</b>             |
| First Ave to Sixth Ave                                   | NB        | 4 M + 1 A       | 9,200        | 201,000 | 15,500                     | 0.750                 | 11,625               | 1.26      | <b>F<sub>1</sub></b> |
|                                                          | SB        | 5 M + 1 A       | 11,200       |         |                            | 0.250                 | 3,875                | 0.35      | <b>A</b>             |
| SR-163 to SR-94                                          | NB        | 5 M + 1 A       | 11,200       | 210,000 | 16,200                     | 0.750                 | 12,150               | 1.08      | <b>F<sub>0</sub></b> |
|                                                          | SB        | 5 M + 1 A       | 11,200       |         |                            | 0.250                 | 4,050                | 0.36      | <b>A</b>             |
| SR-94 to Imperial Ave                                    | NB        | 4 M + 1 A       | 9,200        | 164,000 | 12,700                     | 0.750                 | 9,525                | 1.04      | <b>F<sub>0</sub></b> |
|                                                          | SB        | 4 M + 1 A       | 9,200        |         |                            | 0.250                 | 3,175                | 0.35      | <b>A</b>             |
| <b>I-8</b>                                               |           |                 |              |         |                            |                       |                      |           |                      |
| Hotel Circle (W) to Hotel Circle (E)                     | WB        | 4 M + 1 A       | 9,200        | 208,000 | 16,500                     | 0.570                 | 9,405                | 1.02      | <b>F<sub>0</sub></b> |
|                                                          | EB        | 4 M             | 8,000        |         |                            | 0.430                 | 7,095                | 0.89      | <b>D</b>             |
| Mission Center Rd to Qualcomm Wy                         | WB        | 4 M + 1 A       | 9,200        | 224,000 | 17,900                     | 0.570                 | 10,203               | 1.11      | <b>F<sub>0</sub></b> |
|                                                          | EB        | 4 M + 1 A       | 9,200        |         |                            | 0.430                 | 7,697                | 0.84      | <b>D</b>             |
| I-805 to SR-15                                           | WB        | 4 M + 1 A       | 9,200        | 242,000 | 19,100                     | 0.650                 | 12,415               | 1.35      | <b>F<sub>1</sub></b> |
|                                                          | EB        | 4 M + 1 A       | 9,200        |         |                            | 0.350                 | 6,685                | 0.73      | <b>C</b>             |
| <b>SR-15</b>                                             |           |                 |              |         |                            |                       |                      |           |                      |
| I-805 to SR-94                                           | NB        | 3 M + 1 A       | 7,200        | 96,000  | 8,900                      | 0.430                 | 3,827                | 0.53      | <b>B</b>             |
|                                                          | SB        | 2 M + 1 A       | 5,200        |         |                            | 0.570                 | 5,073                | 0.98      | <b>E</b>             |
| <b>I-805</b>                                             |           |                 |              |         |                            |                       |                      |           |                      |
| I-8 to Adams Ave                                         | NB        | 4 M + 1 A       | 9,200        | 192,000 | 15,900                     | 0.730                 | 11,607               | 1.26      | <b>F<sub>1</sub></b> |
|                                                          | SB        | 5 M + 1 A       | 11,200       |         |                            | 0.270                 | 4,293                | 0.38      | <b>A</b>             |
| El Cajon Blvd to University Ave                          | NB        | 4 M             | 8,000        | 171,000 | 14,600                     | 0.330                 | 4,818                | 0.60      | <b>B</b>             |
|                                                          | SB        | 4 M + 1 A       | 9,200        |         |                            | 0.670                 | 9,782                | 1.06      | <b>F<sub>0</sub></b> |
| University Ave to SR-15                                  | NB        | 4 M + 1 A       | 9,200        | 169,000 | 13,000                     | 0.330                 | 4,290                | 0.47      | <b>B</b>             |
|                                                          | SB        | 4 M + 1 A       | 9,200        |         |                            | 0.670                 | 8,710                | 0.95      | <b>E</b>             |

| Table 6.3-4<br>Existing Freeway Segment Level of Service |           |                 |              |         |                            |                       |                      |           |                      |
|----------------------------------------------------------|-----------|-----------------|--------------|---------|----------------------------|-----------------------|----------------------|-----------|----------------------|
| Freeway Segment                                          | Direction | Number of Lanes | Capacity (A) | ADT (B) | 2-Way Peak Hour Volume (B) | D (Directional Split) | Peak-Hour Volume (C) | V/C Ratio | LOS                  |
| <b>SR-94</b>                                             |           |                 |              |         |                            |                       |                      |           |                      |
| 25th St to 28th St                                       | WB        | 4 M             | 8,000        | 123,000 | 10,700                     | 0.730                 | 7,811                | 0.98      | <b>E</b>             |
|                                                          | EB        | 4 M             | 8,000        |         |                            | 0.270                 | 2,889                | 0.36      | A                    |
| 28th St to 30th St                                       | WB        | 4 M             | 8,000        | 130,000 | 12,000                     | 0.730                 | 8,760                | 1.10      | <b>F<sub>0</sub></b> |
|                                                          | EB        | 4 M             | 8,000        |         |                            | 0.270                 | 3,240                | 0.41      | A                    |
| Broadway to SR-15                                        | WB        | 4 M             | 8,000        | 144,000 | 13,300                     | 0.730                 | 9,709                | 1.21      | <b>F<sub>0</sub></b> |
|                                                          | EB        | 4 M + 1 A       | 9,200        |         |                            | 0.270                 | 3,591                | 0.39      | A                    |
| <b>SR-163</b>                                            |           |                 |              |         |                            |                       |                      |           |                      |
| I-8 to Washington St                                     | NB        | 3 M + 1 A       | 7,200        | 126,000 | 10,100                     | 0.410                 | 4,141                | 0.58      | B                    |
|                                                          | SB        | 3 M + 1 A       | 7,200        |         |                            | 0.590                 | 5,959                | 0.83      | D                    |
| Washington St to Robinson Ave                            | NB        | 2 M             | 4,000        | 96,000  | 7,800                      | 0.410                 | 3,198                | 0.80      | C                    |
|                                                          | SB        | 2 M             | 4,000        |         |                            | 0.590                 | 4,602                | 1.15      | <b>F<sub>0</sub></b> |
| Quince Dr to I-5                                         | NB        | 2 M             | 4,000        | 108,000 | 10,100                     | 0.350                 | 3,535                | 0.88      | D                    |
|                                                          | SB        | 2 M             | 4,000        |         |                            | 0.650                 | 6,565                | 1.64      | <b>F<sub>2</sub></b> |
| <b>PM PEAK</b>                                           |           |                 |              |         |                            |                       |                      |           |                      |
| <b>I-5</b>                                               |           |                 |              |         |                            |                       |                      |           |                      |
| Old Town Ave to Washington St                            | NB        | 4 M + 1 A       | 9200         | 196,000 | 15,600                     | 0.460                 | 7,176                | 0.78      | C                    |
|                                                          | SB        | 4 M + 1 A       | 9200         |         |                            | 0.540                 | 8,424                | 0.92      | D                    |
| Washington St to Pacific Highway                         | NB        | 4 M             | 8000         | 148,000 | 12,000                     | 0.460                 | 5,520                | 0.69      | C                    |
|                                                          | SB        | 4 M             | 8000         |         |                            | 0.540                 | 6,480                | 0.81      | D                    |
| First Ave to Sixth Ave                                   | NB        | 4 M + 1 A       | 9200         | 201,000 | 15,500                     | 0.640                 | 9,920                | 1.08      | <b>F<sub>0</sub></b> |
|                                                          | SB        | 5 M + 1 A       | 11200        |         |                            | 0.360                 | 5,580                | 0.50      | B                    |
| SR-163 to SR-94                                          | NB        | 5 M + 1 A       | 11200        | 210,000 | 16,200                     | 0.640                 | 10,368               | 0.93      | <b>E</b>             |
|                                                          | SB        | 5 M + 1 A       | 11200        |         |                            | 0.360                 | 5,832                | 0.52      | B                    |
| SR-94 to Imperial Ave                                    | NB        | 4 M + 1 A       | 9200         | 164,000 | 12,700                     | 0.640                 | 8,128                | 0.88      | D                    |
|                                                          | SB        | 4 M + 1 A       | 9200         |         |                            | 0.360                 | 4,572                | 0.50      | B                    |
| <b>I-8</b>                                               |           |                 |              |         |                            |                       |                      |           |                      |
| Hotel Circle (W) to Hotel Circle (E)                     | WB        | 4 M + 1 A       | 9200         | 208,000 | 16,500                     | 0.450                 | 7,425                | 0.81      | D                    |
|                                                          | EB        | 4 M             | 8000         |         |                            | 0.550                 | 9,075                | 1.13      | <b>F<sub>0</sub></b> |
| Mission Center Rd to Qualcomm Wy                         | WB        | 4 M + 1 A       | 9200         | 224,000 | 17,900                     | 0.450                 | 8,055                | 0.88      | D                    |
|                                                          | EB        | 4 M + 1 A       | 9200         |         |                            | 0.550                 | 9,845                | 1.07      | <b>F<sub>0</sub></b> |

**Table 6.3-4  
Existing Freeway Segment Level of Service**

| Freeway Segment                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Direction | Number of Lanes | Capacity (A) | ADT (B) | 2-Way Peak Hour Volume (B) | D (Directional Split) | Peak-Hour Volume (C) | V/C Ratio | LOS                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------|--------------|---------|----------------------------|-----------------------|----------------------|-----------|----------------------|
| I-805 to SR-15                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | WB        | 4 M + 1 A       | 9200         | 242,000 | 19,100                     | 0.430                 | 8,213                | 0.89      | D                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | EB        | 4 M + 1 A       | 9200         |         |                            | 0.570                 | 10,887               | 1.18      | <b>F<sub>0</sub></b> |
| <b>SR-15</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                 |              |         |                            |                       |                      |           |                      |
| I-805 to SR-94                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | NB        | 3 M + 1 A       | 7200         | 96,000  | 8,900                      | 0.430                 | 3,827                | 0.53      | B                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 2 M + 1 A       | 5200         |         |                            | 0.570                 | 5,073                | 0.98      | <b>E</b>             |
| <b>I-805</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                 |              |         |                            |                       |                      |           |                      |
| I-8 to Adams Ave                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NB        | 4 M + 1 A       | 9200         | 192,000 | 15,900                     | 0.340                 | 5,406                | 0.59      | B                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 5 M + 1 A       | 11200        |         |                            | 0.660                 | 10,494               | 0.94      | <b>E</b>             |
| El Cajon Blvd to University Ave                                                                                                                                                                                                                                                                                                                                                                                                                                                | NB        | 4 M             | 8000         | 171,000 | 14,600                     | 0.600                 | 8,760                | 1.10      | <b>F<sub>0</sub></b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 4 M + 1 A       | 9200         |         |                            | 0.400                 | 5,840                | 0.63      | C                    |
| University Ave to SR-15                                                                                                                                                                                                                                                                                                                                                                                                                                                        | NB        | 4 M + 1 A       | 9200         | 169,000 | 13,000                     | 0.600                 | 7,800                | 0.85      | D                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 4 M + 1 A       | 9200         |         |                            | 0.400                 | 5,200                | 0.57      | B                    |
| <b>SR-94</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                 |              |         |                            |                       |                      |           |                      |
| 25th St to 28th St                                                                                                                                                                                                                                                                                                                                                                                                                                                             | WB        | 4 M             | 8000         | 123,000 | 10,700                     | 0.300                 | 3,210                | 0.40      | A                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | EB        | 4 M             | 8000         |         |                            | 0.700                 | 7,490                | 0.94      | <b>E</b>             |
| 28th St to 30th St                                                                                                                                                                                                                                                                                                                                                                                                                                                             | WB        | 4 M             | 8000         | 130,000 | 12,000                     | 0.300                 | 3,600                | 0.45      | B                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | EB        | 4 M             | 8000         |         |                            | 0.700                 | 8,400                | 1.05      | <b>F<sub>0</sub></b> |
| Broadway to SR-15                                                                                                                                                                                                                                                                                                                                                                                                                                                              | WB        | 4 M             | 8000         | 144,000 | 13,300                     | 0.300                 | 3,990                | 0.50      | B                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | EB        | 4 M + 1 A       | 9200         |         |                            | 0.700                 | 9,310                | 1.01      | <b>F<sub>0</sub></b> |
| <b>SR-163</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |                 |              |         |                            |                       |                      |           |                      |
| I-8 to Washington St                                                                                                                                                                                                                                                                                                                                                                                                                                                           | NB        | 3 M + 1 A       | 7200         | 126,000 | 10,100                     | 0.620                 | 6,262                | 0.87      | D                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 3 M + 1 A       | 7200         |         |                            | 0.380                 | 3,838                | 0.53      | B                    |
| Washington St to Robinson Ave                                                                                                                                                                                                                                                                                                                                                                                                                                                  | NB        | 2 M             | 4000         | 96,000  | 7,800                      | 0.620                 | 4,836                | 1.21      | <b>F<sub>0</sub></b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 2 M             | 4000         |         |                            | 0.380                 | 2,964                | 0.74      | C                    |
| Quince Dr to I-5                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NB        | 2 M             | 4000         | 108,000 | 10,100                     | 0.540                 | 5,454                | 1.36      | <b>F<sub>2</sub></b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SB        | 2 M             | 4000         |         |                            | 0.460                 | 4,646                | 1.16      | <b>F<sub>0</sub></b> |
| <p><b>Bold</b> values indicate freeway segments operating at LOS E or F.<br/> M=Main Lane; A= Auxiliary Lane.<br/> (a) The capacity is calculated as 2,000 ADT per main lane and 1,200 ADT per auxiliary lane<br/> (b) Traffic volumes provided by Caltrans (2008)<br/> (c) Peak-hour volume calculated by: (2-way Peak-Hour Volume)*(D)<br/> Refer to Table 6.3-3 Level of Service Criteria for Freeway Segment Analysis for descriptions of LOS A through F<sub>3</sub>.</p> |           |                 |              |         |                            |                       |                      |           |                      |

| <b>Table 3.6-5<br/>Existing Freeway Ramp Metering</b>                                                                      |             |                                     |                                 |                           |                     |
|----------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------|---------------------------------|---------------------------|---------------------|
| On-Ramp                                                                                                                    | Peak Period | Meter Rate <sup>1</sup><br>(Veh/Hr) | Demand <sup>2</sup><br>(Veh/Hr) | Excess Demand<br>(Veh/Hr) | Average Delay (Min) |
| <b>Interstate 5</b>                                                                                                        |             |                                     |                                 |                           |                     |
| Washington St to I-5 NB                                                                                                    | AM          | 996                                 | 1020                            | 24                        | 1.4                 |
|                                                                                                                            | PM          | 996                                 | 1034                            | 38                        | 2.3                 |
| India St to I-5 NB                                                                                                         | AM          | 996                                 | 915                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | 996                                 | 1066                            | 70                        | 4.2                 |
| Hawthorn St to I-5 NB                                                                                                      | AM          | 996                                 | 454                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | 996                                 | 842                             | 0                         | 0.0                 |
| Hancock St to I-5 SB                                                                                                       | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 1140                                | 1287                            | 147                       | 7.7                 |
| Kettner Blvd to I-5 SB                                                                                                     | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 498                                 | 269                             | 0                         | 0.0                 |
| Fifth Ave to I-5 SB                                                                                                        | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 996                                 | 1087                            | 91                        | 5.5                 |
| <b>Interstate 8</b>                                                                                                        |             |                                     |                                 |                           |                     |
| NB Texas St to I-8 EB                                                                                                      | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 498                                 | 465                             | 0                         | 0.0                 |
| SB Texas St to I-8 EB                                                                                                      | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 1140                                | 866                             | 0                         | 0.0                 |
| <b>Interstate 805</b>                                                                                                      |             |                                     |                                 |                           |                     |
| El Cajon Blvd to I-805 NB                                                                                                  | AM          | 1140                                | 860                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | Ramp not metered in the PM peak     |                                 |                           |                     |
| University Ave to I-805 NB                                                                                                 | AM          | 1140                                | 998                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | Ramp not metered in the PM peak     |                                 |                           |                     |
| <b>State Route 94</b>                                                                                                      |             |                                     |                                 |                           |                     |
| 28th St to SR-94 WB                                                                                                        | AM          | 534                                 | 100                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | Ramp not metered in the PM peak     |                                 |                           |                     |
| 32nd St/Broadway to SR-94 WB                                                                                               | AM          | 570                                 | 99                              | 0                         | 0.0                 |
|                                                                                                                            | PM          | Ramp not metered in the PM peak     |                                 |                           |                     |
| 25th St to SR-94 EB                                                                                                        | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 960                                 | 785                             | 0                         | 0.0                 |
| 28th St to SR-94 EB                                                                                                        | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 960                                 | 732                             | 0                         | 0.0                 |
| 32nd St/Broadway to SR-94 EB                                                                                               | AM          | Ramp not metered in the AM peak     |                                 |                           |                     |
|                                                                                                                            | PM          | 570                                 | 464                             | 0                         | 0.0                 |
| <b>State Route 163</b>                                                                                                     |             |                                     |                                 |                           |                     |
| Washington St to SR-163 SB                                                                                                 | AM          | 498                                 | 373                             | 0                         | 0.0                 |
|                                                                                                                            | PM          | Ramp not metered in the PM peak     |                                 |                           |                     |
| Notes:                                                                                                                     |             |                                     |                                 |                           |                     |
| 1) Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate) |             |                                     |                                 |                           |                     |
| 2) Demand is the peak hour demand using the on-ramp                                                                        |             |                                     |                                 |                           |                     |

### 6.3.1.6 Alternative Transportation Facilities

#### a. Transit

The Uptown CPU area is served by several local and rapid bus routes, providing several options along Washington Street, University Avenue, Reynard Way, Fort Stockton Drive, First Avenue, Fourth Avenue, Fifth Avenue, and Sixth Avenue, as well as connections to the adjacent communities. Rapid Bus rapid transit (BRT) was recently implemented along Park Boulevard, north of University Avenue. Each of the transit route roadways are popular for vehicles and bicyclists as well, providing a shared-use atmosphere for the different modes of travel. One missing transit connection that the community has expressed interest in providing is connection to the San Diego International Airport.

Planned transit routes within the Uptown CPU area include BRT Rapid, light rail transit (LRT), and streetcar improvements as shown on Figure 6.3-3.

#### b. Bicycle Facilities

The City of San Diego Bicycle Master Plan establishes guidance on achieving an ideal bicycle environment throughout the City. Similarly, a key focus of The San Diego Regional Bicycle Plan (RBP) prepared by San Diego Association of Governments (SANDAG) is to develop an interconnected network of bicycle corridors to improve the connectivity and quality of bicycle facilities and their supporting facilities. While these documents look at citywide and regional goals, the same focuses to develop quality facilities are applied to the local street networks in the community of Uptown. The types of bicycle facilities delegated and applied to local networks include bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycle tracks (Class IV). SANDAG's regional bicycle facilities planned for the Uptown Community Plan area to the Old Town and Midway communities are shown on Figure 6.3-4.

Uptown's location in the central portion of San Diego makes bicycling an attractive mode of transportation for this community, although geography challenges in the community can result in out of direction travel and steep hills. Canyons limit the ability to provide a continuous grid pattern of streets, limiting bicycle options for short trips within the community. Uptown is located adjacent to downtown San Diego, where many Uptown residents work. Class II (Bicycle Lanes) and III (Bicycle Route) facilities are provided on Fourth, Fifth, and Sixth Avenues, as well as on portions of downtown streets. Recent facility upgrades, such as buffered bicycle lanes, have resulted in a noticeable increase in cyclists along these routes. Uptown sits on a mesa, with the Mission Valley community to the north and the Old Town and Midway communities to the west. There are no connections down to Mission Valley from the Uptown community, and there are limited connections to the west. Class III bicycle routes provide the only existing connections, one on Presidio Drive (to Old Town) and one on Laurel Street (to Midway).

SANDAG's regional bicycle facilities planned for the Uptown Community Plan to the Old Town and Midway communities are shown on Figure 6.3-4. The recommended bicycle facility network for the Uptown Community Plan area that interfaces with the regional bicycle network is shown on Figure 6.3-5.



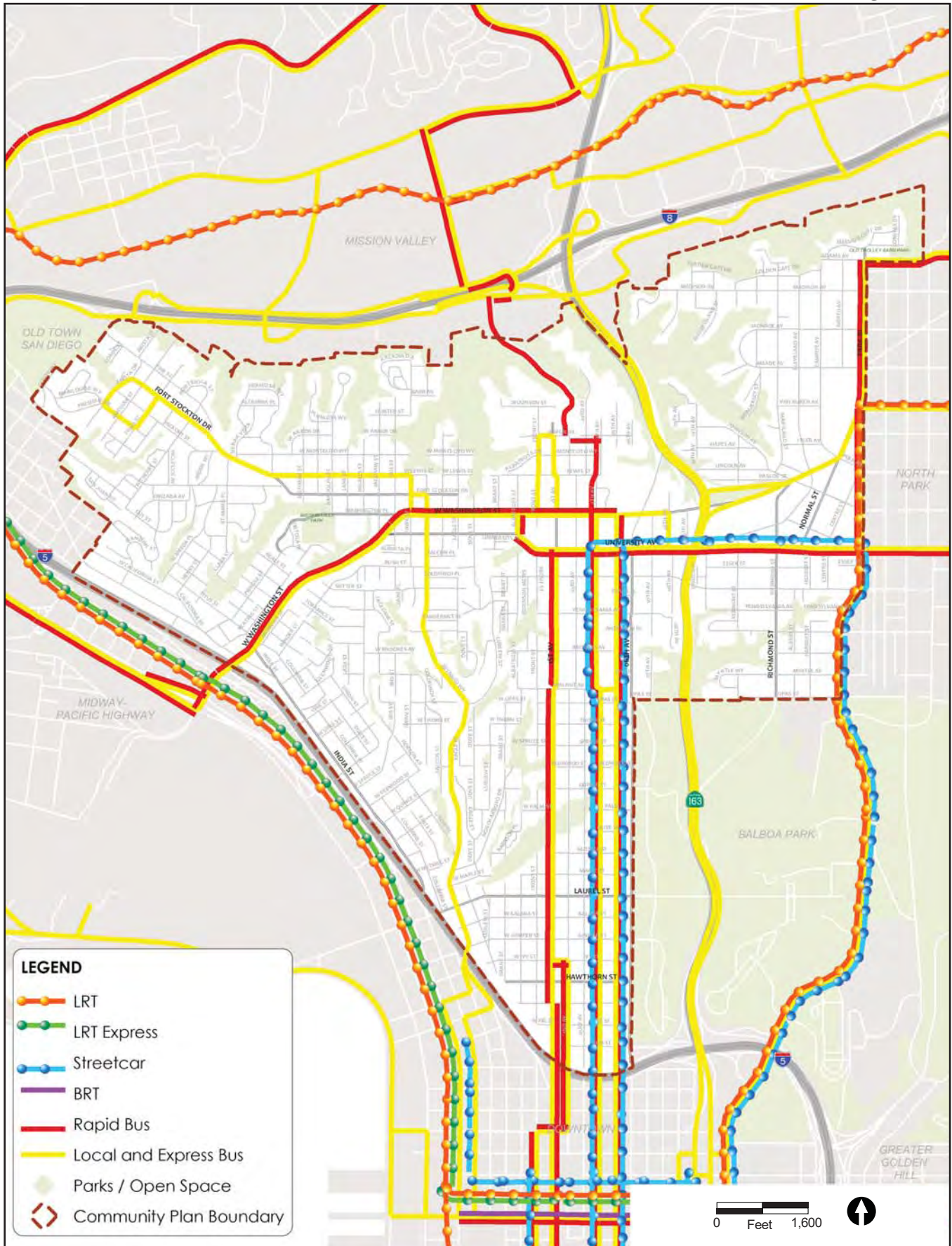


FIGURE 6.3-3  
Planned Transit Services – Uptown





FIGURE 6.3-4 Regional Bicycle Plan – Uptown

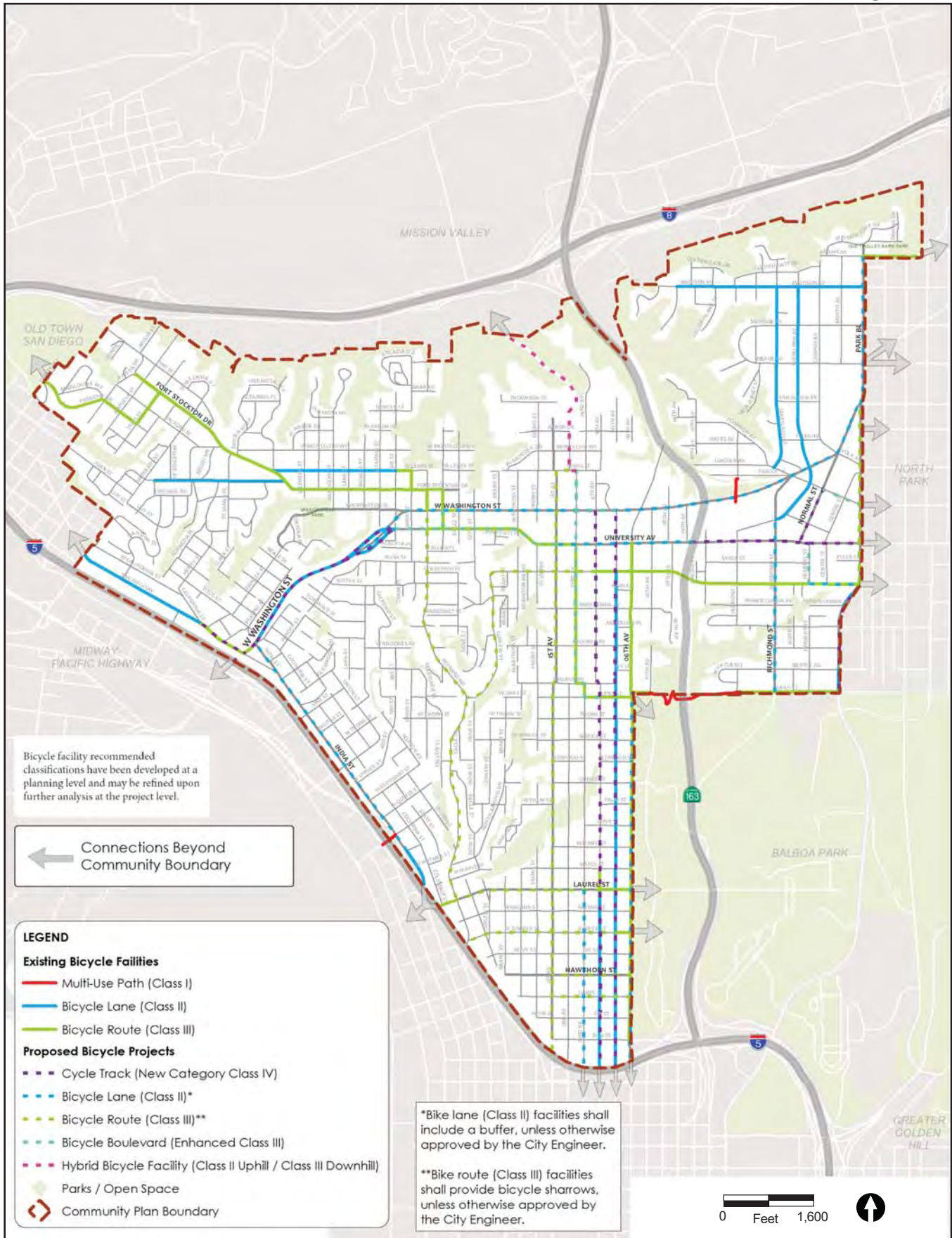


FIGURE 6.3-5  
Existing and Planned Bicycle Facilities – Uptown

### c. Pedestrian Facilities

Uptown is a large community, several miles wide and long in some places, with some challenging terrain for pedestrians. There are differences in the pedestrian environment throughout the community. Several areas have high pedestrian activity, but there are also large areas with low pedestrian activity. The low pedestrian activity areas are the residential areas challenged with steep terrain on the western side of the community. Additionally, SR-163 impedes pedestrian connectivity within the eastern portion of the community, providing crossings only on University Avenue and Robinson Avenue. There is one other pedestrian crossing farther south within Balboa Park near Laurel Street.

Near the edges of downtown and Balboa Park there is a mix of residential and commercial attractions that instigate a lot of pedestrian activity. People live and work in these areas of the community and the gridded street network helps with pedestrian connectivity. However, portions of that area have steep hills that make it difficult for pedestrians to walk long distances. The terrain encourages people to try to find parking close to their destination even though there are good pedestrian facilities available. Fourth, Fifth, and Sixth Avenues are all designated as Corridor Sidewalks south of Robinson Avenue, and several other streets are Connector Sidewalks.

Further north the terrain flattens out and there is a long stretch of high pedestrian activity area near University Avenue, about a block on either side from Washington Street into Greater North Park. There is also high pedestrian activity near the hospital area adjacent to and north of Washington Street. University Avenue and the adjacent sections of Fourth, Fifth, and Sixth Avenues are all designated as a combination of District and Corridor Sidewalks in this area. Washington Street is designated as a Corridor Sidewalk. Several other streets in the vicinity are Connector Sidewalks.

On the western side of the community, India Street is the main pedestrian attraction with its row of restaurants. It is classified as a Corridor Sidewalk north of Sassafras Street, and a Connector Sidewalk to the south. The section of India Street designated as a Corridor Sidewalk is an isolated pedestrian activity area with steep terrain, busy freeway connections, and wide streets creating barriers from other nearby residential and commercial areas. Washington Street between India Street and Goldfinch Street is a steep section of roadway with high traffic volumes and high speeds and does not provide any pedestrian facilities.

The Uptown Bikeways Project identified in the San Diego Regional Bike Plan includes improvements to enhance the east-west pedestrian connectivity across Fourth and Fifth Avenue along the following streets: Upas, Spruce, Quince, Nutmeg, Laurel, Juniper, Grape, and Elm.

### 6.3.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to Transportation and Traffic are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. A significant impact could occur if implementation of a proposed Uptown CPU and associated discretionary actions would:



- 1) Result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps;
- 2) Conflict with adopted policies, plans, or programs supporting alternative transportation.

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes. These thresholds, applicable to the analysis of transportation facilities (Issue 1) are summarized in Table 6.3-6 and further detailed below.

| Table 6.3-6<br>Significance Criteria for Facilities in Study Area                                                                                                                                                                                        |                                 |                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Facility                                                                                                                                                                                                                                                 | Measures of Effectiveness (MOE) | Significance Threshold <sup>1</sup>                                                                                                                                                                               |
| Intersection                                                                                                                                                                                                                                             | Seconds of Delay                | > 2.0 seconds at LOS E or<br>> 1.0 second at LOS F                                                                                                                                                                |
| Roadway Segment                                                                                                                                                                                                                                          | ADT, v/c ratio                  | > 0.02 at LOS E or<br>> 0.01 at LOS F                                                                                                                                                                             |
| Freeway Segment                                                                                                                                                                                                                                          | v/c ratio                       | > 0.01 at LOS E or<br>> 0.005 at LOS F                                                                                                                                                                            |
| Freeway Ramp Meter                                                                                                                                                                                                                                       | Minutes of delay per vehicle    | > 2.0 minutes for freeway segments operating at LOS E, and >1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher. |
| v/c = volume to capacity ratio<br>LOS = Level of Service<br><sup>1</sup> Applies only when the facilities operates at LOS E or F<br>Source: City of San Diego Significance Determination Thresholds 2011; Kimley Horn Traffic Impact Study, Appendix B-1 |                                 |                                                                                                                                                                                                                   |

**a. Signalized and Unsignalized Intersections**

LOS F is not acceptable for any approach leg except for side streets on an interconnected arterial system. If vehicle trips from a project cause an intersection approach leg to operate at LOS F, except in the cases of side streets on an interconnected arterial system, this would be considered a significant project traffic impact. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant project impact.

## **b. Roadway Segments**

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour Highway Capacity Manual (HCM) arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts would be less than significant. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts would be significant.

In certain instances, mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

1. The roadway is built to its ultimate classification per the adopted Community Plan;
2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
3. An HCM arterial analysis indicates an acceptable LOS on the segment.

## **c. Freeway Segments**

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

## **d. Freeway Ramp Metering**

Ramp metering is a means of controlling the volume of traffic entering the freeway with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The excess demand, if any, forms the basis for calculating the maximum queues and maximum delays anticipated at each location. Substantial queues and delays can form where demand significantly exceeds the meter rate. This approach assumes a static meter rate throughout the course of the peak hour. However, Caltrans has indicated that the meter rates are continually adjusted based on the level of traffic using the on-ramp. To the extent possible, the meter rate is set such that the queue length does not exceed the available storage, smooth flows on the freeway mainline is maintained, and there is no interference to arterial traffic.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than two minutes per vehicle, this would be considered a significant project traffic impact if the freeway segment operates at LOS E or F.

## 6.3.3 Impact Analysis

### Issue 1 Traffic Circulation

*Would the project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?*

In order to assess potential impacts, this section provides a description of future community build-out conditions for the Uptown CPU area. Due to the nature of the project being an update to the proposed Uptown CPU and associated discretionary actions with no specific development project being proposed at this time, the analysis provided in this section is cumulative in nature. The analysis considers the existing conditions within the Uptown CPU area and evaluates impacts to applicable facilities within the Uptown CPU area after build-out of the proposed Uptown CPU and associated discretionary actions. Since the analysis is looking at impacts over the long term, through 2035, projected traffic volume increases associated with development in neighboring communities (Golden Hill and North Park) is included within the analysis.

#### a. Build-out Traffic Volumes

The future community build-out conditions were developed based on proposed Uptown CPU and associated discretionary actions build-out land use and network assumptions within the Uptown CPU area and superimposed on SANDAG 2035 regional model. The peak-hour intersection turning movements and roadway segment traffic data for the existing condition were obtained from several sources as detailed in the Traffic Impact Analysis. Where traffic volumes in the City's traffic model were determined not to represent existing conditions (based on comparing data with available count data), new traffic counts were obtained. Where appropriate, traffic counts from recent traffic studies were used, including the Hillcrest Mobility Study and University Avenue Mobility Plan. Traffic counts performed by the City in 2007 to calibrate the traffic planning model were also used. Traffic counts were taken in the remaining areas of the CPU area in 2010 or were obtained through the latest City of San Diego traffic count database (2010). Since traffic counts are now greater than two years old, with counts gathered between 2006 and 2010, validation was required to determine if the counts still represent current traffic conditions. Roadway segment ADT counts were compared to current (i.e., Year 2012 and 2013) City of San Diego and Caltrans machine counts and adjacent freeway ramp facilities to determine if the counts were still valid. It was concluded that traffic volumes were within a 10-percent fluctuation and thus were still valid for use. Thus, the traffic counts provide a good representation of volumes for existing conditions for a planning level study.

Model adjustments were incorporated to provide consistency with vehicular traffic counts collected for the proposed Uptown CPU and expected traffic patterns within the Uptown, North Park, and Golden Hill CPU areas. These adjustments included the following:

- For roadway segments where the difference between the City's calibrated 2008 model and the actual count data collected between 2006 and 2010 exceeded ten percent or 2,000 daily vehicles, the difference was subtracted or added to the Year 2035 forecast model to adjust

the future volume based on the discrepancy noted between the City's traffic model volumes and count data. For roadway segments that have existing daily volumes less than 5,000, no adjustments were applied to the future model volumes.

The resulting daily traffic volumes for the Uptown CPU area at build-out under the proposed Uptown CPU and associated discretionary actions are presented in Figure 6.3-6.

## b. Intersection Analysis

Table 6.3-7 displays the LOS analysis results for the study intersections using existing lane configurations and the future peak-hour traffic volumes. As shown in Table 6.3-7 and summarized below, the Uptown CPU would have a cumulative traffic related impact at six of the thirty study intersections.

- Impact 6.3-1:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street and Fourth Avenue in the PM peak hour.
- Impact 6.3-2:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street and Eighth Avenue/SR-163 Off-Ramp in the AM peak hour.
- Impact 6.3-3:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Washington Street/Normal Street and Campus Avenue/Polk Avenue in the AM and PM peak hours.
- Impact 6.3-4:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of University Avenue and Sixth Avenue in the PM peak hour.
- Impact 6.3-5:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Elm Street and Sixth Avenue in the AM peak hour.
- Impact 6.3-6:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the intersection of Cedar Street and Second Avenue in the AM and PM peak hours.

## c. Roadway Segment Analysis

Table 6.3-8 displays the LOS analysis results for roadway segments within the Uptown community using existing roadway classifications and the future peak-hour traffic volumes based on build-out of the CPU area. As shown in Table 6.3-8, the Uptown CPU would have a cumulative traffic related impact on 52 of the 105 roadway segments within the study area. Where impacts occur on consecutive segments of the same roadway, these impacts have been combined for clarity.

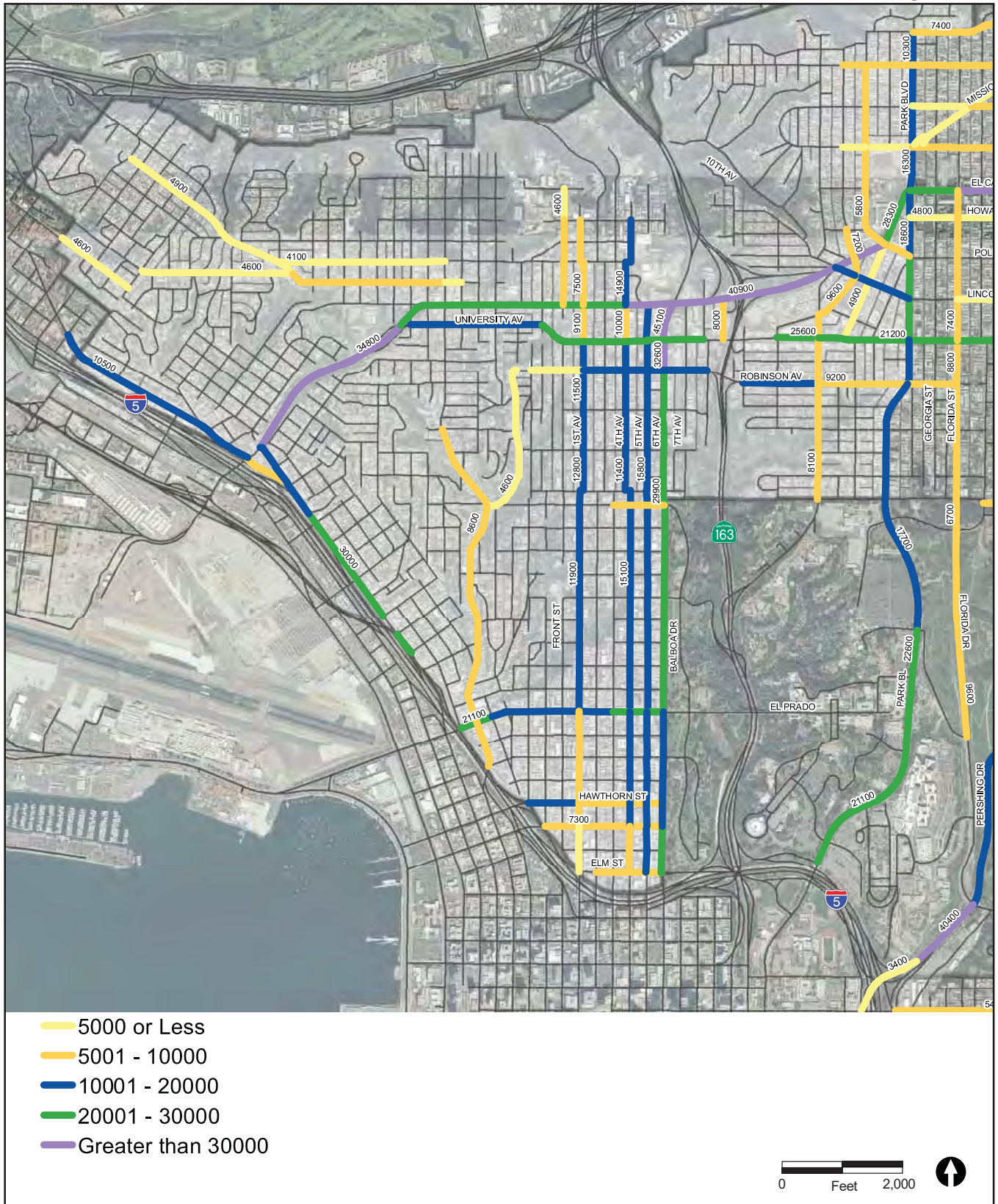


FIGURE 6.3-6  
Build-out Proposed Land Use Roadway  
Segment ADT Volumes – Uptown



| Table 6.3-7<br>Build-out Summary of Intersection Analysis - Uptown |                                               |           |           |             |           |             |          |              |            |
|--------------------------------------------------------------------|-----------------------------------------------|-----------|-----------|-------------|-----------|-------------|----------|--------------|------------|
| Intersection                                                       | Traffic Control                               | Peak Hour | Existing  |             | Buildout  |             | Δ        | SIGNIFICANT? |            |
|                                                                    |                                               |           | DELAY (A) | LOS (B)     | DELAY (A) | LOS (B)     |          |              |            |
| 1                                                                  | Washington St & Hancock St                    | Signal    | AM        | 24.9        | C         | 33.2        | C        | 8.3          | NO         |
|                                                                    |                                               |           | PM        | 28.2        | C         | 51.6        | D        | 23.4         | NO         |
| 2                                                                  | Washington St & San Diego Ave                 | Signal    | AM        | 19.7        | B         | 15.4        | B        | -6.3         | NO         |
|                                                                    |                                               |           | PM        | 17.6        | B         | 21.9        | C        | 6.3          | NO         |
| 3                                                                  | Washington St & India St                      | Signal    | AM        | 11.7        | B         | 15.8        | B        | 4.1          | NO         |
|                                                                    |                                               |           | PM        | 14.2        | B         | 20.3        | C        | 6.1          | NO         |
| 4                                                                  | Washington St & Fourth Ave                    | Signal    | AM        | 25.2        | C         | 31.8        | C        | 6.6          | NO         |
|                                                                    |                                               |           | <b>PM</b> | <b>37.3</b> | <b>D</b>  | <b>59.9</b> | <b>E</b> | <b>22.6</b>  | <b>YES</b> |
| 5                                                                  | Washington St & Fifth Ave                     | Signal    | AM        | 15.2        | B         | 14.1        | B        | -1.1         | NO         |
|                                                                    |                                               |           | PM        | 16.3        | B         | 19.2        | B        | 2.9          | NO         |
| 6                                                                  | Washington St & Eighth Ave/SR-163 Off-Ramp    | Signal    | <b>AM</b> | <b>42.6</b> | <b>D</b>  | <b>71.5</b> | <b>E</b> | <b>28.9</b>  | <b>YES</b> |
|                                                                    |                                               |           | PM        | 333.0       | F         | 331.7       | F        | -1.3         | NO         |
| 7                                                                  | Washington St & Richmond St/SR-163 On-Ramp    | Signal    | AM        | 18.6        | B         | 51.4        | D        | 32.8         | NO         |
|                                                                    |                                               |           | PM        | 13.2        | B         | 33.9        | C        | 20.7         | NO         |
| 8                                                                  | Washington St/Normal St & Campus Ave/Polk Ave | Signal    | <b>AM</b> | <b>43.0</b> | <b>D</b>  | <b>62.7</b> | <b>E</b> | <b>19.7</b>  | <b>YES</b> |
|                                                                    |                                               |           | <b>PM</b> | <b>50.0</b> | <b>D</b>  | <b>57.3</b> | <b>E</b> | <b>7.3</b>   | <b>YES</b> |
| 9                                                                  | Normal St/El Cajon Blvd & Park Blvd           | Signal    | AM        | 25.2        | C         | 26.6        | C        | 1.4          | NO         |
|                                                                    |                                               |           | PM        | 36.3        | C         | 43.8        | D        | 9.5          | NO         |
| 10                                                                 | University Ave & Fourth Ave                   | Signal    | AM        | 29.1        | C         | 31.8        | C        | 2.7          | NO         |
|                                                                    |                                               |           | PM        | 28.2        | C         | 30.3        | C        | 2.1          | NO         |
| 11                                                                 | University Ave & Fifth Ave                    | Signal    | AM        | 12.9        | B         | 13.7        | B        | 0.8          | NO         |
|                                                                    |                                               |           | PM        | 25.3        | C         | 28.0        | C        | 2.7          | NO         |
| 12                                                                 | University Ave & Sixth Ave                    | Signal    | AM        | 32.9        | C         | 38.7        | D        | 5.8          | NO         |
|                                                                    |                                               |           | <b>PM</b> | <b>54.8</b> | <b>D</b>  | <b>55.3</b> | <b>E</b> | <b>0.5</b>   | <b>YES</b> |
| 13                                                                 | University Ave & Tenth St                     | Signal    | AM        | 18.6        | B         | 17.5        | B        | -1.1         | NO         |
|                                                                    |                                               |           | PM        | 20.6        | C         | 37.0        | D        | 16.4         | NO         |
| 14                                                                 | University Ave & Normal St                    | Signal    | AM        | 5.6         | A         | 6.3         | A        | 0.7          | NO         |
|                                                                    |                                               |           | PM        | 10.6        | B         | 13.3        | B        | 2.7          | NO         |
| 15                                                                 | University Ave & Park Blvd                    | Signal    | AM        | 24.5        | C         | 25.2        | C        | 0.7          | NO         |
|                                                                    |                                               |           | PM        | 39.4        | D         | 42.1        | D        | 2.7          | NO         |
| 16                                                                 | Robinson Ave & Fourth Ave                     | Signal    | AM        | 21.4        | C         | 27.0        | C        | 5.6          | NO         |
|                                                                    |                                               |           | PM        | 18.4        | B         | 20.8        | C        | 2.4          | NO         |
| 17                                                                 | Robinson Ave & Fifth Ave                      | Signal    | AM        | 10.8        | B         | 12.5        | B        | 1.7          | NO         |
|                                                                    |                                               |           | PM        | 15.0        | B         | 17.5        | B        | 2.5          | NO         |

| Table 6.3-7<br>Build-out Summary of Intersection Analysis - Uptown |                                     |                 |           |             |                 |              |                 |              |              |
|--------------------------------------------------------------------|-------------------------------------|-----------------|-----------|-------------|-----------------|--------------|-----------------|--------------|--------------|
| Intersection                                                       |                                     | Traffic Control | Peak Hour | Existing    |                 | Buildout     |                 | Δ            | SIGNIFICANT? |
|                                                                    |                                     |                 |           | DELAY (A)   | LOS (B)         | DELAY (A)    | LOS (B)         |              |              |
| 18                                                                 | Robinson Ave & Sixth Ave            | Signal          | AM        | 21.6        | C               | 22.7         | C               | 1.1          | NO           |
|                                                                    |                                     |                 | PM        | 27.6        | C               | 30.9         | C               | 3.3          | NO           |
| 19                                                                 | Vine St & India St                  | Signal          | AM        | 5.6         | A               | 5.9          | A               | 0.3          | NO           |
|                                                                    |                                     |                 | PM        | 7.3         | A               | 8.5          | A               | 1.2          | NO           |
| 20                                                                 | Sassafras St & Kettner Blvd         | Signal          | AM        | 10.4        | B               | 13.2         | B               | 2.8          | NO           |
|                                                                    |                                     |                 | PM        | 12.5        | B               | 43.6         | D               | 31.1         | NO           |
| 21                                                                 | Sassafras St & India St             | Signal          | AM        | 6.3         | A               | 8.4          | A               | 2.1          | NO           |
|                                                                    |                                     |                 | PM        | 20.9        | C               | 47.4         | D               | 26.5         | NO           |
| 22                                                                 | Laurel St & India St/I-5 NB On-Ramp | Signal          | AM        | 17.0        | B               | 19.7         | B               | 2.7          | NO           |
|                                                                    |                                     |                 | PM        | 21.4        | C               | 29.5         | C               | 8.1          | NO           |
| 23                                                                 | Laurel St & Fourth Ave              | Signal          | AM        | 12.2        | B               | 13.8         | B               | 1.6          | NO           |
|                                                                    |                                     |                 | PM        | 14.9        | B               | 23.8         | C               | 8.9          | NO           |
| 24                                                                 | Laurel St & Fifth Ave               | Signal          | AM        | 12.3        | B               | 13.3         | B               | 1.0          | NO           |
|                                                                    |                                     |                 | PM        | 12.7        | B               | 17.8         | B               | 5.1          | NO           |
| 25                                                                 | Laurel St & Sixth Ave               | Signal          | AM        | 13.7        | B               | 15.8         | B               | 2.1          | NO           |
|                                                                    |                                     |                 | PM        | 20.5        | C               | 27.9         | C               | 7.4          | NO           |
| 26                                                                 | Hawthorn St & Brant St              | Two-Way Stop    | AM        | 9.9         | A (SB R)        | 10.0         | B (SB R)        | 0.1          | NO           |
|                                                                    |                                     |                 | PM        | 12.9        | B (SB R)        | 12.9         | B (SB R)        | 0.0          | NO           |
| 27                                                                 | Grape St & State St                 | Signal          | AM        | 15.7        | B               | 12.6         | B               | -3.1         | NO           |
|                                                                    |                                     |                 | PM        | 18.7        | B               | 41.7         | D               | 23.0         | NO           |
| 28                                                                 | Elm St & First Ave                  | Signal          | AM        | 13.3        | B               | 17.8         | B               | 4.5          | NO           |
|                                                                    |                                     |                 | PM        | 21.6        | C               | 21.0         | C               | -0.6         | NO           |
| 29                                                                 | Elm St & Sixth Ave                  | Signal          | <b>AM</b> | <b>54.4</b> | <b>D</b>        | <b>153.6</b> | <b>F</b>        | <b>99.2</b>  | <b>YES</b>   |
|                                                                    |                                     |                 | PM        | 14.8        | B               | 18.8         | B               | 4.0          | NO           |
| 30                                                                 | Cedar St & Second Ave               | Two-Way Stop    | <b>AM</b> | <b>31.8</b> | <b>D (SB R)</b> | <b>459.3</b> | <b>F (SB L)</b> | <b>427.5</b> | <b>YES</b>   |
|                                                                    |                                     |                 | <b>PM</b> | <b>18.0</b> | <b>C (SB R)</b> | <b>43.0</b>  | <b>E (SB L)</b> | <b>25.0</b>  | <b>YES</b>   |

## Notes:

**Bold** values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a one-way or two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8.

SB R = Southbound right-turning movement.

SB L = Southbound left-turning movement.

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                  | Roadway Functional Classification                                | LOS E Capacity | Existing |               | Buildout |        |               |     | Δ in ADT | Δ in V/C | Significant? |
|----------------------------------|------------------------------------------------------------------|----------------|----------|---------------|----------|--------|---------------|-----|----------|----------|--------------|
|                                  |                                                                  |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS |          |          |              |
| <b>First Ave</b>                 |                                                                  |                |          |               |          |        |               |     |          |          |              |
| Arbor Dr to Washington St        | 2 Lane Collector (one-way)                                       | 17,500         | 5,240    | 0.299         | A        | 7,500  | 0.429         | B   | 2260     | 0.130    | NO           |
| Washington St to University Ave  | 2 Lane Collector (No center lane)                                | 8,000          | 7,400    | 0.925         | E        | 9,100  | 1.138         | F   | 1700     | 0.213    | YES          |
| University Ave to Robinson Ave   | 2 Lane Collector (No center lane)                                | 8,000          | 10,100   | 1.263         | F        | 16,300 | 2.038         | F   | 6200     | 0.775    | YES          |
| Robinson Ave to Pennsylvania Ave | 2 Lane Collector (No center lane)                                | 8,000          | 7,500    | 0.938         | E        | 11,500 | 1.438         | F   | 4000     | 0.500    | YES          |
| Pennsylvania Ave to Walnut Ave   | 2 Lane Collector (No center lane)                                | 8,000          | 7,261    | 0.908         | E        | 12,800 | 1.600         | F   | 5539     | 0.692    | YES          |
| Walnut Ave to Laurel St          | 2 Lane Collector (No center lane)                                | 8,000          | 4,695    | 0.587         | C        | 11,900 | 1.488         | F   | 7205     | 0.901    | YES          |
| Laurel St to Hawthorn St         | 2 Lane Collector (No center lane)                                | 8,000          | 7,290    | 0.911         | E        | 8,400  | 1.050         | F   | 1110     | 0.139    | YES          |
| Hawthorn St to Grape St          | 2 Lane Collector (No center lane)                                | 8,000          | 3,810    | 0.476         | C        | 6,800  | 0.850         | E   | 2990     | 0.374    | YES          |
| Grape St to Elm St               | 2 Lane Collector (one-way)                                       | 17,500         | 3,285    | 0.188         | A        | 4,500  | 0.257         | A   | 1215     | 0.069    | NO           |
| <b>Fourth Ave</b>                |                                                                  |                |          |               |          |        |               |     |          |          |              |
| Arbor Dr to Washington St        | 2 Lane Collector (No center lane)                                | 8,000          | 12,390   | 1.549         | F        | 14,900 | 1.863         | F   | 2510     | 0.314    | YES          |
| Washington St to University Ave  | 2 Lane Collector (one-way)                                       | 17,500         | 10,400   | 0.594         | C        | 10,400 | 0.594         | C   | 0        | 0.000    | NO           |
| University Ave to Robinson Ave   | 2 Lane Collector (one-way)                                       | 17,500         | 11,800   | 0.674         | C        | 12,900 | 0.737         | D   | 1100     | 0.063    | NO           |
| Robinson Ave to Walnut Ave       | 2 Lane Collector (one-way)                                       | 17,500         | 6,946    | 0.397         | A        | 11,400 | 0.651         | C   | 4454     | 0.254    | NO           |
| Walnut Ave to Laurel St          | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 8,492    | 0.485         | B        | 15,100 | 0.863         | E   | 6608     | 0.378    | YES          |
| Laurel St to Grape St            | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 7,790    | 0.445         | B        | 13,700 | 0.783         | D   | 5910     | 0.338    | NO           |

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                 | Roadway Functional Classification                                | LOS E Capacity | Existing |               | Buildout |        |               |          | Δ in ADT | Δ in V/C | Significant? |
|---------------------------------|------------------------------------------------------------------|----------------|----------|---------------|----------|--------|---------------|----------|----------|----------|--------------|
|                                 |                                                                  |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS      |          |          |              |
| Grape St to Elm St              | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 7,570    | 0.433         | B        | 9,700  | 0.554         | C        | 2130     | 0.121    | NO           |
| <b>Fifth Ave</b>                |                                                                  |                |          |               |          |        |               |          |          |          |              |
| Washington St to University Ave | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 11,700   | 0.669         | C        | 11,800 | 0.674         | C        | 100      | 0.005    | NO           |
| University Ave to Robinson Ave  | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 10,300   | 0.589         | C        | 14,000 | 0.800         | D        | 3700     | 0.211    | NO           |
| Robinson Ave to Walnut Ave      | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 12,209   | 0.698         | C        | 15,800 | 0.903         | <b>E</b> | 3591     | 0.205    | <b>YES</b>   |
| Walnut Ave to Laurel St         | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 11,400   | 0.651         | C        | 14,800 | 0.846         | D        | 3400     | 0.195    | NO           |
| Laurel St to Hawthorn St        | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 9,260    | 0.529         | B        | 14,400 | 0.823         | D        | 5140     | 0.294    | NO           |
| Hawthorn St to Grape St         | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 10,045   | 0.574         | C        | 14,300 | 0.817         | D        | 4255     | 0.243    | NO           |
| Grape St to Elm St              | 3 Lane Collector (one-way w/ one lane dedicated for multi-modal) | 17,500         | 9,220    | 0.527         | B        | 10,100 | 0.577         | C        | 880      | 0.050    | NO           |
| <b>Sixth Ave</b>                |                                                                  |                |          |               |          |        |               |          |          |          |              |
| Washington St to University Ave | 4 Lane Collector (no center lane)                                | 15,000         | 16,877   | 0.844         | D        | 45,100 | 3.007         | <b>F</b> | 28223    | 2.163    | <b>YES</b>   |
| University Ave to Robinson Ave  | 4 Lane Collector (no center lane)                                | 15,000         | 24,900   | 1.660         | <b>F</b> | 32,600 | 2.173         | <b>F</b> | 7700     | 0.513    | <b>YES</b>   |
| Robinson Ave to Upas St         | 4 Lane Collector (no center lane)                                | 15,000         | 15,000   | 1.000         | <b>F</b> | 29,900 | 1.993         | <b>F</b> | 14900    | 0.993    | <b>YES</b>   |
| Upas St to Laurel St            | 4 Lane Collector (no center lane)                                | 15,000         | 15,128   | 1.009         | <b>F</b> | 25,900 | 1.727         | <b>F</b> | 10772    | 0.718    | <b>YES</b>   |

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                 | Roadway Functional Classification | LOS E Capacity | Existing |               | Buildout |        |               |     | Δ in ADT | Δ in V/C | Significant? |
|---------------------------------|-----------------------------------|----------------|----------|---------------|----------|--------|---------------|-----|----------|----------|--------------|
|                                 |                                   |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS |          |          |              |
| Laurel St to Juniper St         | 4 Lane Collector (no center lane) | 15,000         | 10,140   | 0.676         | D        | 16,600 | 1.107         | F   | 6460     | 0.431    | YES          |
| Juniper St to Grape St          | 4 Lane Collector (no center lane) | 15,000         | 10,915   | 0.728         | D        | 18,700 | 1.247         | F   | 7785     | 0.519    | YES          |
| Grape St to Elm St              | 4 Lane Collector (no center lane) | 15,000         | 10,650   | 0.710         | D        | 20,300 | 1.353         | F   | 9650     | 0.643    | YES          |
| <b>Ninth Ave</b>                |                                   |                |          |               |          |        |               |     |          |          |              |
| Washington St to University Ave | 2 Lane Collector (No center lane) | 8,000          | 5,204    | 0.651         | D        | 8,000  | 1.000         | F   | 2796     | 0.349    | YES          |
| <b>Campus Ave/Polk Ave</b>      |                                   |                |          |               |          |        |               |     |          |          |              |
| Madison Ave to Washington St    | 2 Lane Collector (No center lane) | 8,000          | 3,175    | 0.397         | B        | 5,800  | 0.725         | D   | 2625     | 0.328    | NO           |
| Washington St to Park Blvd      | 2 Lane Collector (No center lane) | 8,000          | 5,610    | 0.701         | D        | 7,400  | 0.925         | E   | 1790     | 0.224    | YES          |
| <b>Cleveland Ave</b>            |                                   |                |          |               |          |        |               |     |          |          |              |
| Tyler St to Lincoln Ave         | 2 Lane Collector (No center lane) | 8,000          | 4,865    | 0.608         | C        | 7,200  | 0.900         | E   | 2335     | 0.292    | YES          |
| Lincoln Ave to Richmond St      | 2 Lane Collector (No center lane) | 8,000          | 7,775    | 0.972         | E        | 9,600  | 1.200         | F   | 1825     | 0.228    | YES          |
| <b>Curlew St</b>                |                                   |                |          |               |          |        |               |     |          |          |              |
| Robinson Ave to Reynard Wy      | 2 Lane Collector (No center lane) | 8,000          | 1,720    | 0.215         | A        | 4,600  | 0.575         | C   | 2880     | 0.360    | NO           |
| <b>Elm St</b>                   |                                   |                |          |               |          |        |               |     |          |          |              |
| Second Ave to Third Ave         | 2 Lane Collector (one-way)        | 17,500         | 7,889    | 0.451         | B        | 8,500  | 0.486         | B   | 611      | 0.035    | NO           |
| Third Ave to Fifth Ave          | 3 Lane Collector (one-way)        | 26,000         | 8,179    | 0.315         | A        | 9,100  | 0.350         | A   | 921      | 0.035    | NO           |
| Fifth Ave to Sixth Ave          | 3 Lane Collector (one-way)        | 26,000         | 6,720    | 0.258         | A        | 8,100  | 0.312         | A   | 1380     | 0.054    | NO           |
| <b>Fort Stockton Dr</b>         |                                   |                |          |               |          |        |               |     |          |          |              |
| Arista St to Sunset Blvd        | 2 Lane Collector (No center lane) | 8,000          | 3,290    | 0.411         | B        | 4,900  | 0.613         | C   | 1610     | 0.202    | NO           |
| Sunset Blvd to Hawk St          | 2 Lane Collector (No center lane) | 8,000          | 6,100    | 0.763         | D        | 7,900  | 0.988         | E   | 1800     | 0.225    | YES          |
| Hawk St to Goldfinch St         | 2 Lane Collector (No center lane) | 8,000          | 8,450    | 1.056         | F        | 8,900  | 1.113         | F   | 450      | 0.057    | YES          |
| Goldfinch St to Falcon St       | 2 Lane Collector (No center lane) | 8,000          | 2,910    | 0.364         | B        | 3,300  | 0.413         | B   | 390      | 0.049    | NO           |
| <b>Front St</b>                 |                                   |                |          |               |          |        |               |     |          |          |              |
| Dickinson St to Arbor Dr        | 2 Lane Collector (No center lane) | 8,000          | 3,790    | 0.474         | C        | 4,600  | 0.575         | C   | 810      | 0.101    | NO           |
| Arbor Dr to Washington St       | 2 Lane Collector (one-way)        | 17,500         | 5,510    | 0.315         | A        | 7,900  | 0.451         | B   | 2390     | 0.136    | NO           |

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                  | Roadway Functional Classification            | LOS E Capacity | Existing |               | Buildout |        |               |     | Δ in ADT | Δ in V/C | Significant? |
|----------------------------------|----------------------------------------------|----------------|----------|---------------|----------|--------|---------------|-----|----------|----------|--------------|
|                                  |                                              |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS |          |          |              |
| <b>Grape St</b>                  |                                              |                |          |               |          |        |               |     |          |          |              |
| Albatross St to First Ave        | 3 Lane Collector (one-way)                   | 26,000         | 2,082    | 0.080         | A        | 7,300  | 0.281         | A   | 5218     | 0.201    | NO           |
| First Ave to Third Ave           | 2 Lane Collector (No center lane)            | 8,000          | 4,289    | 0.536         | C        | 7,300  | 0.913         | E   | 3011     | 0.377    | YES          |
| Third Ave to Sixth Ave           | 2 Lane Collector (No center lane)            | 8,000          | 2,097    | 0.262         | A        | 9,000  | 1.125         | F   | 6903     | 0.863    | YES          |
| <b>Hawthorn St</b>               |                                              |                |          |               |          |        |               |     |          |          |              |
| Brant St to First Ave            | 3 Lane Collector (one-way)                   | 26,000         | 11,558   | 0.445         | B        | 15,000 | 0.577         | C   | 3442     | 0.132    | NO           |
| First Ave to Third Ave           | 2 Lane Collector (No center lane)            | 8,000          | 3,634    | 0.454         | C        | 7,300  | 0.913         | E   | 3666     | 0.459    | YES          |
| Third Ave to Sixth Ave           | 2 Lane Collector (No center lane)            | 8,000          | 3,577    | 0.447         | C        | 8,700  | 1.088         | F   | 5123     | 0.641    | YES          |
| <b>India St</b>                  |                                              |                |          |               |          |        |               |     |          |          |              |
| Washington St to Winder St       | 2 Lane Collector (No center lane)            | 8,000          |          |               |          | 11,000 | 1.375         | F   | -        | -        | YES          |
| Winder St to Glenwood Dr         | 3 Lane Collector (one-way)                   | 26,000         | 8,345    | 0.321         | A        | 10,700 | 0.412         | A   | 2355     | 0.091    | NO           |
| Glenwood Dr to Sassafras St      | 2 Lane Collector (one-way)                   | 17,500         | 26,178   | 1.496         | F        | 30,000 | 1.714         | F   | 3822     | 0.218    | YES          |
| Sassafras St to Redwood St       | 3 Lane Collector (two-way)                   | 20,000         | 18,676   | 0.934         | E        | 21,300 | 1.065         | F   | 2624     | 0.131    | YES          |
| Redwood St to Palm St            | 3 Lane Collector (one-way)                   | 26,000         | 16,705   | 0.643         | C        | 20,300 | 0.781         | D   | 3595     | 0.138    | NO           |
| <b>Juan St</b>                   |                                              |                |          |               |          |        |               |     |          |          |              |
| Harney St to Witherby St         | 2 Lane Collector (No center lane)            | 8,000          | 2,345    | 0.293         | A        | 4,600  | 0.575         | C   | 2255     | 0.282    | NO           |
| <b>Laurel St</b>                 |                                              |                |          |               |          |        |               |     |          |          |              |
| Columbia St to Union St          | 4 Lane Collector (no center lane)            | 15,000         | 13,691   | 0.913         | E        | 21,100 | 1.407         | F   | 7409     | 0.494    | YES          |
| Union St to First Ave            | 2 Lane Collector (continuous left-turn lane) | 15,000         | 11,128   | 0.742         | D        | 17,900 | 1.193         | F   | 6772     | 0.451    | YES          |
| First Ave to Third Ave           | 2 Lane Collector (continuous left-turn lane) | 15,000         | 11,326   | 0.755         | D        | 16,100 | 1.073         | F   | 4774     | 0.318    | YES          |
| Third Ave to Sixth Ave           | 2 Lane Collector (continuous left-turn lane) | 15,000         | 11,516   | 0.768         | D        | 20,200 | 1.347         | F   | 8684     | 0.579    | YES          |
| <b>Lewis St</b>                  |                                              |                |          |               |          |        |               |     |          |          |              |
| Fort Stockton Dr to Goldfinch St | 2 Lane Collector (No center lane)            | 8,000          | 3,720    | 0.465         | C        | 4,100  | 0.513         | C   | 380      | 0.048    | NO           |

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                 | Roadway Functional Classification            | LOS E Capacity | Existing |               | Buildout |        |               |     | Δ in ADT | Δ in V/C | Significant? |
|---------------------------------|----------------------------------------------|----------------|----------|---------------|----------|--------|---------------|-----|----------|----------|--------------|
|                                 |                                              |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS |          |          |              |
| <b>Lincoln Ave</b>              |                                              |                |          |               |          |        |               |     |          |          |              |
| Washington St to Park Blvd      | 2 Lane Collector (No center lane)            | 8,000          | 8,155    | 1.019         | F        | 11,100 | 1.388         | F   | 2945     | 0.369    | YES          |
| <b>Madison Ave</b>              |                                              |                |          |               |          |        |               |     |          |          |              |
| Cleveland Ave to Park Blvd      | 2 Lane Collector (No center lane)            | 8,000          | 3,750    | 0.469         | C        | 6,100  | 0.763         | D   | 2350     | 0.294    | NO           |
| <b>Meade Ave</b>                |                                              |                |          |               |          |        |               |     |          |          |              |
| Cleveland Ave to Park Blvd      | 2 Lane Collector (continuous left-turn lane) | 15,000         | 3,290    | 0.219         | A        | 3,500  | 0.233         | A   | 210      | 0.014    | NO           |
| <b>Normal St</b>                |                                              |                |          |               |          |        |               |     |          |          |              |
| Park Blvd to Washington St      | 6 Lane Major Arterial                        | 50,000         | 22,296   | 0.446         | B        | 28,300 | 0.566         | C   | 6004     | 0.120    | NO           |
| Washington St to University Ave | 4 Lane Major Arterial                        | 40,000         | 4,974    | 0.124         | A        |        |               |     | 0        | 0.498    | NO           |
|                                 | 2 Lane Collector (No center lane)*           | 8,000          |          |               |          | 4,974  | 0.622         | C   |          |          |              |
| <b>Park Blvd</b>                |                                              |                |          |               |          |        |               |     |          |          |              |
| Adams Ave to Mission Ave        | 2 Lane Collector (continuous left-turn lane) | 15,000         | 14,839   | 0.989         | E        | 14,060 | 0.937         | E   | -779     | -0.052   | NO           |
| Mission Ave to El Cajon Blvd    | 3 Lane Collector (no center lane)            | 11,500         | 11,806   | 1.027         | F        | 15,467 | 1.345         | F   | 3661     | 0.318    | YES          |
| El Cajon Blvd to Polk Ave       | 4 Lane Major Arterial                        | 40,000         | 11,524   | 0.288         | A        | 18,600 | 0.465         | B   | 7076     | 0.177    | NO           |
| Polk Ave to University Ave      | 4 Lane Major Arterial                        | 40,000         | 13,936   | 0.348         | A        | 22,500 | 0.563         | C   | 8564     | 0.215    | NO           |
| University Ave to Robinson Ave  | 4 Lane Major Arterial                        | 40,000         | 14,400   | 0.360         | A        | 19,800 | 0.495         | B   | 5400     | 0.135    | NO           |
| Robinson Ave to Upas St         | 2 Lane Collector (continuous left-turn lane) | 15,000         | 12,501   | 0.833         | D        | 17,200 | 1.147         | F   | 4699     | 0.314    | YES          |
| Upas St to Zoo Pl               | 4 Lane Major Arterial                        | 40,000         | 13,807   | 0.345         | A        | 17,700 | 0.443         | B   | 3893     | 0.098    | NO           |
| <b>Reynard Wy</b>               |                                              |                |          |               |          |        |               |     |          |          |              |
| Torrance St to Curlew St        | 2 Lane Collector (continuous left-turn lane) | 15,000         | 1,955    | 0.130         | A        | 5,300  | 0.353         | B   | 3345     | 0.223    | NO           |



**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                 | Roadway Functional Classification            | LOS E Capacity | Existing |               | Buildout |        |               |     | Δ in ADT | Δ in V/C | Significant? |
|---------------------------------|----------------------------------------------|----------------|----------|---------------|----------|--------|---------------|-----|----------|----------|--------------|
|                                 |                                              |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS |          |          |              |
| Curlew St to Laurel St          | 2 Lane Collector (continuous left-turn lane) | 15,000         | 7,200    | 0.480         | C        | 8,600  | 0.573         | C   | 1400     | 0.093    | NO           |
| <b>Richmond St</b>              |                                              |                |          |               |          |        |               |     |          |          |              |
| Cleveland Ave to University Ave | 2 Lane Collector (No center lane)            | 8,000          | 7,085    | 0.886         | E        | 9,000  | 1.125         | F   | 1915     | 0.239    | YES          |
| University Ave to Robinson Ave  | 2 Lane Collector (No center lane)            | 8,000          | 5,345    | 0.668         | D        | 6,700  | 0.838         | E   | 1355     | 0.170    | YES          |
| Robinson Ave to Upas St         | 2 Lane Collector (No center lane)            | 8,000          | 5,015    | 0.627         | D        | 8,100  | 1.013         | F   | 3085     | 0.386    | YES          |
| <b>Robinson Ave</b>             |                                              |                |          |               |          |        |               |     |          |          |              |
| Brant St to First Ave           | 2 Lane Collector (No center lane)            | 8,000          | 1,995    | 0.249         | A        | 4,600  | 0.575         | C   | 2605     | 0.326    | NO           |
| First Ave to Third Ave          | 2 Lane Collector (No center lane)            | 8,000          | 5,800    | 0.725         | D        | 11,500 | 1.438         | F   | 5700     | 0.713    | YES          |
| Third Ave to Eighth Ave         | 2 Lane Collector (No center lane)            | 8,000          | 11,022   | 1.378         | F        | 14,400 | 1.800         | F   | 3378     | 0.422    | YES          |
| Tenth Ave to Richmond St        | 2 Lane Collector (continuous left-turn lane) | 15,000         | 10,120   | 0.675         | D        | 12,300 | 0.820         | D   | 2180     | 0.145    | NO           |
| Richmond St to Park Blvd        | 2 Lane Collector (continuous left-turn lane) | 15,000         | 7,269    | 0.485         | C        | 9,200  | 0.613         | C   | 1931     | 0.128    | NO           |
| <b>San Diego Ave</b>            |                                              |                |          |               |          |        |               |     |          |          |              |
| Hortensia St to Pringle St      | 2 Lane Collector (No center lane)            | 8,000          | 5,830    | 0.729         | D        | 10,500 | 1.313         | F   | 4670     | 0.584    | YES          |
| McKee St to Washington St       | 3 Lane Collector (one-way)                   | 26,000         | 13,920   | 0.535         | B        | 18,200 | 0.700         | C   | 4280     | 0.165    | NO           |
| Washington St to India St       | 2 Lane Collector (one-way)                   | 17,500         | 4,920    | 0.281         | A        | 7,100  | 0.406         | A   | 2180     | 0.125    | NO           |
| <b>State St</b>                 |                                              |                |          |               |          |        |               |     |          |          |              |
| Laurel St to Juniper St         | 2 Lane Collector (No center lane)            | 8,000          | 4,140    | 0.518         | C        | 8,200  | 1.025         | F   | 4060     | 0.507    | YES          |
| <b>Sunset Blvd</b>              |                                              |                |          |               |          |        |               |     |          |          |              |
| Witherby St to Fort Stockton Dr | 2 Lane Collector (No center lane)            | 8,000          | 2,595    | 0.324         | B        | 4,600  | 0.575         | C   | 2005     | 0.251    | NO           |
| <b>University Ave</b>           |                                              |                |          |               |          |        |               |     |          |          |              |
| Ibis St to Albatross St         | 2 Lane Collector (No center lane)            | 8,000          | 10,527   | 1.316         | F        | 14,700 | 1.838         | F   | 4173     | 0.522    | YES          |
| Albatross St to First Ave       | 2 Lane Collector (No center lane)            | 8,000          | 16,851   | 2.106         | F        | 20,800 | 2.600         | F   | 3949     | 0.494    | YES          |

**Table 6.3-8  
Buildout Summary of Roadway Segment Analysis: Uptown**

| Roadway Segment                                                                                                                                                                                                               | Roadway Functional Classification            | LOS E Capacity | Existing |               | Buildout |        |               |          | Δ in ADT | Δ in V/C | Significant? |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|----------------|----------|---------------|----------|--------|---------------|----------|----------|----------|--------------|
|                                                                                                                                                                                                                               |                                              |                | ADT      | V/C Ratio (a) | LOS      | ADT    | V/C Ratio (a) | LOS      |          |          |              |
| First Ave to Fourth Ave                                                                                                                                                                                                       | 2 Lane Collector (no fronting property)      | 10,000         | 11,750   | 1.175         | <b>F</b> | 14,100 | 1.410         | <b>F</b> | 2350     | 0.235    | <b>YES</b>   |
| Fourth Ave to Fifth Ave                                                                                                                                                                                                       | 2 Lane Collector (continuous left-turn lane) | 15,000         | 20,250   | 1.350         | <b>F</b> | 21,600 | 1.440         | <b>F</b> | 1350     | 0.090    | <b>YES</b>   |
| Fifth Ave to Sixth Ave                                                                                                                                                                                                        | 4 Lane Collector                             | 30,000         | 21,184   | 0.706         | D        | 24,900 | 0.830         | D        | 3716     | 0.124    | NO           |
| Sixth Ave to Eighth Ave                                                                                                                                                                                                       | 4 Lane Collector (no center lane)            | 15,000         | 24,400   | 1.627         | <b>F</b> | 29,300 | 1.953         | <b>F</b> | 4900     | 0.326    | <b>YES</b>   |
| Vermont St to Normal St                                                                                                                                                                                                       | 4 Lane Major Arterial                        | 40,000         | 23,938   | 0.598         | C        | 25,600 | 0.640         | C        | 1662     | 0.042    | NO           |
| Normal St to Park Blvd                                                                                                                                                                                                        | 4 Lane Collector (no center lane)            | 15,000         | 16,275   | 1.085         | <b>F</b> | 21,200 | 1.413         | <b>F</b> | 4925     | 0.328    | <b>YES</b>   |
| <b>Upas St</b>                                                                                                                                                                                                                |                                              |                |          |               |          |        |               |          |          |          |              |
| Third Ave to Sixth Ave                                                                                                                                                                                                        | 2 Lane Collector (no fronting property)      | 10,000         | 4,475    | 0.448         | B        | 8,500  | 0.850         | D        | 4025     | 0.402    | NO           |
| <b>Washington St</b>                                                                                                                                                                                                          |                                              |                |          |               |          |        |               |          |          |          |              |
| India St to University Ave                                                                                                                                                                                                    | 4 Lane Major Arterial                        | 40,000         | 27,929   | 0.698         | C        | 34,800 | 0.870         | D        | 6871     | 0.172    | NO           |
| University Ave to First Ave                                                                                                                                                                                                   | 4 Lane Major Arterial                        | 40,000         | 20,477   | 0.512         | B        | 25,400 | 0.635         | C        | 4923     | 0.123    | NO           |
| First Ave to Fourth Ave                                                                                                                                                                                                       | 4 Lane Major Arterial                        | 40,000         | 25,745   | 0.644         | C        | 25,745 | 0.644         | C        | 0        | 0.000    | NO           |
| Fourth Ave to Fifth Ave                                                                                                                                                                                                       | 4 Lane Major Arterial                        | 40,000         | 30,900   | 0.773         | D        | 37,300 | 0.933         | <b>E</b> | 6400     | 0.160    | <b>YES</b>   |
| Fifth Ave to Sixth Ave                                                                                                                                                                                                        | 4 Lane Major Arterial                        | 40,000         | 38,428   | 0.961         | <b>E</b> | 41,100 | 1.028         | <b>F</b> | 2672     | 0.067    | <b>YES</b>   |
| Sixth Ave to Richmond St                                                                                                                                                                                                      | 4 Lane Major Arterial                        | 40,000         | 41,778   | 1.044         | <b>F</b> | 41,778 | 1.044         | <b>F</b> | 0        | 0.000    | NO           |
| Richmond St to Normal St                                                                                                                                                                                                      | 6 Lane Major Arterial                        | 50,000         | 38,725   | 0.775         | C        | 47,100 | 0.942         | <b>E</b> | 8375     | 0.167    | <b>YES</b>   |
| Notes:                                                                                                                                                                                                                        |                                              |                |          |               |          |        |               |          |          |          |              |
| <b>Bold</b> values indicate roadway segments operating at LOS E or F.                                                                                                                                                         |                                              |                |          |               |          |        |               |          |          |          |              |
| *Howard Avenue, Meade Avenue, Orange Avenue/Howard Avenue will be classified as a two-lane collector with no continuous center left turn lane to accommodate future bicycle boulevard pending further project-level analysis. |                                              |                |          |               |          |        |               |          |          |          |              |
| Capacity for non-standard roadway classifications were provided by City of San Diego staff.                                                                                                                                   |                                              |                |          |               |          |        |               |          |          |          |              |
| (a) The v/c ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.                                                                                                                     |                                              |                |          |               |          |        |               |          |          |          |              |

- Impact 6.3-7:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to seven consecutive street segments of First Avenue from Washington Street to Grape Street.
- Impact 6.3-8:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fourth Avenue from Arbor Drive to Washington Street.
- Impact 6.3-9:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fourth Avenue from Walnut Avenue to Laurel Street.
- Impact 6.3-10:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Fifth Avenue from Robinson Avenue to Walnut Avenue.
- Impact 6.3-11:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to seven consecutive street segments of Sixth Avenue from Washington Street to Elm Street.
- Impact 6.3-12:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Ninth Avenue from Washington Street to University Avenue.
- Impact 6.3-13:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Campus Avenue/Polk Avenue from Washington Street to Park Boulevard.
- Impact 6.3-14:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Cleveland Avenue from Tyler Street to Richmond Street.
- Impact 6.3-15:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Fort Stockton Drive from Sunset Boulevard to Goldfinch Street.
- Impact 6.3-16:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Grape Street from First Avenue to Sixth Avenue.
- Impact 6.3-17:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Hawthorn Street from First Avenue to Sixth Avenue.
- Impact 6.3-18:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to India Street from Washington Street to Winder Street.

- Impact 6.3-19:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of India Street from Glenwood Drive to Redwood Street.
- Impact 6.3-20:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to four consecutive street segments of Laurel Street from Columbia Street to Sixth Avenue.
- Impact 6.3-21:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Lincoln Avenue from Washington Street to Park Boulevard.
- Impact 6.3-22:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Park Boulevard from Mission Avenue to El Cajon Boulevard.
- Impact 6.3-23:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Park Boulevard from Robinson Avenue to Upas Street.
- Impact 6.3-24:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three consecutive street segments of Richmond Street from Cleveland Avenue to Upas Street.
- Impact 6.3-25:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Robinson Avenue from First Avenue to Eighth Avenue.
- Impact 6.3-26:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to San Diego Avenue from Hortensia Street to Pringle Street.
- Impact 6.3-27:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to State Street from Laurel Street to Juniper Street.
- Impact 6.3-28:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to four consecutive street segments of University Avenue from Ibis Street to Fifth Avenue.
- Impact 6.3-29:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact University Avenue from Sixth Avenue to Eighth Avenue.
- Impact 6.3-30:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to University Avenue from Normal Street to Park Boulevard.
- Impact 6.3-31:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to two consecutive street segments of Washington Street from Fourth Avenue to Sixth Avenue.

**Impact 6.3-32:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to Washington Street from Richmond Street to Normal Street.

#### d. Freeway Segments

Table 6.3-9 displays the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill would have a cumulative traffic related impact along all 18 freeway segments within the study area.

The following significant cumulative freeway segment impacts are identified:

**Impact 6.3-33:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to five segments of I-5 from Old Town Avenue to Imperial Avenue.

**Impact 6.3-34:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three consecutive segments of Interstate 8 (I-8) from Hotel Circle West to State Route 15 (SR-15).

**Impact 6.3-35:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to the segment of SR-15 from Interstate 805 (I-805) to State Route 94 (SR-94).

**Impact 6.3-36:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of I-805 from I-8 to SR-15.

**Impact 6.3-37:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of SR-94 from 25<sup>th</sup> Street to SR-15.

**Impact 6.3-38:** The proposed Uptown CPU and associated discretionary actions would have a cumulative traffic impact to three segments of SR-163 from I-8 to I-5.

#### e. Ramp Meters

Table 6.3-10 displays the analysis results for the ramp meters using their existing configuration and meter rate and the future peak-hour traffic volumes. As shown, the traffic generated by the land use changes associated with the Uptown, North Park and Golden Hill CPUs would have a cumulative traffic related impact at three ramp meters within the study area as follows:

**Impact 6.3-39:** Hancock Street to I-5 southbound on-ramp in the PM peak period.

**Impact 6.3-40:** Kettner Boulevard to I-5 southbound on-ramp in the PM peak period.

**Impact 6.3-41:** Fifth Avenue to I-5 southbound on-ramp in the PM peak period.

**Table 6.3-9  
Summary of Freeway Segment Level of Service**

| Freeway Segment                      | Direction | Number of Lanes | Capacity <sup>1</sup> | Existing               |                      | Buildout  |                      | $\Delta^3$ | Significant? |
|--------------------------------------|-----------|-----------------|-----------------------|------------------------|----------------------|-----------|----------------------|------------|--------------|
|                                      |           |                 |                       | V/C Ratio <sup>2</sup> | LOS                  | V/C Ratio | LOS                  |            |              |
| <b>AM Peak</b>                       |           |                 |                       |                        |                      |           |                      |            |              |
| <b>I-5</b>                           |           |                 |                       |                        |                      |           |                      |            |              |
| Old Town Ave to Washington St        | NB        | 4 M + 1 A       | 9,200                 | 0.950                  | <b>E</b>             | 1.183     | <b>F<sub>0</sub></b> | 0.234      | <b>YES</b>   |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 0.746                  | <b>C</b>             | 0.798     | <b>C</b>             | 0.052      | <b>NO</b>    |
| Washington St to Pacific Highway     | NB        | 4 M             | 8,000                 | 0.840                  | <b>D</b>             | 1.096     | <b>F<sub>0</sub></b> | 0.256      | <b>YES</b>   |
|                                      | SB        | 4 M             | 8,000                 | 0.660                  | <b>C</b>             | 0.739     | <b>C</b>             | 0.079      | <b>NO</b>    |
| First Ave to Sixth Ave               | NB        | 4 M + 1 A       | 9,200                 | 1.264                  | <b>F<sub>1</sub></b> | 1.341     | <b>F<sub>1</sub></b> | 0.078      | <b>YES</b>   |
|                                      | SB        | 5 M + 1 A       | 11,200                | 0.346                  | <b>A</b>             | 0.743     | <b>C</b>             | 0.397      | <b>NO</b>    |
| SR-163 to SR-94                      | NB        | 5 M + 1 A       | 11,200                | 1.085                  | <b>F<sub>0</sub></b> | 1.149     | <b>F<sub>0</sub></b> | 0.064      | <b>YES</b>   |
|                                      | SB        | 5 M + 1 A       | 11,200                | 0.362                  | <b>A</b>             | 0.901     | <b>D</b>             | 0.540      | <b>NO</b>    |
| SR-94 to Imperial Ave                | NB        | 4 M + 1 A       | 9,200                 | 1.035                  | <b>F<sub>0</sub></b> | 1.064     | <b>F<sub>0</sub></b> | 0.029      | <b>YES</b>   |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 0.345                  | <b>A</b>             | 0.835     | <b>D</b>             | 0.490      | <b>NO</b>    |
| <b>I-8</b>                           |           |                 |                       |                        |                      |           |                      |            |              |
| Hotel Circle (W) to Hotel Circle (E) | WB        | 4 M + 1 A       | 9,200                 | 1.022                  | <b>F<sub>0</sub></b> | 1.333     | <b>F<sub>1</sub></b> | 0.311      | <b>YES</b>   |
|                                      | EB        | 4 M             | 8,000                 | 0.887                  | <b>D</b>             | 0.763     | <b>C</b>             | -0.124     | <b>NO</b>    |
| Mission Center Rd to Qualcomm Wy     | WB        | 4 M + 1 A       | 9,200                 | 1.109                  | <b>F<sub>0</sub></b> | 1.366     | <b>F<sub>2</sub></b> | 0.257      | <b>YES</b>   |
|                                      | EB        | 4 M + 1 A       | 9,200                 | 0.837                  | <b>D</b>             | 0.680     | <b>C</b>             | -0.157     | <b>NO</b>    |
| I-805 to SR-15                       | WB        | 4 M + 1 A       | 9,200                 | 1.349                  | <b>F<sub>1</sub></b> | 1.545     | <b>F<sub>2</sub></b> | 0.196      | <b>YES</b>   |
|                                      | EB        | 4 M + 1 A       | 9,200                 | 0.727                  | <b>C</b>             | 0.766     | <b>C</b>             | 0.040      | <b>NO</b>    |
| <b>SR-15</b>                         |           |                 |                       |                        |                      |           |                      |            |              |
| I-805 to SR-94                       | NB        | 3 M + 1 A       | 7,200                 | 0.532                  | <b>B</b>             | 0.772     | <b>C</b>             | 0.241      | <b>NO</b>    |
|                                      | SB        | 2 M + 1 A       | 5,200                 | 0.976                  | <b>E</b>             | 1.283     | <b>F<sub>1</sub></b> | 0.307      | <b>YES</b>   |
| <b>I-805</b>                         |           |                 |                       |                        |                      |           |                      |            |              |
| I-8 to Adams Ave                     | NB        | 4 M + 1 A       | 9,200                 | 1.262                  | <b>F<sub>1</sub></b> | 1.515     | <b>F<sub>2</sub></b> | 0.253      | <b>YES</b>   |
|                                      | SB        | 5 M + 1 A       | 11,200                | 0.383                  | <b>A</b>             | 0.458     | <b>B</b>             | 0.074      | <b>NO</b>    |
| El Cajon Blvd to University Ave      | NB        | 4 M             | 8,000                 | 0.602                  | <b>B</b>             | 1.427     | <b>F<sub>2</sub></b> | 0.825      | <b>YES</b>   |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 1.063                  | <b>F<sub>0</sub></b> | 0.457     | <b>B</b>             | -0.607     | <b>NO</b>    |
| University Ave to SR-15              | NB        | 4 M + 1 A       | 9,200                 | 0.466                  | <b>B</b>             | 1.207     | <b>F<sub>0</sub></b> | 0.740      | <b>YES</b>   |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 0.947                  | <b>E</b>             | 0.421     | <b>B</b>             | -0.526     | <b>NO</b>    |

**Table 6.3-9  
Summary of Freeway Segment Level of Service**

| Freeway Segment                      | Direction | Number of Lanes | Capacity <sup>1</sup> | Existing               |                | Buildout  |                | $\Delta^3$ | Significant? |
|--------------------------------------|-----------|-----------------|-----------------------|------------------------|----------------|-----------|----------------|------------|--------------|
|                                      |           |                 |                       | V/C Ratio <sup>2</sup> | LOS            | V/C Ratio | LOS            |            |              |
| <b>SR-94</b>                         |           |                 |                       |                        |                |           |                |            |              |
| 25th St to 28th St                   | WB        | 4 M             | 8,000                 | 0.976                  | E              | 1.241     | F <sub>0</sub> | 0.264      | YES          |
|                                      | EB        | 4 M             | 8,000                 | 0.361                  | A              | 0.470     | B              | 0.109      | NO           |
| 28th St to 30th St                   | WB        | 4 M             | 8,000                 | 1.095                  | F <sub>0</sub> | 1.303     | F <sub>1</sub> | 0.208      | YES          |
|                                      | EB        | 4 M             | 8,000                 | 0.405                  | A              | 0.494     | B              | 0.089      | NO           |
| Broadway to SR-15                    | WB        | 4 M             | 8,000                 | 1.214                  | F <sub>0</sub> | 1.414     | F <sub>2</sub> | 0.200      | YES          |
|                                      | EB        | 4 M + 1 A       | 9,200                 | 0.390                  | A              | 0.466     | B              | 0.075      | NO           |
| <b>SR-163</b>                        |           |                 |                       |                        |                |           |                |            |              |
| I-8 to Washington St                 | NB        | 3 M + 1 A       | 7,200                 | 0.575                  | B              | 1.121     | F <sub>0</sub> | 0.546      | YES          |
|                                      | SB        | 3 M + 1 A       | 7,200                 | 0.828                  | D              | 0.950     | E              | 0.122      | YES          |
| Washington St to Robinson Ave        | NB        | 2 M             | 4,000                 | 0.800                  | C              | 0.830     | D              | 0.031      | NO           |
|                                      | SB        | 2 M             | 4,000                 | 1.151                  | F <sub>0</sub> | 1.846     | F <sub>2</sub> | 0.696      | YES          |
| Quince Dr to I-5                     | NB        | 2 M             | 4,000                 | 0.884                  | D              | 0.914     | D              | 0.030      | NO           |
|                                      | SB        | 2 M             | 4,000                 | 1.641                  | F <sub>2</sub> | 2.032     | F <sub>3</sub> | 0.391      | YES          |
| <b>PM PEAK</b>                       |           |                 |                       |                        |                |           |                |            |              |
| <b>I-5</b>                           |           |                 |                       |                        |                |           |                |            |              |
| Old Town Ave to Washington St        | NB        | 4 M + 1 A       | 9,200                 | 0.780                  | C              | 1.000     | E              | 0.220      | YES          |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 0.916                  | D              | 1.187     | F <sub>0</sub> | 0.271      | YES          |
| Washington St to Pacific Highway     | NB        | 4 M             | 8,000                 | 0.690                  | C              | 0.926     | E              | 0.236      | YES          |
|                                      | SB        | 4 M             | 8,000                 | 0.810                  | D              | 1.100     | F <sub>0</sub> | 0.290      | YES          |
| First Ave to Sixth Ave               | NB        | 4 M + 1 A       | 9,200                 | 1.078                  | F <sub>0</sub> | 1.133     | F <sub>0</sub> | 0.055      | YES          |
|                                      | SB        | 5 M + 1 A       | 11,200                | 0.498                  | B              | 1.105     | F <sub>0</sub> | 0.607      | YES          |
| SR-163 to SR-94                      | NB        | 5 M + 1 A       | 11,200                | 0.926                  | E              | 1.091     | F <sub>0</sub> | 0.166      | YES          |
|                                      | SB        | 5 M + 1 A       | 11,200                | 0.521                  | B              | 1.213     | F <sub>0</sub> | 0.693      | YES          |
| SR-94 to Imperial Ave                | NB        | 4 M + 1 A       | 9,200                 | 0.883                  | D              | 1.011     | F <sub>0</sub> | 0.127      | YES          |
|                                      | SB        | 4 M + 1 A       | 9,200                 | 0.497                  | B              | 1.124     | F <sub>0</sub> | 0.627      | YES          |
| <b>I-8</b>                           |           |                 |                       |                        |                |           |                |            |              |
| Hotel Circle (W) to Hotel Circle (E) | WB        | 4 M + 1 A       | 9,200                 | 0.807                  | D              | 0.889     | D              | 0.082      | NO           |
|                                      | EB        | 4 M             | 8,000                 | 1.134                  | F <sub>0</sub> | 1.449     | F <sub>2</sub> | 0.315      | YES          |
| Mission Center Rd to Qualcomm Wy     | WB        | 4 M + 1 A       | 9,200                 | 0.876                  | D              | 0.910     | D              | 0.035      | NO           |
|                                      | EB        | 4 M + 1 A       | 9,200                 | 1.070                  | F <sub>0</sub> | 1.291     | F <sub>1</sub> | 0.221      | YES          |
| I-805 to SR-15                       | WB        | 4 M + 1 A       | 9,200                 | 0.893                  | D              | 0.920     | E              | 0.027      | YES          |
|                                      | EB        | 4 M + 1 A       | 9,200                 | 1.183                  | F <sub>0</sub> | 1.511     | F <sub>2</sub> | 0.327      | YES          |
| <b>SR-15</b>                         |           |                 |                       |                        |                |           |                |            |              |
| I-805 to SR-94                       | NB        | 3 M + 1 A       | 7,200                 | 0.532                  | B              | 1.120     | F <sub>0</sub> | 0.589      | YES          |



**Table 6.3-9  
Summary of Freeway Segment Level of Service**

| Freeway Segment                 | Direction | Number of Lanes | Capacity <sup>1</sup> | Existing               |                      | Buildout  |                      | $\Delta^3$ | Significant? |
|---------------------------------|-----------|-----------------|-----------------------|------------------------|----------------------|-----------|----------------------|------------|--------------|
|                                 |           |                 |                       | V/C Ratio <sup>2</sup> | LOS                  | V/C Ratio | LOS                  |            |              |
| <b>I-805</b>                    |           |                 |                       |                        |                      |           |                      |            |              |
| I-8 to Adams Ave                | SB        | 2 M + 1 A       | 5,200                 | 0.976                  | <b>E</b>             | 1.367     | <b>F<sub>2</sub></b> | 0.391      | <b>YES</b>   |
|                                 | NB        | 4 M + 1 A       | 9,200                 | 0.588                  | <b>B</b>             | 1.063     | <b>F<sub>0</sub></b> | 0.475      | <b>YES</b>   |
| El Cajon Blvd to University Ave | SB        | 5 M + 1 A       | 11,200                | 0.937                  | <b>E</b>             | 1.297     | <b>F<sub>1</sub></b> | 0.360      | <b>YES</b>   |
|                                 | NB        | 4 M             | 8,000                 | 1.095                  | <b>F<sub>0</sub></b> | 1.001     | <b>F<sub>0</sub></b> | -0.094     | <b>NO</b>    |
| University Ave to SR-15         | SB        | 4 M + 1 A       | 9,200                 | 0.635                  | <b>C</b>             | 1.293     | <b>F<sub>1</sub></b> | 0.659      | <b>YES</b>   |
|                                 | NB        | 4 M + 1 A       | 9,200                 | 0.848                  | <b>D</b>             | 0.867     | <b>D</b>             | 0.019      | <b>NO</b>    |
|                                 | SB        | 4 M + 1 A       | 9,200                 | 0.565                  | <b>B</b>             | 1.203     | <b>F<sub>0</sub></b> | 0.637      | <b>YES</b>   |
| <b>SR-94</b>                    |           |                 |                       |                        |                      |           |                      |            |              |
| 25th St to 28th St              | WB        | 4 M             | 8,000                 | 0.401                  | <b>A</b>             | 0.612     | <b>B</b>             | 0.210      | <b>NO</b>    |
|                                 | EB        | 4 M             | 8,000                 | 0.936                  | <b>E</b>             | 1.482     | <b>F<sub>2</sub></b> | 0.545      | <b>YES</b>   |
| 28th St to 30th St              | WB        | 4 M             | 8,000                 | 0.450                  | <b>B</b>             | 0.642     | <b>C</b>             | 0.192      | <b>NO</b>    |
|                                 | EB        | 4 M             | 8,000                 | 1.050                  | <b>F<sub>0</sub></b> | 1.556     | <b>F<sub>2</sub></b> | 0.506      | <b>YES</b>   |
| Broadway to SR-15               | WB        | 4 M             | 8,000                 | 0.499                  | <b>B</b>             | 0.697     | <b>C</b>             | 0.198      | <b>NO</b>    |
|                                 | EB        | 4 M + 1 A       | 9,200                 | 1.012                  | <b>F<sub>0</sub></b> | 1.468     | <b>F<sub>2</sub></b> | 0.456      | <b>YES</b>   |
| <b>SR-163</b>                   |           |                 |                       |                        |                      |           |                      |            |              |
| I-8 to Washington St            | NB        | 3 M + 1 A       | 7,200                 | 0.870                  | <b>D</b>             | 1.301     | <b>F<sub>1</sub></b> | 0.431      | <b>YES</b>   |
|                                 | SB        | 3 M + 1 A       | 7,200                 | 0.533                  | <b>B</b>             | 0.797     | <b>C</b>             | 0.264      | <b>NO</b>    |
| Washington St to Robinson Ave   | NB        | 2 M             | 4,000                 | 1.209                  | <b>F<sub>0</sub></b> | 1.658     | <b>F<sub>2</sub></b> | 0.449      | <b>YES</b>   |
|                                 | SB        | 2 M             | 4,000                 | 0.741                  | <b>C</b>             | 1.016     | <b>F<sub>0</sub></b> | 0.275      | <b>YES</b>   |
| Quince Dr to I-5                | NB        | 2 M             | 4,000                 | 1.364                  | <b>F<sub>2</sub></b> | 1.362     | <b>F<sub>2</sub></b> | -0.001     | <b>NO</b>    |
|                                 | SB        | 2 M             | 4,000                 | 1.162                  | <b>F<sub>0</sub></b> | 1.160     | <b>F<sub>0</sub></b> | -0.001     | <b>NO</b>    |

## Notes:

**Bold** values indicate freeway segments operating at LOS E or F.

For descriptions of LOS ratings for freeway segments, refer to Table 6.3-3.

V/C Ratio is the volume to capacity ratio

$\Delta$  = change in v/c ratio between existing and buildout

<sup>1</sup>The capacity is calculated as 2,000 ADT per lane and 1,200 ADT per auxiliary lane

<sup>2</sup> Traffic volumes provided by City of San Diego model

<sup>3</sup>Peak-hour volume calculated by: (ADT\*K\*D)/Truck Factor

**Table 6.3-10  
Peak Hour Ramp Metering Analysis – Horizon Year Conditions**

| On-Ramp                    | Peak Period | Meter Rate <sup>1</sup><br>(veh/hr) | Existing Demand <sup>2</sup><br>(veh/hr) | Excess Existing Demand<br>(veh/hr) | Average Existing Delay<br>(min) | Build-out Demand <sup>2</sup><br>(veh/hr) | Excess Build-out Demand<br>(veh/hr) | Average Build-out Delay<br>(min) | D In Delay With Project<br>(min) | Significant ? | Average With Project Queue |
|----------------------------|-------------|-------------------------------------|------------------------------------------|------------------------------------|---------------------------------|-------------------------------------------|-------------------------------------|----------------------------------|----------------------------------|---------------|----------------------------|
| <b>Interstate 5</b>        |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |
| Washington St to I-5 NB    | AM          | 996                                 | 1020                                     | 24                                 | 1.4                             | 1241                                      | 245                                 | 14.8                             | 13.3                             | NO            | 6,125 ft                   |
|                            | PM          | 996                                 | 1034                                     | 38                                 | 2.3                             | 1227                                      | 231                                 | 13.9                             | 11.6                             | NO            | 5,775 ft                   |
| India St to I-5 NB         | AM          | 996                                 | 915                                      | 0                                  | 0.0                             | 1007                                      | 11                                  | 0.6                              | 0.6                              | NO            | 263 ft                     |
|                            | PM          | 996                                 | 1066                                     | 70                                 | 4.2                             | 1173                                      | 177                                 | 10.6                             | 6.4                              | NO            | 4,415 ft                   |
| Hawthorn St to I-5 NB      | AM          | 996                                 | 454                                      | 0                                  | 0.0                             | 460                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 996                                 | 842                                      | 0                                  | 0.0                             | 825                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
| Hancock St to I-5 SB       | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 1140                                | 1287                                     | 147                                | 7.7                             | 1542                                      | 402                                 | 21.2                             | <b>13.4</b>                      | <b>YES</b>    | 10,050 ft                  |
| Kettner Blvd to I-5 SB     | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 498                                 | 269                                      | 0                                  | 0.0                             | 861                                       | 363                                 | 43.7                             | <b>43.7</b>                      | <b>YES</b>    | 9,070 ft                   |
| Fifth Ave to I-5 SB        | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 996                                 | 1087                                     | 91                                 | 5.5                             | 1894                                      | 898                                 | 54.1                             | <b>48.6</b>                      | <b>YES</b>    | 22,462 ft                  |
| <b>Interstate 8</b>        |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |
| NB Texas St to I-8 EB      | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 498                                 | 465                                      | 0                                  | 0.0                             | 579                                       | 81                                  | 9.8                              | 9.8                              | NO            | 2,026 ft                   |
| SB Texas St to I-8 EB      | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                            | PM          | 1140                                | 866                                      | 0                                  | 0.0                             | 888                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
| <b>Interstate 805</b>      |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |
| El Cajon Blvd to I-805 NB  | AM          | 1140                                | 860                                      | 0                                  | 0.0                             | 1118                                      | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
|                            | PM          | Ramp not metered in the PM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
| University Ave to I-805 NB | AM          | 1140                                | 998                                      | 0                                  | 0.0                             | 1132                                      | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
|                            | PM          | Ramp not metered in the PM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |

**Table 6.3-10  
Peak Hour Ramp Metering Analysis – Horizon Year Conditions**

| On-Ramp                                                                                                                                                                                                                                                                                              | Peak Period | Meter Rate <sup>1</sup><br>(veh/hr) | Existing Demand <sup>2</sup><br>(veh/hr) | Excess Existing Demand<br>(veh/hr) | Average Existing Delay<br>(min) | Build-out Demand <sup>2</sup><br>(veh/hr) | Excess Build-out Demand<br>(veh/hr) | Average Build-out Delay<br>(min) | D In Delay With Project<br>(min) | Significant ? | Average With Project Queue |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------|------------------------------------------|------------------------------------|---------------------------------|-------------------------------------------|-------------------------------------|----------------------------------|----------------------------------|---------------|----------------------------|
| <b>State Route 94</b>                                                                                                                                                                                                                                                                                |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |
| 28th St to SR-94 WB                                                                                                                                                                                                                                                                                  | AM          | 534                                 | 100                                      | 0                                  | 0.0                             | 205                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
|                                                                                                                                                                                                                                                                                                      | PM          | Ramp not metered in the PM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
| 32nd St/Broadway to SR-94 WB                                                                                                                                                                                                                                                                         | AM          | 570                                 | 99                                       | 0                                  | 0.0                             | 173                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
|                                                                                                                                                                                                                                                                                                      | PM          | Ramp not metered in the PM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
| 25th St to SR-94 EB                                                                                                                                                                                                                                                                                  | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                                                                                                                                                                                                                                                                                                      | PM          | 960                                 | 785                                      | 0                                  | 0.0                             | 935                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
| 28th St to SR-94 EB                                                                                                                                                                                                                                                                                  | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                                                                                                                                                                                                                                                                                                      | PM          | 960                                 | 732                                      | 0                                  | 0.0                             | 870                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
| 32nd St/Broadway to SR-94 EB                                                                                                                                                                                                                                                                         | AM          | Ramp not metered in the AM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
|                                                                                                                                                                                                                                                                                                      | PM          | 570                                 | 464                                      | 0                                  | 0.0                             | 558                                       | 0                                   | 0.0                              | 0.0                              | NO            | 0 ft                       |
| <b>State Route 163</b>                                                                                                                                                                                                                                                                               |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |
| Washington St to SR-163 SB                                                                                                                                                                                                                                                                           | AM          | 498                                 | 373                                      | 0                                  | 0.0                             | 615                                       | 117                                 | 14.2                             | 14.2                             | NO            | 2,936 ft                   |
|                                                                                                                                                                                                                                                                                                      | PM          | Ramp not metered in the PM peak     |                                          |                                    |                                 |                                           |                                     |                                  | 0.0                              | NO            | 0 ft                       |
| NOTES:<br><sup>1</sup> Meter rate is the assumed peak hour capacity expected to be processed through the ramp meter (using Caltrans fast rate)<br><sup>2</sup> Demand is the peak hour demand using the on-ramp<br>EB= eastbound, SB = southbound, NB = northbound, WB = westbound, SR = State Route |             |                                     |                                          |                                    |                                 |                                           |                                     |                                  |                                  |               |                            |

## Issue 2 Alternative Transportation

*Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?*

### a. Transit

Planned transit routes within the Uptown CPU area identified in ~~the 2050 SANDAG's San Diego Forward: The Regional Transportation Plan (RTP)~~ and discussed in the Uptown, North Park, and Golden Hill Community Plan Update Mobility Study for Build-out Conditions (Appendix C, Kimley-Horn and Associates, 2015) include ~~BRT~~Rapid, LRT, and streetcar improvements as shown on Figure 6.3-3. Definitions of each of these types of service are provided in Chapter 2.0 of this PEIR. The changes in existing transit operations to serve the Uptown community are described below.

- **Route 10** currently travels along University Avenue and Washington Street in the Uptown community corridor. Route 10 will convert to Rapid service~~a BRT route~~, with improvements supported by the Mid-City Rapid. Route 10 is currently a limited stop bus service that provides service from University Avenue at College Avenue to Old Town San Diego. Improvements include expansion of the service to La Mesa and Ocean Beach. The expected year for completion of this improvement is 2020.
- A **new streetcar service**, currently designated as route 554, will provide service from Downtown San Diego to Hillcrest neighborhood. Currently, it is planned that the streetcar service will travel along Fourth and Fifth Avenues, University Avenue, and Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2020 as identified in the RTP. However, additional evaluation completed for this potential service suggested that it will not be in place until beyond 2020.
- **Route 120** currently travels along Fourth and Fifth Avenues and University Avenue in the Uptown community corridor. Route 120 will convert to be a Rapid service~~a BRT route~~ along its current route. Route 120 currently provides local bus service from Downtown San Diego to the Kearny Mesa Transit Center. Improvements include transit priority measures and new transfer opportunities to the Trolley Green Line and ~~BRT~~Rapid services. The expected year for completion of this improvement is 2030.
- **Route 11** will convert to Rapid Service~~be a BRT route~~ along its current route. Route 11 currently provides local bus service from the SDSU Transit Center to Skyline Hills and travels along Park Boulevard, University Avenue, and First Avenue in the Uptown community. The expected year for completion of this improvement is 2035.
- **Mid-City LRT** is currently planned as a service extension from the City College Trolley Station. Construction of Mid-City LRT will be done in two phases. Phase 1 will include a LRT extension from downtown to Mid-City via El Cajon Boulevard and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT service will be provided via Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2035.

The proposed Uptown CPU and associated discretionary actions would support implementation of the transit improvements identified in the 2050-RTP by providing policies that support prioritizing the transit system and improving efficiency of transit services. For example, a number of transit focused Mobility Element Policies are included in the proposed Uptown CPU that would support efforts to develop planned transit facilities. Thus, implementation of the project would not interfere with implementation of planned transit improvements and would provide policy support to support their implementation. Thus, impacts related to conflicts with existing or planned transit facilities would be less than significant.

## **b. Bicycle Facilities**

The proposed Uptown CPU and associated discretionary actions would support existing plans and policies relative to the bicycle network. The recommended bicycle facility network for the proposed CPU is shown on Figure 6.3-5. The Mobility Element includes several bicycle-focused policies that support installation of bicycle parking facilities, identification of bicycle priority streets to connect neighboring communities, and increasing the level of bicycle comfort and safety for all levels of bicycle riders. Policies in the proposed plan support coordination with SANDAG on the planning and implementation of regional bicycle facilities, support increased bicycle comfort and safety, repurposing rights-of-way for bicycle facilities, and bike sharing. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would not conflict with adopted policies, plans, or programs supporting bicycle facilities.

## **bc. Pedestrian Facilities**

There are no major planned and funded pedestrian facility improvement projects for the Uptown community. However, the proposed Uptown CPU Mobility Element includes a number of policies that support enhancements to pedestrian travel within the CPU area such as providing corner bulb-outs along some of the main pedestrian corridors, enhanced pedestrian crosswalks, and increasing pedestrian safety and safe routes to schools. Implementation of the proposed Uptown CPU and associated discretionary actions would not restrict or impede pedestrian connectivity and would not conflict with any adopted policies or plans addressing pedestrian facilities. Thus, impacts would be less than significant.

In addition, SANDAG's Uptown Bikeways Project incorporates pedestrian improvements to provide pedestrian access along the corridors identified in the Banker's Hill "Walk the Walk" Plan. This project will include improvements to enhance east-west pedestrian connectivity across Fourth and Fifth Avenues along the following streets: Upas, Spruce, Quince, Nutmeg, Laurel, Juniper, Grape, and Elm.

## **6.3.4 Significance of Impacts**

Cumulative impacts to intersections, roadway segments, freeway segments and ramp meters were determined to be significant, as detailed below.

### 6.3.4.1 Traffic Circulation

#### a. Intersections

- Washington Street & Fourth Avenue (Impact 6.3-1)
- Washington Street & Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2)
- Washington Street/ Normal Street & Campus Avenue/ Polk Avenue (Impact 6.3-3)
- University Avenue & Sixth Avenue (Impact 6.3-4)
- Elm Street & Sixth Avenue (Impact 6.3-5)
- Cedar Street & Second Avenue (Impact 6.3-6)

#### b. Segments

- First Avenue: Washington Street to University Avenue (Impact 6.3-7)
- First Avenue: University Avenue to Robinson Avenue (Impact 6.3-7)
- First Avenue: Robinson Avenue to Grape Street (Impact 6.3-7)
- Fourth Avenue: Arbor Drive to Washington Street (Impact 6.3-8)
- Fourth Avenue: Walnut Avenue to Laurel Street (Impact 6.3-9)
- Fifth Avenue: Robinson Avenue to Walnut Avenue (Impact 6.3-10)
- Sixth Avenue: Washington Street to University Avenue (Impact 6.3-11)
- Sixth Avenue: University Avenue to Laurel Street (Impact 6.3-11)
- Sixth Avenue: Laurel Street to Elm Street (Impact 6.3-11)
- Ninth Avenue: Washington Street to University Avenue (Impact 6.3-12)
- Campus Avenue/ Polk Avenue: Washington Street to Park Boulevard (Impact 6.3-13)
- Cleveland Avenue: Tyler Street to Richmond Street (Impact 6.3-14)
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (Impact 6.3-15)
- Grape Street: First Avenue to Third Avenue (Impact 6.3-16)
- Grape Street: Third Avenue to Sixth Avenue (Impact 6.3-16)
- Hawthorn Street: First Avenue to Third Avenue (Impact 6.3-17)
- Hawthorn Street: Third Avenue to Sixth Avenue (Impact 6.3-17)
- India Street: Washington Street to Winder Street (Impact 6.3-18)
- India Street: Glenwood Drive to Sassafrass Street (Impact 6.3-19)
- India Street: Sassafrass Street to Redwood Street (Impact 6.3-19)
- Laurel Street: Columbia Street to Sixth Avenue (Impact 6.3-20)
- Lincoln Avenue: Washington Street to Park Boulevard (Impact 6.3-21)
- Park Boulevard: Mission Avenue to El Cajon Boulevard (Impact 6.3-22)
- Park Boulevard: Robinson Avenue to Upas Street (Impact 6.3-23)
- Richmond Street: Cleveland Avenue to Upas Street (Impact 6.3-24)
- Robinson Avenue: First Avenue to Third Avenue (Impact 6.3-25)
- Robinson Avenue: Third Avenue to Eighth Avenue (Impact 6.3-25)
- San Diego Avenue: Hortensia Street to Pringle Street (Impact 6.3-26)
- State Street: Laurel Street to Juniper Street (Impact 6.3-27)
- University Avenue: Ibis Street to Fifth Avenue (Impact 6.3-28)
- University Avenue: Sixth Avenue to Eighth Avenue (Impact 6.3-29)
- University Avenue: Normal Street to Park Boulevard (Impact 6.3-30)

- Washington Street: Fourth Avenue to Sixth Avenue (Impact 6.3-31)
- Washington Street: Richmond Street to Normal Street (Impact 6.3-32)

### c. Freeway Segments

- I-5 from Old Town Avenue to Imperial Avenue (Impact 6.3-33)
- I-8 from Hotel Circle West to SR-15 (Impact 6.3-34)
- SR-15 from I-805 to SR-94 (Impact 6.3-35)
- I-805 from I-8 to SR-15 (Impact 6.3-36)
- SR-94 from 25th Street to SR-15 (Impact 6.3-37)
- SR-163 from I-8 to I-5 (Impact 6.3-38)

### d. Ramp Meters

- Hancock Street to I-5 southbound on-ramp in the PM peak period (6.3-39)
- Kettner Boulevard to I-5 southbound on-ramp in the PM peak period (6.3-40)
- Fifth Ave to I-5 southbound on-ramp in the PM peak period (6.3-41)

## 6.3.4.2 Alternative Transportation

The proposed Uptown CPU and associated discretionary actions would be consistent with adopted policies, plans, or programs supporting alternative transportation. Additionally, the proposed Uptown CPU and associated discretionary actions would provide policies that support improvements to pedestrian, bicycle, and transit facilities. Thus, the project would have a less than significant impact related to conflicts with adopted policies, plans or programs supporting alternative transportation, and no mitigation is required.

## 6.3.5 Mitigation Framework

The Traffic Impact Study identified improvements that would mitigate or reduce roadway segment and intersection impacts. The improvements that are ultimately recommended as part of the proposed Uptown CPU are included in the Uptown Impact Fee Study (IFS). However, in most cases, the improvements that would mitigate or reduce vehicular impacts were not recommended as part of the proposed Uptown CPU in order to maintain consistency with the overall mobility vision and other proposed CPU policies.

### 6.3.5.1 Intersections

While the following intersection mitigation measures would reduce potentially significant impacts, none of the measures are only TRANS 6.3-5 is proposed as part of the Uptown CPU and associated discretionary actions. included within the proposed Uptown IFS.

**TRANS 6.3-1:** Washington Street & Fourth Avenue (Impact 6.3-1): Widen Fourth Avenue in the southbound direction to add a second left-turn lane. Restripe the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane.

- TRANS 6.3-2:** Washington Street & Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2): Widen Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes. Widen the SR-163 Off-ramp to two lanes.
- TRANS 6.3-3:** Washington Street/Normal Street & Campus Avenue/ Polk Avenue (Impact 6.3-3): Widen Washington Street in the northeast direction to add an exclusive right-turn lane.
- TRANS 6.3-4:** University Avenue & Sixth Avenue (Impact 6.3-4): Widen Sixth Avenue in the southbound direction to add a second left-turn lane.
- TRANS 6.3-5:** Elm Street & Sixth Avenue (Impact 6.3-5): Widen Elm Street in the westbound direction to add a second right-turn lane. ~~This improvement project is identified in the Uptown IFS.~~
- TRANS 6.3-6:** Cedar Street & Second Avenue (Impact 6.3-6): Install a traffic signal at this intersection. This intersection is located outside the boundaries of the Uptown CPU area.

### 6.3.5.2 Segments

While the following intersection mitigation measures would reduce potentially significant impacts, only TRANS 6.3-7d., TRANS 6.3-24a., and TRANS 6.3-27 ~~are~~ are included within the proposed Uptown IFS ~~proposed as part of the proposed Uptown CPU and associated discretionary actions. The remaining measures would be inconsistent with the proposed Uptown CPU and are not proposed as part of the proposed Uptown IFS.~~

- TRANS 6.3-7:** First Avenue (Impact 6.3-7)
- a. Washington Street to University Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
  - b. University Avenue to Robinson Avenue: Widen the roadway to a 4 lane collector with continuous left-turn lane.
  - c. Robinson Avenue to Laurel Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
  - d. Laurel Street to Hawthorn Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
  - e. Hawthorn Street to Grape Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-8:** Fourth Avenue from Arbor Drive to Washington Street (Impact 6.3-8): Widen the roadway to a 4 lane collector with continuous left-turn lane.



- TRANS 6.3-9:** Fourth Avenue from Walnut Avenue to Laurel Street (Impact 6.3-9): Restore the roadway to a 3 lane one-way collector for vehicles and remove the dedicated multi-modal lane.
- TRANS 6.3-10:** Fifth Avenue from Robinson Avenue to Walnut Avenue (Impact 6.3-10): Restore the roadway to a 3 lane one-way collector for vehicles and remove the dedicated multi-modal lane.
- TRANS 6.3-11:** Sixth Avenue (Impact 6.3-11)
- a. Washington Street to University Avenue: Widen the roadway to a 6 lane prime arterial.
  - b. University Avenue to Laurel Street: Widen the roadway to a 4 lane major arterial.
  - c. Laurel Street to Elm Street: Widen the roadway to a 4 lane collector.
- TRANS 6.3-12:** Ninth Avenue from Washington Street to University Avenue (Impact 6.3-12): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-13:** Campus Avenue/ Polk Avenue from Washington Street to Park Boulevard (Impact 6.3-13): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-14:** Cleveland Avenue from Tyler Street to Richmond Street (Impact 6.3-14): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-15:** Fort Stockton Drive from Sunset Boulevard to Goldfinch Street (Impact 6.3-15): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-16:** Grape Street from First Avenue to Sixth Avenue (Impact 6.3-16): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-17:** Hawthorn Street from First Avenue to Sixth Avenue (Impact 6.3-17): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-18:** India Street from Washington Street to Winder Street (Impact 6.3-18): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-19:** India Street (Impact 6.3-19)
- a. Glenwood Drive to Sassafrass Street: Widen the roadway to a 4 lane one-way collector.
  - b. Sassafrass Street to Redwood Street: Widen the roadway to a 3 lane one-way collector.
- TRANS 6.3-20:** Laurel Street from Columbia Street to Sixth Avenue (Impact 6.3-20): Widen the roadway to a 4 lane collector.

- TRANS 6.3-21:** Lincoln Avenue from Washington Street to Park Boulevard (Impact 6.3-21): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-22:** Park Boulevard from Mission Avenue to El Cajon Boulevard (Impact 6.3-22): Widen the roadway to a 4 lane one-way collector.
- TRANS 6.3-23:** Park Boulevard from Robinson Avenue to Upas Street (Impact 6.3-23): Widen the roadway to a 4 lane one-way collector.
- TRANS 6.3-24:** Richmond Street (Impact 6.3-24)
- a. Cleveland Avenue to Robinson Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
  - b. Robinson Avenue to Upas Street: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-25:** Robinson Avenue (Impact 6.3-25)
- a. First Avenue to Third Avenue: Restripe the roadway to a 2 lane collector with continuous left-turn lane.
  - b. Third Avenue to Eighth Avenue: Widen the roadway to a 4 lane collector.
- TRANS 6.3-26:** San Diego Avenue from Hortensia Street to Pringle Street (Impact 6.3-26): Restripe the roadway to a 2 lane collector with continuous left-turn lane.
- TRANS 6.3-27:** State Street from Laurel Street to Juniper Street (Impact 6.3-27): Restripe the roadway to a 2 lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS.
- TRANS 6.3-28:** University Avenue from Ibis Street to Fifth Avenue (Impact 6.3-28): Widen the roadway to a 4 lane collector.
- TRANS 6.3-29:** University Avenue from Sixth Avenue to Eighth Avenue (Impact 6.3-29): Widen the roadway to a 4 lane major arterial and install a raised median.
- TRANS 6.3-30:** University Avenue from Normal Street to Park Boulevard (Impact 6.3-30): Widen the roadway to a 4 lane collector.
- TRANS 6.3-31:** Washington Street from Fourth Avenue to Sixth Avenue (Impact 6.3-31): Widen the roadway to a 6 lane major arterial.
- TRANS 6.3-32:** Washington Street from Richmond Street to Normal Street (Impact 6.3-32): Restripe the roadway to a 6 lane prime arterial and remove on-street parking.

### 6.3.5.3 Freeway Segments

Mitigation measures are identified for impacts to freeways; however, because freeway improvements are not within the authority of the City they are infeasible and not proposed as part of the Uptown CPU. The improvements identified in SANDAG's RTP would improve operations along the freeway segments and ramps; however, to what extent is still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. However, the City will continue to coordinate with Caltrans and SANGAG on future improvements, as future project-level developments proceed, to develop potential "fair share" multi-modal mitigation strategies for freeway impacts, as appropriate. The following are the freeway mainline improvements identified in SANDAG's RTP:

**TRANS 6.3-33:** I-5 northbound and southbound from Old Town Avenue to Imperial Avenue: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-5 between Old Town Avenue and Imperial Avenue. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it improves freeway operation in the vicinity of the project. No improvements are identified for this segment in SANDAG's San Diego Forward, The Regional Plan (RP). (Impact 6.3-33)

**TRANS 6.3-34:** I-8 eastbound and westbound from Hotel Circle (W) to SR-15: SANDAG's 2050 Revenue Constrained RTP includes operational improvements along I-8 between Hotel Circle (W) and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation since it improves freeway operation in the vicinity of the project. (Impact 6.3-34)

**TRANS 6.3-35:** SR-15 northbound and southbound from I-805 to SR-94: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-15 between I-805 and SR-94 from I-5 to I-805 and from I-8 to SR-163. Between I-8 and SR-163, the project is expected to be constructed by 2035, between SR-94 and I-805, the project is expected to be constructed by 2035, and between I-5 and SR-94, the project is expected to be constructed by 2050. This project is expected to be constructed by year 2035. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-35)

**TRANS 6.3-36:** I-805 northbound and southbound from I-8 to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along I-805 between SR-158 and SR-163. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. Additionally, Caltrans is studying buses on shoulder options along the I-805 corridor on an interim basis. (Impact 6.3-36)

**TRANS 6.3-37:** SR-94 eastbound and westbound from 25th Street to SR-15: SANDAG's 2050 Revenue Constrained RTP proposes the construction of managed lanes along SR-94 between 25th Street and SR-15. This project is expected to be constructed by year 2050. This measure provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lane. (Impact 6.3-37)

project is expected to be constructed by year 2035. In 2050 the project is expected to be constructed between I-805 and SR-125. Caltrans is evaluating alternatives to this measure as part of the environmental analysis for the SR-94 Express Lanes Project, including bus on shoulders and other multi-modal projects outlined in the Community Based Alternatives of the SR-94 Express Lanes Project. This project is expected to be constructed by year 2020. This measure (or an alternative measure) would provides partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes. (Impact 6.3-37)

**TRANS 6.3-38:** SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound from I-8 to I-5: No improvements are identified for this state route segment in SANDAG's 2050-RTP. (Impact 6.3-38)

At the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies. Fair share contributions could also be provided toward the construction of the following projects that are included in the SANDAG's RP:

- Operational improvements along I-8 between I-5 to SR-15 (TRANS 6.3-34)
- Construction of managed lanes along SR-15 between I-805 and SR-94 (TRANS 6.3-35)
- Construction of managed lanes along I-805 between SR-8 to SR-163 (TRANS 6.3-36)
- Construction of managed lanes along SR-94 between I-5 to I-805 (TRANS 6.3-37)

### 6.3.5.34 Ramp Meters

**TRANS 6.3-39:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. At the project level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution or TDM measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies. Fair share contributions may be provided at the project level for impacted ramps where the impacted facility is included in the SANDAG's RP; however, at this time none of the impacted ramps are included in the SANDAG RP. (Impacts 6.3-39 – 6.3-41)

## 6.3.6 Significance of Impacts after Mitigation

While implementation of the mitigation measures identified above would reduce impacts to less than significant at many of the intersections and roadway segments, only mitigation measures ~~TRANS 6.3-5, TRANS 6.3-7d., TRANS 6.3-24a., and TRANS 6.3-27~~ are included within the proposed ~~Uptown CPU and IFS~~. There is no funding mechanism for the remaining measures not included

within the IFS. Additionally, implementation of the roadway segment and intersection measures not included within the proposed IFS would be inconsistent with the mobility goals of the proposed Uptown CPU.

Due to the programmatic nature of the proposed Uptown CPU and associated discretionary actions, there is uncertainty as to the specific phasing of development including actual design and specific location of future projects, and thus, the timing of the proposed mitigation improvements. The design of these mitigation improvements are for the build-out of the CPU and the effectiveness at the project-level is not known at this time. Future development projects' transportation studies would be able to more accurately identify potential transportation impacts and provide the mechanism to address project-specific mitigation including, but not limited to, physical improvements, fair share contribution, or transportation demand management measures, or a combination of these measures. Impacts to intersections and roadway segments would remain significant and unavoidable.

Likewise, impacts to Caltrans facilities (freeway segments and ramps, Impacts 6.3-33 through 6.3-41) would remain significant and unavoidable because the City cannot ensure that the mitigation necessary to avoid or reduce the impacts to a level below significance would be implemented prior to will occur occurrence of the impact.

## **6.4 Air Quality**

An Air Quality Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON (May 16, 2016). This report addresses air quality impacts associated with the proposed Uptown CPU and associated discretionary actions. The report is included as Appendix D to this PEIR and forms the basis for the discussion in this section.

### **6.4.1 Existing Conditions**

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

### **6.4.2 Significance Determination Thresholds**

#### **6.4.2.1 CEQA Guidelines**

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego Significance Determination Thresholds (2011), and applicable air district standards described below. Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. A significant impact could occur if implementation of a proposed CPU would:

- 1) Conflicts or obstructs the implementation of the applicable air quality plan;
- 2) Result in a violation of any air quality standard or contributes substantially to an existing or projected air quality violation;
- 3) Expose sensitive receptors to substantial pollutant concentrations, including toxins; or
- 4) Create objectionable odors affecting a substantial number of people.

#### **6.4.2.2 San Diego Air Pollution Control District**

##### **a. Air Quality Standards**

Regarding question 2 above, the San Diego Air Pollution Control District (APCD) has established trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are utilized by the City of San Diego in their Significance Determination Thresholds (City of San Diego 2011) as one of the considerations when determining the potential

significance of air quality impacts for projects within the City. These thresholds would be applicable to future, individual development projects implemented within the proposed Uptown CPU area. The air quality impact screening levels applicable to future development within the proposed Uptown CPU area are shown in Table 6.4-1.

| Table 6.4-1<br>Air Quality Impact Screening Levels |               |                  |           |
|----------------------------------------------------|---------------|------------------|-----------|
|                                                    | Emission Rate |                  |           |
|                                                    | Pounds/Hour   | Pounds/Day       | Tons/Year |
| NO <sub>x</sub>                                    | 25            | 250              | 40        |
| SO <sub>x</sub>                                    | 25            | 250              | 40        |
| CO                                                 | 100           | 550              | 100       |
| PM <sub>10</sub>                                   | --            | 100              | 15        |
| Lead                                               | --            | 3.2              | 0.6       |
| VOC, ROG <sup>1</sup>                              | --            | 137 <sup>2</sup> | 15        |
| PM <sub>2.5</sub>                                  | --            | 100 <sup>3</sup> | --        |

SOURCE: APCD, Rule 20.2 (12/17/1998); City of San Diego 2011.

<sup>1</sup> The terms reactive organic gases (ROG) and volatile organic compounds (VOC) are essentially synonymous and are used interchangeably.

<sup>2</sup> VOC threshold are based on levels per the South Coast Air Quality Management District (SCAQMD) and Monterey Bay Air Pollution Control District, which have similar federal and state attainment status as San Diego.

<sup>3</sup> PM<sub>2.5</sub> threshold developed from the SCAQMD *Final Methodology to Calculate PM<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds* (SCAQMD 2006) and the PM<sub>10</sub> standard of the San Diego APCD.

The above thresholds are applicable to individual development projects and not a program level analysis such as the proposed Uptown CPU and associated discretionary actions. The project level thresholds are intended to ensure many individual projects would not obstruct the timely attainment of the national and state ambient air quality standards (AAQS). Generally, discretionary program-level planning activities, such as general plans, community plans, and specific plans, are evaluated for consistency with the local air quality plans as a measure of significance.

**b. Toxic Air Emissions**

Regarding toxic air emissions (Issue 3), for San Diego APCD permitted projects in general, the APCD does not identify a significant impact if the potential health risks from the proposed project would not exceed the health risk public notification thresholds specified by San Diego APCD Rule 1210. The public notification thresholds are:

- Maximum incremental cancer risks equal to or greater than ten in one million, or
- Cancer burden equal to or greater than 1.0, or
- Total acute non-cancer health hazard index equal to or greater than 1.0, or
- Total chronic non-cancer health hazard index equal to or greater than 1.0.

Therefore, for the purposes of evaluating the potential health risks associated with the air toxics addressed in this assessment, a significant impact would occur if the worst-case incremental cancer

risk is greater than or equal to ten in one million, or if the worst-case total acute or chronic health hazard index is greater than or equal to one.

### 6.4.3 Impact Analysis

#### Issue 1 Conflicts with Air Quality Plans

*Would the project conflict with or obstruct implementation of the applicable air quality plan?*

As described in Chapter 5.0, the California Clean Air Act requires air basins that are designated nonattainment of state AAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The two pollutants addressed in the San Diego Regional Air Quality Strategy (RAQS) are volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the Transportation Control Measures, were most recently adopted in 2009 as the air quality plan for the San Diego Air Basin (SDAB).

The basis for the RAQS is the distribution of population in the region as projected by San Diego Association of Governments (SANDAG). The San Diego APCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than population growth projections and land use intensity are inherently consistent. Amending the adopted Community Plan to change development potential would not necessarily result in an inconsistency between the current air quality plans (that are based on the adopted Community Plan) and the proposed Uptown CPU and associated discretionary actions. The focus of the RAQS is on emissions from the sources, not the actual land use, projects that propose development that is greater than anticipated in the growth projections warrant further analysis to determine consistency with RAQS and the State Implementation Plan (SIP). The consistency with the RAQS is further evaluated by comparing emissions that would occur under build-out of the adopted Community Plan to the emissions that would occur under build-out of the proposed Uptown CPU and associated discretionary actions.

The proposed Uptown CPU and associated discretionary actions would change the planned land use mix as follows:

- Decrease the projected number of residential units by approximately six percent;
- Decrease the amount of land designated for commercial development by 0.2 percent, and
- Increase the amount of land designated for institutional development by nine percent.

As presented below, future operational emissions under the proposed Uptown CPU and associated discretionary actions would be less than future operational emissions under the adopted Community Plan. Thus, because the land use changes associated with the proposed Uptown CPU and associated discretionary actions would not result in an effective increase in operational emissions, the proposed Uptown CPU and associated discretionary actions would be consistent with assumptions contained in the RAQS, and impacts would be less than significant.



## Issue 2 Air Quality Standards

*Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?*

Air quality impacts can result from the construction and operation of a project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. In the case of the proposed Uptown CPU and associated discretionary actions, operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along the roadways. Construction and operational impacts of the proposed Uptown CPU and associated discretionary actions are discussed below.

### a. Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

To illustrate the range of potential construction-related air quality impacts from projects that could occur, three hypothetical projects were evaluated. The size and scope of these hypothetical projects was selected to reflect typical projects in heavily developed areas such as the Uptown CPU area. Hypothetical projects include a 1.8-acre multi-family residential project, a 25,000-square-foot commercial project, and a 65,000-square-foot light industrial project. The 1.8-acre multi-family development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of a 29-unit multi-family structure. The commercial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 25,000 square feet of commercial use. The light industrial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 65,000 square feet of industrial use. Although there are no proposed industrial land use designations in the CPU area, the size and scope of these hypothetical projects was selected to reflect typical projects in heavily developed areas such as the Uptown area and represents a conservative analysis.

Air emissions were calculated using CalEEMod 2013.2.2 (CalEEMod). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California specific emission factors. The model estimates mass emissions from two basic sources: construction sources and operational sources (i.e., area and mobile sources). CalEEMod can estimate the required construction equipment when project specific information is unavailable. The estimates are based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission

estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

CalEEMod estimates were used to develop construction scenarios based on typical construction that would occur with build-out of the proposed Uptown CPU area. The analysis assumed that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD Rule 55.0, Fugitive Dust Control. An architectural coating VOC limit of 150 grams per liter was used for all interior and exterior coatings to reflect the requirements of San Diego APCD, Rule 67.

A summary of the modeling results for these sample projects is shown in Table 6.4-2.

| Pollutant         | Residential Project | Commercial Project | Industrial Project | Project-level Threshold |
|-------------------|---------------------|--------------------|--------------------|-------------------------|
| ROG               | 55                  | 70                 | 91                 | 137                     |
| NO <sub>x</sub>   | 29                  | 14                 | 29                 | 250                     |
| CO                | 22                  | 10                 | 22                 | 550                     |
| SO <sub>2</sub>   | 0                   | 0                  | 0                  | 250                     |
| PM <sub>10</sub>  | 4                   | 1                  | 4                  | 100                     |
| PM <sub>2.5</sub> | 3                   | 1                  | 3                  | 100                     |

NOTE: Due to rounding, the total PM emissions indicated in the CalEEMod output files

Emissions summarized in Table 6.4-2 are the maximum emissions for each pollutant and that they may occur during different phases of construction. They would not necessarily occur simultaneously. These are, therefore, the worst-case emissions. For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the thresholds shown in the far right column of Table 6.4-2. As shown, the hypothetical individual projects would not exceed the applicable thresholds. Potential cumulative construction emissions are addressed below.

Typical daily construction emissions are presented to illustrate the potential scope of air impacts for projects that could be constructed under the proposed Uptown CPU and associated discretionary actions. Based on this analysis, individual projects constructed as part of build-out of the proposed Uptown CPU area would not exceed air quality significance thresholds for construction. Additionally, the regulations at the federal, state, and local level provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA, as well as an analysis of those projects for consistency with the goals, policies and recommendations of the General Plan. Based on the hypothetical worst case construction emission analysis, emissions associated with build-out of the proposed Uptown CPU and associated discretionary actions at the project level would be less than significant. Ministerial projects would not require a formal environmental review. Generally, ministerial permits require a public official to

determine only that the project conforms to applicable zoning and building code requirements, and that applicable fees have been paid. These projects are generally smaller in size than those requiring discretionary review and would be smaller than the hypothetical projects evaluated in this analysis. As such, construction related air quality impacts associated with ministerial projects would be less than significant.

## **b. Operation**

Operation emissions are long-term and include mobile and area sources. Sources of operational emissions associated with future projects developed under the proposed Uptown CPU and associated discretionary actions include:

- Traffic generated by the project.
- Area source emissions from the use of natural gas, fireplaces, and consumer products.

Air pollutants generated by all land uses within the proposed Uptown CPU area were modeled based on average emissions from land use types. For the purposes of this analysis, it was assumed that the land use changes contained in the proposed Uptown CPU and associated discretionary actions would be fully constructed in 2035. Actual emissions would vary depending on future projects and regulations within the Uptown CPU area.

Program-level air emissions would exceed the City's project-level thresholds; however, project-level standards are not appropriate for a program-level analysis, as the thresholds are conservative and intended to ensure that multiple simultaneous individual projects would not obstruct the timely attainment of the national and state ambient air quality standards. Generally, discretionary, program-level planning activities, such as general plans, community plans, specific plans, etc., are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the proposed Uptown CPU and associated discretionary actions is based on the future emissions estimates and related to attainment strategies derived from the adopted Community Plan.

At the program level, the analysis looks at the emissions of the proposed Uptown CPU and associated discretionary actions in relation to the adopted Community Plan to determine if the emissions would exceed the emissions estimates included in the RAQS to determine whether the proposed Uptown CPU would obstruct attainment or result in an exceedance of AAQS that would result in the temporary or permanent exposure of persons to unhealthy concentrations of pollutants. As such, the analysis evaluates the potential for future development within the Uptown CPU area to result in, or contribute to, a violation of any air quality standard based on the change in pollutant emissions that would result from build-out of the adopted Community Plan in the year 2035 compared to the emissions resulting from the proposed Uptown CPU and associated discretionary actions in the year 2035. Table 6.4-3, summarizes the estimated maximum emissions for the proposed Uptown CPU and associated discretionary actions by source. As shown in Table 6.4-3, operational emissions associated with the proposed Uptown CPU and associated discretionary actions would be lower for all pollutants when compared to the adopted Community Plan.

| Table 6.4-3<br>Total Operational Emissions for the Uptown CPU Area |        |                            |                 |           |                 |                  |                   |
|--------------------------------------------------------------------|--------|----------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| Condition                                                          | Source | Pollutant (pounds per day) |                 |           |                 |                  |                   |
|                                                                    |        | ROG                        | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Adopted Community Plan                                             | Area   | 1,367.24                   | 32.85           | 2,850.68  | 0.15            | 57.64            | 57.20             |
|                                                                    | Energy | 12.86                      | 110.86          | 54.04     | 0.70            | 8.88             | 8.88              |
|                                                                    | Mobile | 1,083.86                   | 1,681.45        | 9,902.87  | 37.45           | 2,535.50         | 703.36            |
|                                                                    | Total  | 2,463.96                   | 1,825.16        | 12,807.59 | 38.30           | 2,602.02         | 769.44            |
| Proposed CPU and Associated Discretionary Actions                  | Area   | 1,308.54                   | 30.92           | 2,683.45  | 0.14            | 54.26            | 53.84             |
|                                                                    | Energy | 12.42                      | 107.15          | 52.80     | 0.68            | 8.58             | 8.58              |
|                                                                    | Mobile | 924.30                     | 1,427.93        | 8,421.29  | 31.74           | 2,148.53         | 596.04            |
|                                                                    | Total  | 2,245.25                   | 1,566.00        | 11,157.54 | 32.56           | 2,211.36         | 658.47            |
| Change                                                             |        | -218.70                    | -259.15         | -1,650.05 | -5.74           | -390.66          | -110.98           |

Further, while emissions associated with build-out of the entire CPU area would exceed the City's project-level thresholds, the Uptown CPU would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU and associated discretionary actions would not increase air pollutants in the region, would not further increase the frequency of existing violations of federal or state AAQS, or result in new exceedances. Air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts.

### Issue 3 Sensitive Receptors

*Would the project expose sensitive receptors to substantial pollutant concentrations, including toxins?*

#### a. Localized Carbon Monoxide Hot Spots Impacts

The traffic study concluded that six intersections in the proposed Uptown CPU area would operate at Level of Service (LOS) E or worse. Based on the CO Protocol, the three worst signalized intersections in the Uptown CPU area were selected for a detailed carbon monoxide (CO) hot spot analysis. These intersections are listed in Table 6.4-4. A computer air emission dispersion model, CALINE4, was used to calculate CO concentrations at receivers located at each intersection. These concentrations were derived from inputs including traffic volumes from the CPU traffic analysis and emission factors from EMFAC2014. The results of the modeling for these three intersections in the Uptown CPU area are summarized in Table 6.4-4.

| Roadway                                          | 1-Hour CO ppm | 1-Hour CO Standard CAAQS/ NAAQS | 8-Hour CO ppm <sup>1</sup> | 8-Hour CO Standard CAAQS/ NAAQS |
|--------------------------------------------------|---------------|---------------------------------|----------------------------|---------------------------------|
| Washington St & Eighth Ave/<br>SR-163 Off-Ramp   | 4.5           | 9.0/9                           | 3.2                        | 20/35                           |
| Washington St/Normal St &<br>Campus Ave/Polk Ave | 3.8           |                                 | 2.7                        |                                 |
| Elm St & Sixth Ave.                              | 5.1           |                                 | 3.6                        |                                 |

<sup>1</sup>8-hour concentrations developed based on a 0.7 persistence factor  
SR = State Route

As shown, the maximum 1-hour concentration would be 5.1 ppm. This concentration is below the federal and state 1-hour standards. In order to determine the 8-hour concentration, the 1-hour value was multiplied by a persistence factor of 0.7, as recommended in the CO Protocol. Based on this calculation, the maximum 8-hour concentration would be 3.6 ppm. Thus, increases of CO due to the Uptown CPU would be below the federal and state 8-hour standards. Therefore, there would be no harmful concentrations of CO within the Uptown CPU area, and localized air quality emissions would be less than significant.

## **b. Toxic Air Emissions**

An assessment was completed to evaluate the potential effects associated with placing sensitive land uses in the vicinity of existing sources of air pollution. In the case of the proposed Uptown CPU and associated discretionary actions, this source of air pollution is vehicle traffic on freeways. Therefore, this assessment discloses the maximum potential health risks (residential and worker) within the Uptown CPU area due to these existing external sources.

### ***Stationary Sources***

The proposed Uptown CPU and associated discretionary actions include land uses which may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local; however, they also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources are regulated by the local air pollution control or management district through the issuance of permits; in this case, the agency is the San Diego APCD.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. In accordance with Assembly Bill 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility must submit a risk reduction audit and

plan to demonstrate how the facility would reduce health risks. Thus, with this regulatory framework, at the program level, impacts associated with stationary sources in the Uptown CPU area would be less than significant.

### ***Mobile Sources***

Unlike stationary sources, local agencies, such as the San Diego APCD, do not regulate roadways as emission sources. While the California Air Resources Board (CARB) regulates vehicle emissions and fuel formulations, the source of the majority of diesel particulate matter (DPM) is regulated nationwide by the U. S. Environmental Protection Agency. To determine the exposure of sensitive receptors to DPM within the Uptown CPU area, a single AERMOD run was created for all freeway sources in the Uptown CPU area. The results provide the total average annual DPM concentrations at each modeled grid receiver. The resulting total average annual DPM concentrations were then used to calculate the incremental cancer risk and chronic health hazard index at each receiver. The model, AERMOD, input and output data results are included and summarized below.

### ***Carcinogenic Risk***

There is no adopted standard for evaluating the DPM emission impacts due to vehicles traveling on local roadway and freeways. Therefore, the significance threshold of ten in one million was used in evaluating the potential impacts from the vehicular sources. DMP concentrations can be equated to carcinogenic risk to determine significance of an impact. Carcinogenic health risk is determined by calculating lifetime average daily exposure based on a variety of factors such as respiration rate, body weight and pollutant concentration. Specific methodology for determining carcinogenic risk is described in the Air Quality Analysis, Section 5.0 (Appendix D).

The average annual concentration of diesel particulates at each modeled receiver was calculated using air dispersion models as detailed in Section 5.3.2.2 of the Air Quality Analysis (Appendix D). Contours of the particulate matter less than 10 microns in diameter (PM10) annual maximum annual concentrations for the Uptown CPU are shown in Figure 6.4-1.

The results of the assessment indicate that the worst-case residential incremental increase in cancer risk due to DPM emissions associated with increased traffic on local freeways in the Uptown CPU area is 0.08 in one million and occurs in the southwestern portion of the CPU area, west of I-5 near the intersection of Grape Avenue and Front Street. The location of the Uptown maximum exposed individual resident and maximum exposed individual worker are shown in Figure 6.4-1. The maximum concentrations higher than the maximum exposed individual resident and maximum exposed individual worker locations occur within the Interstate 5 right-of-way. This high-end residential incremental cancer risk is less than the significance threshold of ten in one million. Exposure associated with the 65<sup>th</sup> percentile, 80<sup>th</sup> percentile, and worker incremental cancer risks at this location would be less than the 95<sup>th</sup> percentile value. Therefore, incremental increase in cancer risks to sensitive receivers would be less than significant.



Image source: SanGIS (flown May 2012)

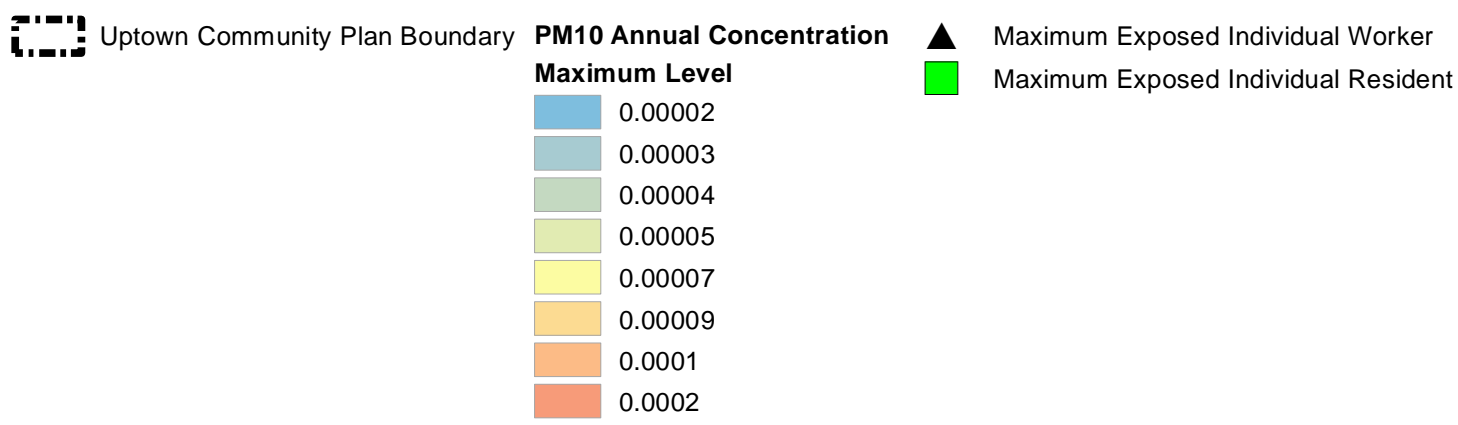
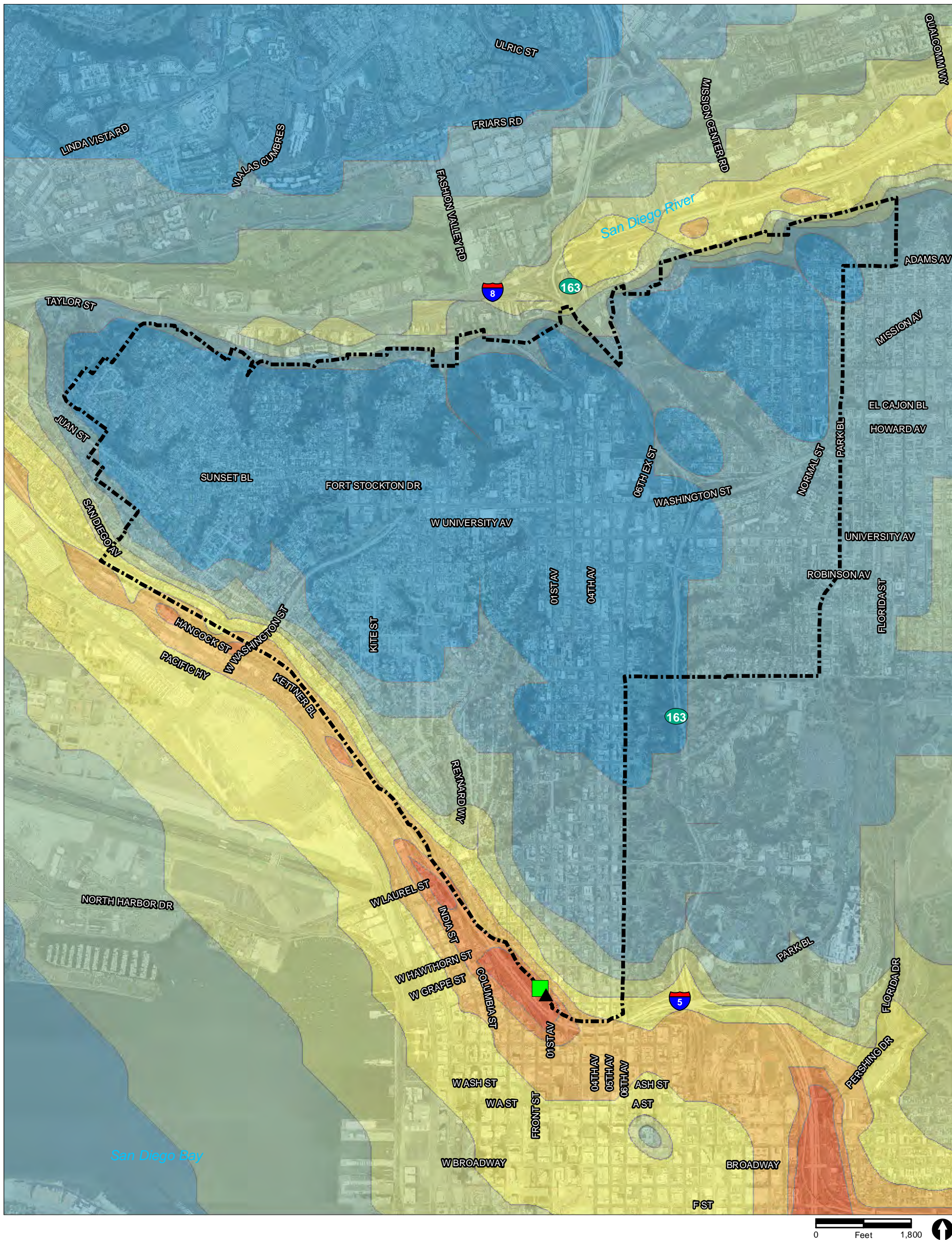


FIGURE 6.4-1

2035 Annual PM Concentrations from Freeway Operations – Uptown



**Chronic Risk**

Chronic risk is a long-term, non-carcinogenic health risk. Characterization of these risks is performed by comparing the estimated annual air concentrations of the substance (pollutant) to a reference exposure level. A chronic hazard quotient is obtained by dividing the average annual concentration by the reference exposure level. The hazard index provides a measure of total potential chronic non-carcinogenic health effects and is calculated for each receiver by summing the hazard quotients for all individual substances that impact the same toxicological endpoint. The analysis conducted for the proposed Uptown CPU and associated discretionary actions considered inhalation diesel particulate matter. When an individual hazard quotient is less than or equal to one, no adverse chronic non-carcinogenic health effects are expected from that substance. Similarly, if the hazard index is greater than one, chronic non-carcinogenic effects resulting from exposure to the substances emitted may be possible.

An assessment of the potential chronic risk due to DPM was made at the same receivers throughout the Uptown CPU area as discussed above for the carcinogenic risk. The results of the analysis indicate that the worst-case chronic health hazard index due to DPM from the freeways would be approximately 0.1 or less in 2035. The 2035 chronic health hazard index would be less than one at all locations within the Uptown CPU area. Therefore, this represents a less than significant chronic health impact.

Based on the preceding analysis the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to exposure of sensitive receptors to carbon monoxide hot spots and toxic air emissions.

**Issue 4 Odors**

*Would the project create objectionable odors affecting a substantial number of people?*

A potential odor impact can occur from two different situations: 1) the proposed Uptown CPU and associated discretionary actions would introduce receptors in a location where they would be affected by an existing or future planned odor source, or 2) proposed uses within the proposed Uptown CPU and associated discretionary actions would generate odors that could adversely affect a substantial number of persons.

The proposed Uptown CPU and associated discretionary actions would allow for development of single-family residential, multi-family residential, commercial, institutional, hotel, and park and open space land uses within the Uptown CPU area. While specific future land uses within the Uptown CPU area are not known at this program level of analysis, planned land uses would not encourage or support uses that would be associated with significant odor generation. The proposed Uptown CPU applies land uses based on the developed nature of the Uptown CPU area that includes residential uses in close proximity to commercial areas. A typical use in the CPU area that would generate odors would be restaurants. Restaurants can create odors from cooking activities, but would not generally be considered adverse. Odors associated with restaurants or other commercial uses would be similar to existing residential and food service uses throughout the Uptown CPU area. Odor generation is generally confined to the immediate vicinity of the source. Thus, implementation



of the proposed Uptown CPU and associated discretionary actions would not create operational-related objectionable odors affecting a substantial number of people within the City.

## Cumulative Impacts

### a. Air Quality Plans

For purposes of Issue 1, the cumulative study area would be considered the SDAB. Since the analysis provided under Issue 1 is a discussion of consistency with the air quality plan for the SDAB (i.e. the RAQS), the analysis provided a cumulative analysis by nature since it considers consistency of the project with a regional air quality plan that relies on the land use plans of jurisdictions within the basin. As discussed above, the proposed Uptown CPU and associated discretionary actions would generate less air emissions than the air emissions associated with build-out of the adopted Community Plan. Thus, the proposed Uptown CPU and associated discretionary actions would result in emissions less than what were anticipated when the RAQS were developed and the proposed Uptown CPU and associated discretionary actions would not conflict with implementation of the air quality plan. Thus, cumulative impacts related to conflicts with air quality plans would be less than significant.

### b. Air Quality Standards

#### ***Construction***

As shown in Table 6.4-2 above, the hypothetical worst case individual projects would not result in air emissions that would exceed the applicable thresholds. If several of these worst case hypothetical projects were to occur simultaneously, there is the potential to exceed significance thresholds. However, in order for exceedance of construction emissions thresholds to occur, more than one large scale project would have to be occurring within close proximity to one another with overlapping construction schedules. While unlikely to occur based on the fact that the Uptown CPU area is largely built out, future environmental review for these larger projects would allow for a site-specific analysis of construction level air quality emissions to ensure projects are appropriately phased and timed to avoid such cumulative construction emissions. Thus, with implementation of the existing regulatory framework, cumulative construction emissions would be less than significant.

#### ***Operation***

Regarding operational emissions, for purposes of this program level analysis, consistency with the RAQS was considered the applicable threshold since the City's project specific air quality impact screening levels shown in Table 6.4-1 would not be applicable to a community wide plan update. As discussed, build-out of the Uptown CPU area would result in emissions below what was used in the assumptions used to develop the RAQS; thus, overall build-out of the Uptown CPU area would not result in operational emission impacts. Since the RAQS are established for the SDAB which is the cumulative study area for air quality emissions, build-out of the land uses within the Uptown CPU area would not have the potential to result in a significant cumulative impact. Thus, cumulative operational emissions associated with build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

## **c. Sensitive Receptors**

### ***CO Hot Spots***

The CO hot spot analysis evaluated three intersections in the Uptown CPU area. The hot spot analysis indicated that the increases of CO due to the implementation of the CPU would be below the federal and state 1-hour and 8-hour standards. Since CO hot spots are a localized phenomenon, development within other community plans would not contribute to a cumulative CO hot spot impact.

### ***Toxic Air Emissions***

As discussed under Issue 2 above, the San Diego APCD would require an emissions inventory and health risk assessment in accordance with Assembly Bill 2588 prior to issuance of any permits to construct or operate a stationary emission source. These requirements would extend to land uses within the Uptown CPU area in addition to land uses within the SDAB as a whole. Thus, existing laws are in place that require evaluation and reduction of risks for individual projects developed in accordance with applicable and use plans. Site specific evaluation of health risks associated with stationary sources cannot be conducted at this level of review, as the project does not include specific development proposals. Nevertheless, existing regulations would ensure that cumulative impacts associated with stationary sources of toxic air emissions would be less than significant as build-out of the plan occurs.

As discussed above under Issue 3, the carcinogenic risks associated with diesel-fueled vehicles operating on local freeways would be less than ten in a million within the Uptown CPU area and the non-carcinogenic risks from PM<sub>10</sub> are measured to have a maximum chronic hazard index below the significance threshold of one. Development of cumulative projects within the SDAB would not exacerbate health effects since the evaluation is location specific considering exposure to contaminants at a specific location. Therefore, the cumulative carcinogenic and non-carcinogenic toxic air emissions from exposure of residents to diesel particulate matter emissions would be less than significant.

## **d. Odors**

For purposes of odor impacts, build-out of the three proposed Community Plans including North Park, Golden Hill, and Uptown is considered within the cumulative analysis. Implementation of the CPUs would not result in a significant cumulative odor impact because the CPUs and associated discretionary actions would result in single-family residential, multi-family residential, commercial, and park and open space land uses. These uses are not associated with generation of substantial odors. Additionally, odors are typically confined to the immediate area surrounding their source and thus, individual odor sources would not combine to produce a cumulative impact. Thus, objectionable odors affecting a substantial number of people within the City would not result, and cumulative odor impacts would be less than significant.

## 6.4.4 Significance of Impacts

Future operational emissions from the build-out of the proposed Uptown CPU and associated discretionary actions would be less than anticipated for future operational emissions under the adopted Community Plan. Thus, emissions associated with the proposed Uptown CPU and associated discretionary actions are already accounted for in the RAQS, and adoption of the proposed Uptown CPU and associated discretionary actions would not conflict with the RAQS. Thus regarding Issue 1, impacts related to conflicts with applicable air quality plans would be less than significant.

Regarding construction emissions under Issue 2, based on the hypothetical worst case construction emission analysis discussed previously, air emissions associated with build-out of individual projects under the proposed Uptown CPU and associated discretionary actions would be less than significant. Additionally, based on the types and scale of projects that are ministerial, air emissions associated with ministerial projects would not be of a size that would have the possibility of exceeding project level thresholds for air quality. Thus, construction emissions would be less than significant.

Regarding operational emissions under Issue 2, build-out of the CPU area would exceed the City's project-level thresholds for the proposed Uptown CPU; however the proposed Uptown CPU and associated discretionary actions would emit fewer pollutants than would occur under the adopted Community Plan. Therefore, the air emissions from build-out of the proposed Uptown CPU and associated discretionary actions would not increase air pollutants in the region, would not further increase the frequency of existing violations of federal or state AAQS, or would not result in new exceedances. Therefore, operational air quality impacts associated with the adoption of the proposed Uptown CPU and associated discretionary actions would be less than significant.

Regarding impacts to sensitive receptors (Issue 3), implementation of the proposed Uptown CPU and associated discretionary actions would not result in any CO hotspots. Additionally, carcinogenic risks associated with diesel-fueled vehicles operating on local freeways would be less than the applicable threshold, and non-carcinogenic risks from diesel particulate matter would be below the maximum chronic hazard index. Thus, air quality impacts to sensitive receptors would be less than significant and no mitigation is required

Regarding Issue 4, odor impacts would be less than significant, as the proposed Uptown CPU and associated discretionary actions do not propose land uses associated with generation of adverse odors. No mitigation is required.

## 6.5 Greenhouse Gas Emissions

A Greenhouse Gas Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON (September 18, 2015). A Supplemental Analysis to the Greenhouse Gas Analysis for Uptown, North Park, and Golden Hill Community Plan Updates was prepared by RECON dated May 16, 2016. These reports address greenhouse gas (GHG) emissions and impacts associated with the proposed Uptown CPU and associated discretionary actions. The reports are included as Appendix E-1 and E-2, respectively, to this Program Environmental Impact Report (PEIR) and form the basis for the discussion in this section.

### 6.5.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

#### 6.5.1.1 Methodology and Assumptions

Annual GHG emissions due to the operation of build-out of the Uptown Community Plan area under the adopted and proposed plans were calculated using California Emissions Estimator Model (CalEEMod; CAPCOA 2013). The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste sources. Where project-specific data were not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2013).

GHG emissions are estimated in terms of metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>E). CO<sub>2</sub>E emissions are the preferred way to assess combined GHG emissions because they give weight to the global-warming potential (GWP) of different gases. The GWP is the potential of a gas to warm the global climate in the same amount as an equivalent amount of emissions of carbon dioxide (CO<sub>2</sub>). As example, CO<sub>2</sub> has a GWP of 1, methane (CH<sub>4</sub>) has a GWP of 21, and nitrous oxide (N<sub>2</sub>O) has a GWP of 310, which means CH<sub>4</sub> and N<sub>2</sub>O have 21 and 310 times greater global warming effect than CO<sub>2</sub>, respectively.

#### a. Estimating Construction Emissions

At a program level, it would be speculative to estimate the schedule and construction requirements of individual projects that could occur in the Uptown CPU area. Thus, this analysis relies on the methodology used in the San Diego County Updated Greenhouse Gas Inventory (San Diego County 2013), which forecasts that between 2015 and 2035 construction emissions would comprise roughly

2.1 percent of total GHG emissions within the county. Therefore, construction emissions are estimated at 2.1 percent of the total operational GHG emissions associated with the planning area.

## **b. Estimating Vehicle Emissions**

Vehicle emissions are calculated based on the vehicle type, the trip rate, and trip length for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from California Air Resources Board's (CARB) Emission Factors 2011 model, which includes GHG reducing effects from the implementation of Pavley I (Clean Car Standards) and the Low Carbon Fuel Standard, and are thus considered in the calculation of emissions. Emission factors that include the effects of the Tire Pressure Program and the Low Emission Vehicles III regulations are not available. Therefore, to account for the effects of the Tire Pressure Program (0.6 percent) and the Low Emission Vehicles III (2.4 percent), a total 3 percent reduction was applied to the vehicle emissions calculated in CalEEMod (CARB 2011a).

The proposed Uptown CPU encourages increased development diversity by increasing commercial land uses in certain areas and decreasing the planned number of single-family and multi-family residences. Locating different land use types near one another can decrease vehicle miles traveled (VMT), as trips between land use types are shorter and may be accommodated by alternative modes of transportation (CAPCOA 2010). This reduction was calculated using methodology from California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA 2010). By increasing residential density within proximity of transit and commercial services, people's travel distances are affected and greater options for the mode of travel are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical urban residential density (CAPCOA 2010). By increasing transit accessibility (e.g., by locating a high-density project near transit), a shift in travel mode is facilitated along with reduced VMT. The effectiveness of these land-use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT and are not additive (CAPCOA 2010). For example, where high-density mixed use development is located within a 5- to 10-minute walk from a transit station with high-frequency transit or bus service and is combined with walkable and bicycle-friendly neighborhood design, a total VMT reduction up to 24 percent can be achieved (CAPCOA 2010). The proposed Uptown CPU's focus on community walkability and bikeability, diversity of land uses, and development of higher densities near job centers (downtown San Diego) was included in the CPU emission calculations. Based on a review of mapping, the average distance from areas with increased residential density to the nearest major job center, downtown San Diego, is approximately 1.9 miles for the Uptown CPU area. The proposed Uptown CPU and associated discretionary actions propose an increase in multi-family residences in close proximity to transit and existing commercial uses. The VMT from residents of these new developments would be less due to the reduced trip lengths. Although this reduction was only counted for new development under the proposed Uptown CPU, this would reduce overall mobile emissions by 5.9-2 percent in the Uptown CPU area.

## **c. Estimating Energy Use Emissions**

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then

multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as plug-in appliances. In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or “plug-in energy use,” can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.).

Energy consumption values are based on the California Energy Commission (CEC) sponsored *California Commercial End Use Survey and Residential Appliance Saturation Survey* studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod is based on the 2008 Title 24 energy code (Part 6 of the Building Code).

As identified by the CEC, the Energy Code requires various improvements in the built environment that would achieve a 21.8 percent increase in electricity efficiency and a 16.8 percent increase in natural gas efficiency in non-residential buildings, a 36.4 percent increase in electricity efficiency and a 6.5 percent increase in natural gas efficiency in single-family uses, and a 23.3 percent increase in electricity efficiency and a 3.8 percent increase in natural gas efficiency in multi-family uses (CEC 2013).

The Uptown CPU area would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E’s specific energy intensity factors (i.e., the amount of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O per kilowatt-hour) are used in the calculations of GHG emissions. The state mandate for renewable energy is 33 percent by 2020 and 50 percent by 2030 (RECON 2015). However, the energy intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). SDG&E currently has procured 36.4 percent and would achieve 50 percent by 2030. To account for the continuing effects of Renewables Portfolio Standard (RPS) through 2020, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by SDG&E. SDG&E energy intensity factors that include this reduction are shown in Table 6.5-1.

| <b>Table 6.5-1<br/>San Diego Gas &amp; Electric Intensity Factors</b> |                   |                   |                   |                   |
|-----------------------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|
| GHG                                                                   | 2009<br>(lbs/MWh) | 2016<br>(lbs/MWh) | 2020<br>(lbs/MWh) | 2035<br>(lbs/MWh) |
| Carbon dioxide (CO <sub>2</sub> )                                     | 720.49            | 531.72            | 531.72            | 433.73            |
| Methane (CH <sub>4</sub> )                                            | 0.029             | 0.021             | 0.021             | 0.017             |
| Nitrous oxide (N <sub>2</sub> O)                                      | 0.006             | 0.004             | 0.004             | 0.004             |
| SOURCE: SDG&E 2011.<br>lbs = pounds<br>MWh = megawatt hour            |                   |                   |                   |                   |

#### **d. Estimating Area Source Emissions**

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011b).

#### **e. Estimating Water and Wastewater Emissions**

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH<sub>4</sub> and N<sub>2</sub>O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2013). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2013).

Development would be subject to California Green Building Standards Code (CalGreen), which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations.

In addition to water reductions under CalGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS through 2020 and 2030, the energy intensity factors included in CalEEMod were reduced by the values shown in Table 6.5-1.

#### **f. Estimating Solid Waste Emissions**

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change (IPCC) method using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters. No solid waste reductions were modeled.

### **6.5.2 Significance Determination Thresholds**

Thresholds used to evaluate potential impacts related to GHG emissions are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G. A significant impact could occur if implementation of a proposed CPU would:

- 1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

As stated in the Guidelines, these questions are “intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance” (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, VII Greenhouse Gas Emissions). The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the Guidelines allow lead agencies to develop their own significance threshold and/or to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

Section 15064.4 of the CEQA Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
  - (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
  - (2) Rely on a qualitative analysis or performance-based standards.

While calculation of a project’s contribution to greenhouse gas emissions is required, the CEQA Guidelines do not establish a standard by which to judge a significant effect or a means to establish such a standard. In order to determine significance of the impacts associated with implementation of the proposed Uptown CPU and associated discretionary actions, an inventory was developed based on the land use designations associated with the adopted Community Plan. Emissions from the proposed Uptown CPU and associated discretionary actions were then compared to the existing GHG emissions inventory and the GHG emissions inventory for the adopted Community Plan. If emissions from build-out of the Uptown CPU and associated discretionary actions are less than those that would be generated by build-out of the adopted Community Plan, impacts related to GHG emissions would be less than significant provided the proposed Uptown CPU and associated discretionary actions implement the land use-related strategies identified in the Climate Action Plan (CAP). If emissions from build-out of the proposed Uptown CPU and associated discretionary actions are greater than those of the adopted Community Plan, impacts related to GHG emissions could still be less than significant if the increase in GHG emissions is a direct result of implementing CAP strategies and the General Plan’s City of Villages Strategy.



As discussed in Section 5.5 of this PEIR, implementation of the City's CAP would result in Citywide GHG reductions consistent with its proportionate share of Statewide GHG emissions targets. The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, community plan updates that would result in a reduction in GHG at build-out compared to GHG emissions at build-out under the adopted Community Plan would result in further GHG reductions. However, the CAP is a Citywide program and the General Plan City of Villages Strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system. Concentrating new growth in an area can result in greater GHG emissions than allowing the less intensive land uses to remain. Thus, consistency with the City of Villages Strategy can result in specific areas having an increase in GHG emissions, while Citywide a decrease of GHG emissions may occur. To address this phenomenon, this section takes a two-tiered approach in discussing GHG emissions: 1) a quantitative analysis of the existing conditions, build-out of the adopted Community Plan, and build-out of the proposed North Uptown CPU and implementation of the associated discretionary actions; and 2) a discussion of whether or not the Uptown CPU and associated discretionary actions are consistent with the CAP.

### 6.5.3 Impact Analysis

#### Issue 1 Greenhouse Gas Emissions

*Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

As compared to the existing land uses, the proposed Uptown CPU and associated discretionary actions would reduce industrial, institutional, hotel, and single-family residential land uses while increasing the development of commercial uses and multi-family dwelling units. This change represents an increase in land use types and density in the Community Plan area. Table 6.5-2 summarizes the land use distribution for the Uptown Community Plan area for existing conditions, the adopted Community Plan, and the proposed Uptown CPU and associated discretionary actions.

| <b>Table 6.5-2<br/>Land Use Distribution</b>                                                                                                                                   |                   |                        |                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|-------------------------|
| Land Use                                                                                                                                                                       | Existing Land Use | Adopted Community Plan | Proposed Community Plan |
| <b>Residential (dwelling units)</b>                                                                                                                                            |                   |                        |                         |
| Single-Family                                                                                                                                                                  | 7,540             | 5,540                  | 5,500                   |
| Multi-Family <sup>1</sup>                                                                                                                                                      | 15,620            | 29,060                 | 27,180                  |
| <b>Subtotal<sup>2</sup></b>                                                                                                                                                    | <b>23,160</b>     | <b>34,600</b>          | <b>32,680</b>           |
| <b>Non-Residential (square feet)</b>                                                                                                                                           |                   |                        |                         |
| Commercial                                                                                                                                                                     | 4,184,170         | 4,783,000              | 4,785,200               |
| Industrial                                                                                                                                                                     | 19,710            | -                      | -                       |
| Institutional                                                                                                                                                                  | 2,627,550         | 2,314,900              | 2,485,700               |
| Hotels                                                                                                                                                                         | 366,460           | 174,000                | 174,000                 |
| Recreation                                                                                                                                                                     | 31,110            | 31,100                 | 31,100                  |
| Subtotal <sup>2</sup>                                                                                                                                                          | 7,229,000         | 7,303,000              | 7,476,000               |
| <sup>1</sup> All dwelling units that are not single-family were counted as multi-family. This includes dwelling units on other land uses such as commercial and institutional. |                   |                        |                         |
| <sup>2</sup> Total area may not match the sum of listed areas due to rounding.                                                                                                 |                   |                        |                         |

Based on the methodology summarized above, GHG emissions were calculated for the existing (on the ground) land uses, the land uses at build-out of the adopted Community Plan (in 2035, and the land uses at build-out of the proposed Uptown CPU and associated discretionary actions (in 2035). Table 6.5-3 summarizes the GHG emissions under each scenario.

| <b>Table 6.5-3<br/>GHG Emissions for the Uptown Community Plan Area<br/>(MT CO<sub>2</sub>E per Year)</b> |          |                            |                            |                                 |
|-----------------------------------------------------------------------------------------------------------|----------|----------------------------|----------------------------|---------------------------------|
| Emission Source                                                                                           | Existing | Adopted Community Plan     | Proposed CPU               | Difference (Proposed – Adopted) |
| Vehicles                                                                                                  | 382,422  | <del>380,530</del> 347,868 | <del>372,922</del> 340,913 | -7,6086,955                     |
| Energy Use                                                                                                | 80,430   | <del>85,603</del> 74,909   | <del>83,533</del> 73,046   | -2,0701,863                     |
| Area Sources                                                                                              | 16,805   | 25,105                     | 23,712                     | -1,393                          |
| Solid Waste Disposal                                                                                      | 16,411   | 17,459                     | 17,488                     | 29                              |
| Water Use                                                                                                 | 14,339   | <del>15,969</del> 13,594   | <del>15,494</del> 13,189   | -475405                         |
| Construction                                                                                              | n/a      | <del>11,018</del> 10,058   | <del>10,776</del> 9,835    | -242222                         |
| TOTAL                                                                                                     | 510,407  | <del>535,684</del> 488,993 | <del>523,925</del> 478,184 | -11,75910,809                   |

For the purposes of determining significance, GHG emissions attributable to the proposed Uptown CPU and associated discretionary actions at full build-out were compared to the adopted Community Plan GHG emissions. The reason this comparison is appropriate is because the GHG emissions from the adopted Community Plan were used when developing the City's CAP GHG Inventory. Thus, if calculated future emissions of the proposed Uptown CPU would be consistent with, or less than, the emissions assumed in developing the CAP inventory, build-out of future land uses under the proposed Uptown CPU and associated discretionary actions would be consistent with the City's CAP emissions inventory and would not represent a significant impact related to GHG emissions. As illustrated in Table 6.5-3 the total GHG emissions attributable to build-out of land uses

under the adopted Community Plan equals ~~535,684~~488,993 MT CO<sub>2</sub>E per year. The total GHG emissions attributable to build-out of the land uses under the proposed Uptown CPU and associated discretionary actions equals ~~523,925~~478,184 MT CO<sub>2</sub>E per year. As shown in the above table, implementation of the proposed Uptown CPU and associated discretionary actions would result in a decrease in GHG emissions of ~~41,759~~10,809 MT CO<sub>2</sub>E when compared to the emissions that would occur under build-out of the adopted Community Plan. Because the proposed Uptown CPU and associated discretionary actions would result in a reduction of GHG emissions when compared with land used currently approved, impacts would be less than significant.

## Issue 2 Conflicts with Plans or Policies

*Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?*

The regulatory plans and policies discussed in Section 5.5 of this PEIR aim to reduce national, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are, thus, largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three-pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development.

### a. Consistency with State Plans

As discussed earlier, Executive Order S-3-05 establishes GHG emission reduction targets for the state, and Assembly Bill (AB) 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed Uptown CPU and associated discretionary actions would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aim to reduce electricity demand by increasing the efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The new construction associated with the proposed Uptown CPU and associated discretionary actions would be required to include all mandatory green building measures under the CalGreen Code. Therefore, the proposed Uptown CPU and associated discretionary actions would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

## **b. Consistency with Regional Plans**

### ***San Diego Association of Government's (SANDAG's) San Diego Forward: The Regional Plan***

The proposed Uptown CPU and associated discretionary actions would be consistent with the goals of the Regional Plan to develop compact, walkable and bicycle-friendly communities close to transit connections and consistent with smart growth principles. The proposed Uptown CPU and associated discretionary actions would reinforce transit corridors, bicycle lanes, and establish five pedestrian-oriented, urban, and mixed-use Villages that would reduce reliance on the automobile, and promote walking and biking and the use of alternative transportation. Policies contained within the proposed Uptown CPU Land Use and Mobility elements would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures would be consistent with the Regional Plan's Sustainable Communities Strategy. Thus, no significant adverse environmental effects would result from the adoption of the proposed Uptown CPU and associated discretionary actions in terms of consistency or conflicts with the Regional Plan.

## **c. Consistency with Local Plans**

### ***City of San Diego General Plan***

Compared to the existing land uses, the proposed Uptown CPU envisions reducing industrial, institutional, hotel, and single-family residential land uses and increasing commercial space and multi-family dwelling units. This would increase the diversity of land uses within the CPU area by encouraging "village-like" development consistent with the San Diego General Plan. The proposed Uptown CPU and associated discretionary actions also support General Plan concepts including increased walkability, a higher level of alternative transportation use, and sustainable development and green building practices.

Policies within the Land Use Element of the proposed Uptown CPU promote mixed-use development along major transportation corridors, specifically calling out Washington Street, University Avenue, 5<sup>th</sup> Avenue, 6<sup>th</sup> Avenue, Laurel Street, and Park Boulevard for a diversity of uses. Policies within the Mobility Element of the proposed Uptown CPU promote multi-modal development, enhanced pedestrian and bicycle facilities, and active storefronts to increase pedestrian engagement. Policies within the Conservation Element of the proposed Uptown CPU promote solar panels and the preservation and planting of street trees. All of these policies correspond with policies set out by the General Plan. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the San Diego General Plan.

### ***City of San Diego Climate Action Plan***

New land use designations and policies within the proposed Uptown CPU have been designed to reflect and implement the CAP and the GHG reduction recommendations of the General Plan. Specifically, the proposed Uptown CPU includes updated Land Use, Mobility, and Conservation elements that include multiple policies aimed at reducing GHG emissions from target emission sources and adapting to climate change. The proposed policies refine existing General Plan policies

with site-specific recommendations applicable to the individual community. In several cases, these policies are also consistent with state key GHG reduction plans, regulations, and recommended mitigation measures.

The CAP establishes five primary strategies for achieving the goals of the plan. Strategy 1 (Energy & Water Efficient Buildings) includes goals, actions, and targets with the aim of reducing building energy consumption. Energy reduction can be achieved through the continued use or adaptive reuse of the existing building stock along with any needed energy efficiency upgrades. The proposed Uptown CPU includes narrative and policies in the Conservation Element for creation of energy buildings, and more specifically, the retrofitting of public right-of-way lighting with energy efficient lighting to meet the City's energy efficiency goals outlined in the CAP. Another goal in Strategy 1 is to reduce daily per capita water consumption. The proposed Uptown CPU includes discussion and policies to address water usage within the Urban Design Element and Conservation Element, and encourages sustainable building design and incorporation of building features that would reduce water consumption. This is coupled with reducing the dependency on non-renewable energy sources and the maximization of daylight, the minimization of solar heat gain and natural ventilation, and the reduction of emissions. The Conservation Element also includes policies for use of recycled or graywater landscape irrigation systems and the retrofitting of public spaces with low-water vegetation, which would, in turn, reduce water usage.

Regarding CAP Strategy 2 (Clean & Renewable Energy), the Urban Design Element of the proposed Uptown CPU includes a policy to encourage development that incorporates renewable energy, such as small low-impact wind turbines or photo-voltaic panels on roof tops. The Conservation Element of the proposed Uptown CPU also contains an overarching goal to reduce dependence on non-renewable energy sources, and policies that include the use of sustainable building techniques for construction and operation of buildings that could include solar energy installations, electric vehicle charging stations, and solar water heating.

Strategy 3 (Bicycling, Walking, Transit & Land Use) of the CAP has a number of goals that relate to land use and planning. As discussed in Section 6.1.3 of this PEIR, the proposed Uptown CPU is consistent with the General Plan's Mobility Element and the City of Villages Strategy and is thus consistent with Action 3.1 of the CAP. Consistent with Action 3.2 of the CAP, the proposed Uptown CPU would mixed-use development and would promote pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities. Consistent with Action 3.6 of the CAP, the proposed Uptown CPU would implement transit-oriented development, particularly within and around the two Community Villages and three Neighborhood Villages.

The primary goal of CAP Strategy 4 (Zero Waste – Gas & Waste Management) is to divert solid waste and capture landfill methane gas emissions. This strategy is Citywide in nature; however, the proposed Uptown CPU furthers this strategy by including policies in the Urban Design Element that support the use of recycled materials in public improvements, encourages recycled or rapidly renewable source materials, and recycling of building materials for both public and private new development. The Urban Design Element includes a policy that supports the incorporation of recycling containers into streetscapes as well as public trails, and ensures that the locations are protected from weather and are secure so the containers cannot be removed and do not spill.

Strategy 5 (Climate Resiliency) of the CAP calls for further analysis of the resiliency issues that face the various areas of the City. Resiliency is addressed throughout the proposed Uptown CPU as it pertains to water usage, energy efficiency, and sustainable development practices as noted above. Also included within the proposed Uptown CPU are policies supporting and encouraging an increase in the tree canopy within the community to reduce summer heat temperatures and contribute to more inviting business districts for pedestrians. The selection, siting, and management of the planting of street trees within the Uptown CPU area are outlined within the proposed CPU to ensure successful establishment of trees to meet the CAP goals.

As mentioned in Section 5.5 of this PEIR, the CAP's Monitoring and Reporting Program Measure 1.4 calls for City Staff to annually evaluate City policies, plans (including the CAP), and codes as needed to ensure the CAP reduction targets are met. Through monitoring the effectiveness of CAP actions at reducing GHG emissions, the City would be able to make adjustments to the CAP, which could include amending land use plans to reflect more aggressive strategies for GHG reduction. Therefore, the proposed Uptown CPU and associated discretionary actions would be consistent with and would implement the CAP.

## Cumulative Impacts

The impact analysis discussed under Issue 1 above is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by the global greenhouse gas emissions and not an individual project. Cumulatively, there exists a significant impact related to greenhouse gas emissions at the global level. However, as discussed under Issue 1 above, the project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable because implementation of the proposed Uptown CPU and associated discretionary actions would result in a reduction in the future GHG emissions compared to the current land use plan. As discussed under Issue 2, City policies, plans, and codes will be evaluated as needed to ensure that CAP GHG emissions reduction targets are met. If implementation of the proposed Uptown CPU and associated discretionary actions cumulatively with other CPUs would be inconsistent with the CAP or other plans/policies for the reduction of GHG, the City could amend land use plans to reflect more aggressive strategies for GHG reduction and to ensure consistency with the adopted CAP. Thus, the contribution of the proposed Uptown CPU and associated discretionary actions to the existing cumulative impact would be less than cumulatively considerable.

### 6.5.4 Significance of Impacts

Potential impacts related to GHG emissions from implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant, as the GHG emissions from the Uptown CPU would be less than those assumed for the Uptown CPU area in the CAP GHG Inventory. Thus, the proposed Uptown CPU and associated discretionary actions would be consistent with the CAP and would result in a less than significant impact related to GHG emissions.

The proposed Uptown CPU would implement the General Plan's City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and is thus consistent with the CAP and the General Plan. Impacts related to conflicts

with applicable plans and policies addressing GHG emissions would be less than significant and no mitigation is required.

### **6.5.5 Mitigation Framework**

All impacts related to greenhouse gas emissions would be less than significant. Thus, no mitigation is required.

## 6.6 Noise

This section addresses the potential noise impacts that would result from implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. It also discusses the regulations applicable to subsequent projects contemplated by the proposed Uptown CPU and associated discretionary actions and the existing noise setting within the study area. This section is based on the Noise Analysis for the Uptown, North Park, and Golden Hill Community Plan Updates (Noise Report) prepared by RECON (2016) for the project (Appendix F).

### 6.6.1 Existing Conditions

The existing regional environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. The specific noise conditions for the Uptown CPU area are discussed in the following sections.

Existing noise sources in the Uptown CPU area are transportation and stationary sources. Transportation noise sources include vehicle traffic, and overflight of aircraft approaching and departing the San Diego International Airport (SDIA). Stationary noise sources include industrial and commercial operations. Noise from these sources conflicts with existing noise sensitive receptors throughout the communities.

#### 6.6.1.1 Noise Measurements

As part of the noise assessment, ambient noise levels were measured in the planning area to provide a characterization of the variability of noise throughout the Uptown CPU area and to assist in determining constraints and opportunities for future development. Ambient noise levels were measured to characterize the variability of noise and to assist in determining constraints and opportunities to avoid noise conflicts. Six 15-minute, daytime noise level measurements were conducted throughout the study area. Noise measurements were taken with two Larson-Davis LxT Type 1 Integrating Sound Level Meters, serial numbers 3827 and 3828. Each measurement location is shown in Figure 6.6-1. A summary of the measurements is provided in Table 6.6-1.

Based on the measurement data shown in Table 6.6-1, daytime noise levels in the Uptown CPU area are typical of an urban environment. Each measurement location and noise source observed during the measurements is discussed below.



**Table 6.6-1  
Noise Measurements – Uptown**

| ID* | Location          | Date      | Time                    | L <sub>eq</sub> |
|-----|-------------------|-----------|-------------------------|-----------------|
| U-1 | Columbia Street   | 3/03/2015 | 10:12 A.M. – 10:27 A.M. | 77.6            |
| U-2 | San Diego Avenue  | 3/03/2015 | 9:25 A.M. – 9:40 A.M.   | 69.1            |
| U-3 | Washington Street | 3/03/2015 | 10:51 A.M. – 11:06 A.M. | 64.5            |
| U-4 | Reynard Way       | 3/03/2015 | 1:30 P.M. – 1:45 P.M.   | 57.7            |
| U-5 | Sixth Avenue      | 3/03/2015 | 12:27 P.M. – 12:42 P.M. | 63.5            |
| U-6 | Normal Street     | 3/03/2015 | 11:46 A.M. – 12:01 P.M. | 64.4            |

\*Measurement locations are shown in Figure 6.6-1 and are represented by the ID provided above.  
L<sub>eq</sub> = average noise level.

Measurement U-1 was taken on Columbia Street adjacent to Interstate 5 (I-5). The main sources of noise at the measurement location were vehicle traffic on I-5 and aircraft arriving at and departing from the SDIA. The average measured noise level was 77.6 A-weighted decibels [dB(A) L<sub>eq</sub>].

Measurement U-2 was taken adjacent to San Diego Avenue. The measured speed on this portion of San Diego Avenue was 35 miles per hour (mph). The main source of noise at the measurement location was vehicle traffic on I-5, San Diego Avenue, and India Street. The average measured noise level was 69.1 dB(A) L<sub>eq</sub>.

Measurement U-3 was taken adjacent to Keating Street on top of a slope overlooking Washington Street. The main source of noise at the measurement location was vehicle traffic on Washington Street. The measured speed on this portion of Washington Street was 50 mph. The average measured noise level was 64.5 dB(A) L<sub>eq</sub>.

Measurement U-4 was taken adjacent to Reynard Way. The main source of noise at the measurement location was vehicle traffic on Reynard Way. The measured speed on this portion of Reynard Way was 30 mph. The average measured noise level was 57.7 dB(A) L<sub>eq</sub>.

Measurement U-5 was taken adjacent to Sixth Avenue. The main source of noise at the measurement location was vehicle traffic on Sixth Avenue. The measured speed on this portion of Sixth Avenue was 30 mph. The average measured noise level was 63.5 dB(A) L<sub>eq</sub>.

Measurement U-6 was taken adjacent to Normal Street. The main source of noise at the measurement location was vehicle traffic on Normal Street and Polk Avenue. The measured speed on this portion of Normal Street was 30 mph. The average measured noise level was 64.4 dB(A) L<sub>eq</sub>.



Image source: SanGIS (flown May 2012)



- Uptown Community Plan Boundary
- Noise Measurements

FIGURE 6.6-1  
Noise Measurement Locations



### 6.6.1.2 Existing Vehicle Traffic Noise

The dominant noise source is vehicle traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Vehicles traveling on I-5, I-8, State Route 163 (SR-163) are the dominant vehicle noise sources affecting the Uptown CPU area. The streets generating the greatest noise level in the Uptown CPU area are Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. The noise contour distances represent the predicted noise level for each roadway without the attenuating effects of noise barriers, structures, topography, or dense vegetation. As intervening structures, topography, and dense vegetation would affect noise exposure at a particular location, the noise contours should not be considered site-specific but are rather guides to determine when detailed acoustic analysis should be undertaken.

Figure 6.6-2 shows the existing vehicle traffic noise contours for the Uptown CPU area. As shown, existing noise levels in the community exceed 60 dB(A) community noise equivalent level (CNEL). The freeways are the dominant noise sources affecting the Uptown CPU area and encompass the noise contours from streets in the CPU area.

### 6.6.1.3 Existing Rail Traffic Noise

Railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. The rail corridor generally parallels I-5 at the western boundary of the Uptown planning area in the Midway Pacific Highway Community Plan Area. The San Diego Metropolitan Transit System provides trolley service along the rail corridor. Amtrak operates passenger trains and the Coaster operates commuter trains along the rail corridor daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily. The rail traffic noise is less than 60 dB CNEL within the Uptown CPU area.

### 6.6.1.4 Existing Aircraft Noise

The SDIA is located west of the Uptown CPU area. A majority of aircraft flying over the CPU area are approaching SDIA. Occasionally, aircraft flying over the CPU area are departing SDIA. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the Airport Land Use Compatibility Plan for San Diego International Airport (2014). The aircraft noise contours are based on year 2030 forecast noise exposure.

### 6.6.1.5 Existing Stationary Noise

Stationary sources of noise within the Uptown CPU area are due to the normal activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include car washes, fast food restaurants, and auto repair facilities. Sources of noise from commercial uses include machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The Municipal Code regulates excessive noises resulting from these types of activities.

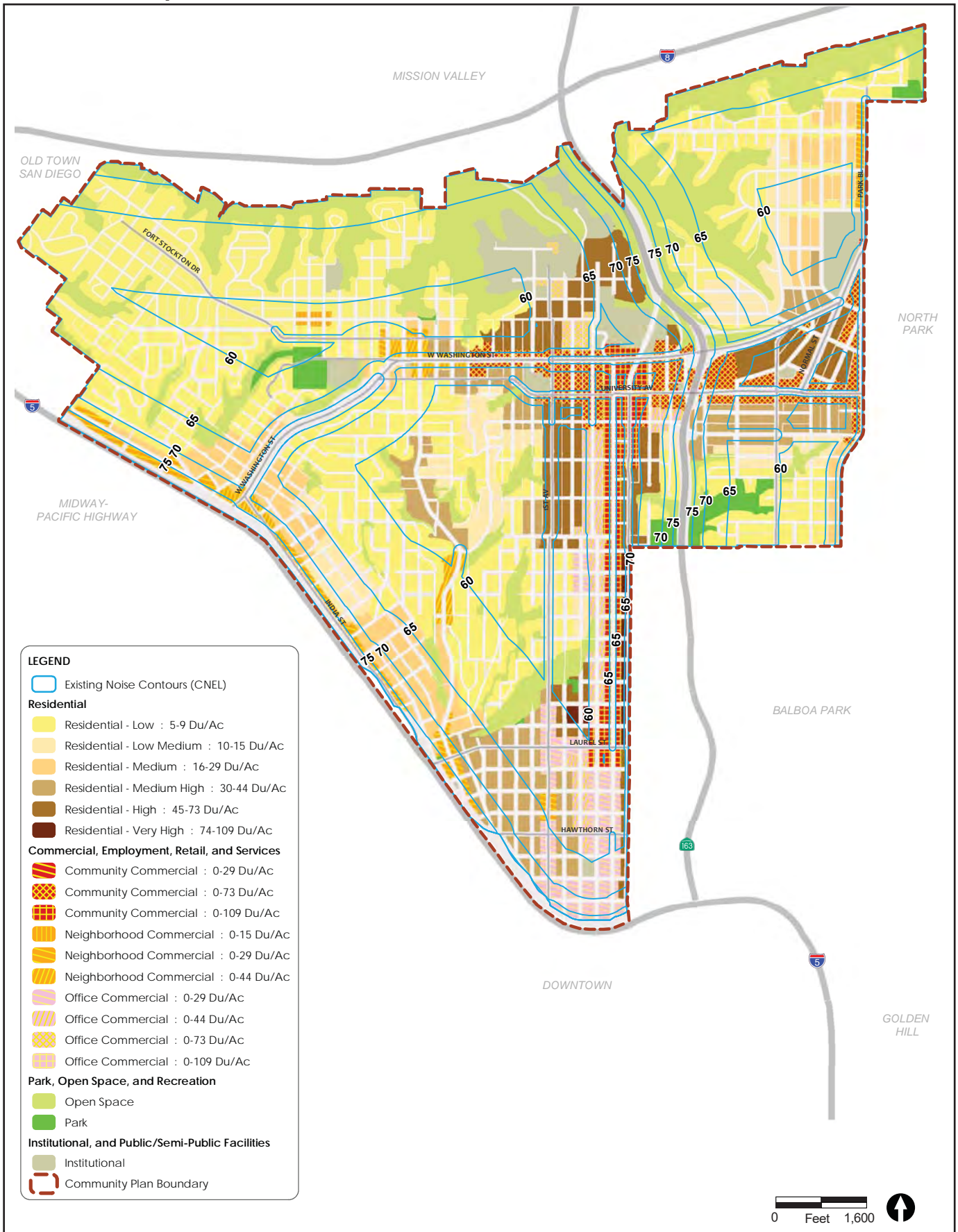


FIGURE 6.6-2 Existing Traffic Noise Contours for the Uptown CPU Area

## 6.6.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU. A significant impact related to noise would occur if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in or create a significant increase in the existing ambient noise levels;
- 2) Result in an exposure of people to current or future transportation noise levels which exceed guidelines established in the Noise Element of the General Plan;
- 3) Result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP);
- 4) Result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code; or
- 5) Result in the exposure of people to significant temporary construction noise.

### 6.6.2.1 Noise

Thresholds used to determine the significance of noise impacts are based on standards in the City General Plan Noise Element and the Noise Abatement and Control Ordinance (Section 59.5.0101 et seq. of Municipal Code) as described in the Regulatory Framework chapter, sections 5.6.2.1 and 5.6.2.2, respectively.

### 6.6.2.2 Vibration

While the City has not established specific groundborne noise and vibration standards, publications of the Federal Transit Administration (FTA) and California Department of Transportation (Caltrans) provide guidance for the analysis of environmental impacts due to groundborne noise and vibration relating to transportation and construction projects. Based on Caltrans recommended standards, a significant vibration impact would occur where residences would be exposed to an exceedance of 0.2 inch per second peak particle velocity.

## 6.6.3 Methodology

### 6.6.3.1 Vehicle Traffic Noise

Existing freeway volumes and traffic mixes were obtained from Caltrans and the San Diego Association of Governments (SANDAG) traffic and truck counts for the I-5, SR-163, and I-8. These

traffic mixes, further detailed in the Noise Analysis (see Appendix F), were used for modeling existing and future freeway noise. For all freeways, Caltrans existing truck counts indicate an approximate traffic mix of 96 percent cars, 3 percent medium trucks, and 1 percent heavy trucks. These traffic mixes were used for modeling existing and future freeway noise. This is consistent with traffic counts taken during the existing noise measurements, and the same as Caltrans truck counts for most area freeways.

The Federal Highway Administration (FHWA) Traffic Noise Model was used to calculate distances to noise contours for freeways and streets. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures. The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because no obstructions were assumed in the noise modeling, predicted noise levels used in the analysis are higher than would actually occur. In the actual environment, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise. For example, I-8 and SR-163 and portions of I-5 are at lower elevations than the streets and buildings in the Uptown CPU area and it is likely that the slopes adjacent to the freeways reduce the actual noise levels.

## 6.6.4 Impact Analysis

### Issue 1 Ambient Noise

*Would the proposed project result in or create a significant increase in the existing ambient noise level?*

As discussed in Section 6.6.1.1, Noise Measurements, existing noise levels were measured in the planning area to identify ambient noise conditions (refer to Table 6.6-1).

The freeways generating the greatest noise levels affecting the Uptown CPU area are I-5, I-8, and SR-163. The streets generating the greatest noise levels within the CPU area are Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. Increases in traffic noise gradually degrade the ambient noise environment, especially with respect to sensitive receptors. Vehicular traffic on streets in the CPU area would increase due to build-out of the proposed Uptown CPU and associated discretionary actions. Table 6.6-2 summarizes the existing and build-out traffic noise levels along various roadway segments in the Uptown CPU area. Roadway noise is measured in dB(A) CNEL at 50 feet from the roadway centerline.

| Table 6.6-2<br>Increases in Ambient Noise for the Uptown CPU Area |                          |                          |                      |                  |              |
|-------------------------------------------------------------------|--------------------------|--------------------------|----------------------|------------------|--------------|
| Roadway                                                           | From                     | To                       | Existing Noise Level | 2035 Noise Level | Change in dB |
| First Avenue                                                      | Arbor Drive              | Washington Street        | 62.1                 | 63.7             | 1.6          |
|                                                                   | Washington Street        | University Avenue        | 63.6                 | 64.5             | 0.9          |
|                                                                   | University Avenue        | Robinson Avenue          | 65.0                 | 67.1             | 2.1          |
|                                                                   | Robinson Avenue          | Pennsylvania Avenue      | 63.7                 | 65.6             | 1.9          |
|                                                                   | Pennsylvania Avenue      | Walnut Avenue            | 63.6                 | 66.0             | 2.4          |
|                                                                   | Walnut Avenue            | Laurel Street            | 61.7                 | 65.7             | 4.0          |
|                                                                   | Laurel Street            | Hawthorn Street          | 63.6                 | 64.2             | 0.6          |
|                                                                   | Hawthorn Street          | Grape Street             | 63.6                 | 63.3             | -0.3         |
|                                                                   | Grape Street             | Elm Street               | 60.1                 | 61.5             | 1.4          |
| Fourth Avenue                                                     | Arbor Drive              | Washington Street        | 65.9                 | 66.7             | 0.8          |
|                                                                   | Washington Street        | University Avenue        | 65.1                 | 64.9             | -0.2         |
|                                                                   | University Avenue        | Robinson Avenue          | 65.7                 | 66.1             | 0.4          |
|                                                                   | Robinson Avenue          | Walnut Avenue            | 63.4                 | 65.5             | 2.1          |
|                                                                   | Walnut Avenue            | Laurel Street            | 64.2                 | 66.7             | 2.5          |
|                                                                   | Laurel Street            | Grape Street             | 63.9                 | 66.3             | 2.4          |
|                                                                   | Grape Street             | Elm Street               | 63.7                 | 64.8             | 1.1          |
| Fifth Avenue                                                      | Washington Street        | University Avenue        | 65.6                 | 65.7             | 0.1          |
|                                                                   | University Avenue        | Robinson Avenue          | 65.1                 | 66.4             | 1.3          |
|                                                                   | Robinson Avenue          | Walnut Avenue            | 65.8                 | 66.9             | 1.1          |
|                                                                   | Walnut Avenue            | Laurel Street            | 65.5                 | 66.6             | 1.1          |
|                                                                   | Laurel Street            | Hawthorn Street          | 64.6                 | 66.5             | 1.9          |
|                                                                   | Hawthorn Street          | Grape Street             | 65.0                 | 66.5             | 1.5          |
|                                                                   | Grape Street             | Elm Street               | 64.6                 | 65.0             | 0.4          |
| Sixth Avenue                                                      | <b>Washington Street</b> | <b>University Avenue</b> | <b>67.2</b>          | <b>71.5</b>      | <b>4.3</b>   |
|                                                                   | University Avenue        | Robinson Avenue          | 68.9                 | 70.1             | 1.2          |
|                                                                   | Robinson Avenue          | Upas Street              | 66.7                 | 69.7             | 3.0          |
|                                                                   | Upas Street              | Laurel Street            | 66.7                 | 69.1             | 2.4          |
|                                                                   | Laurel Street            | Juniper Street           | 65.0                 | 67.1             | 2.1          |
|                                                                   | Juniper Street           | Grape Street             | 65.3                 | 67.7             | 2.4          |
|                                                                   | Grape Street             | Elm Street               | 65.2                 | 68.0             | 2.8          |
| Ninth Avenue                                                      | Washington Street        | University Avenue        | 60.6                 | 62.4             | 1.8          |
| Campus Avenue                                                     | Madison Avenue           | Washington Avenue        | 58.4                 | 61.0             | 2.6          |
|                                                                   | Washington Avenue        | Polk Avenue              | 60.9                 | 62.1             | 1.2          |
| Cleveland Avenue                                                  | Tyler Street             | Lincoln Street           | 60.3                 | 62.0             | 1.7          |
|                                                                   | Lincoln Street           | Richmond Street          | 62.3                 | 63.2             | 0.9          |
| Curlew Street                                                     | Robinson Avenue          | Reynard Way              | 55.7                 | 60.0             | 4.3          |
| Elm Street                                                        | Second Avenue            | Third Avenue             | 62.4                 | 62.7             | 0.3          |
|                                                                   | Third Avenue             | Fifth Avenue             | 62.5                 | 63.0             | 0.5          |
|                                                                   | Fifth Avenue             | Sixth Avenue             | 62.5                 | 62.5             | 0.0          |
| Fort Stockton Drive                                               | Arista Street            | Sunset Boulevard         | 58.6                 | 60.3             | 1.7          |
|                                                                   | Sunset Boulevard         | Hawk Street              | 61.2                 | 62.4             | 1.2          |
|                                                                   | Hawk Street              | Goldfinch Street         | 62.7                 | 62.9             | 0.2          |
|                                                                   | Goldfinch Street         | Falcon Street            | 58.0                 | 58.6             | 0.6          |
| Front Street                                                      | Dickinson Street         | Arbor Drive              | 59.2                 | 60.0             | 0.8          |
|                                                                   | Arbor Drive              | Washington Street        | 60.8                 | 62.4             | 1.6          |
| Grape Street                                                      | <b>Albatross Street</b>  | <b>First Avenue</b>      | 56.6                 | <b>62.0</b>      | <b>5.4</b>   |
|                                                                   | First Avenue             | Third Avenue             | 59.7                 | 62.0             | 2.3          |
|                                                                   | <b>Third Avenue</b>      | <b>Sixth Avenue</b>      | 56.6                 | <b>62.9</b>      | <b>6.3</b>   |

| Table 6.6-2<br>Increases in Ambient Noise for the Uptown CPU Area |                     |                     |                      |                  |              |
|-------------------------------------------------------------------|---------------------|---------------------|----------------------|------------------|--------------|
| Roadway                                                           | From                | To                  | Existing Noise Level | 2035 Noise Level | Change in dB |
| Hawthorn Street                                                   | Brant Street        | First Avenue        | 65.6                 | 66.7             | 1.1          |
|                                                                   | First Avenue        | Third Avenue        | 60.5                 | 63.6             | 3.1          |
|                                                                   | Third Avenue        | Sixth Avenue        | 60.5                 | 64.3             | 3.8          |
| India Street                                                      | Washington Street   | Winder Street       | 69.7                 | 66.4             | -3.3         |
|                                                                   | Winder Street       | Glenwood Drive      | 69.7                 | 66.3             | -3.4         |
|                                                                   | Glenwood Drive      | Sassafras Street    | 70.2                 | 70.8             | 0.6          |
|                                                                   | Sassafras Street    | Redwood Street      | 68.7                 | 69.3             | 0.6          |
|                                                                   | Redwood Street      | Palm Street         | 68.2                 | 69.1             | 0.9          |
| Juan Street                                                       | Harney Street       | Witherby Street     | 58.6                 | 61.6             | 3.0          |
| Laurel Street                                                     | Columbia Street     | Union Street        | 64.8                 | 66.6             | 1.8          |
|                                                                   | Union Street        | First Avenue        | 63.9                 | 65.9             | 2.0          |
|                                                                   | First Avenue        | Third Avenue        | 63.9                 | 65.5             | 1.6          |
|                                                                   | Third Avenue        | Sixth Avenue        | 64.0                 | 66.4             | 2.4          |
| Lewis Street                                                      | Fort Stockton Drive | Goldfinch Street    | 59.1                 | 59.5             | 0.4          |
| Lincoln Avenue                                                    | Washington Street   | Park Boulevard      | 62.5                 | 63.8             | 1.3          |
| Madison Avenue                                                    | Cleveland Avenue    | Park Boulevard      | 59.1                 | 61.2             | 2.1          |
| Meade Avenue                                                      | Cleveland Avenue    | Park Boulevard      | 58.6                 | 58.8             | 0.2          |
| Normal Street                                                     | Park Boulevard      | Washington Street   | 68.4                 | 69.5             | 1.1          |
|                                                                   | Washington Street   | University Avenue   | 61.9                 | 61.8             | -0.1         |
| Park Boulevard                                                    | Adams Avenue        | Mission Avenue      | 66.7                 | 65.1             | -1.6         |
|                                                                   | Mission Avenue      | El Cajon Boulevard  | 65.7                 | 67.1             | 1.4          |
|                                                                   | El Cajon Boulevard  | Polk Avenue         | 65.6                 | 67.6             | 2.0          |
|                                                                   | Polk Avenue         | University Avenue   | 67.4                 | 69.5             | 2.1          |
|                                                                   | University Avenue   | Robinson Avenue     | 67.6                 | 69.0             | 1.4          |
|                                                                   | Robinson Avenue     | Upas Street         | 67.0                 | 68.4             | 1.4          |
|                                                                   | Upas Street         | Zoo Place           | 67.4                 | 68.5             | 1.1          |
| Reynard Way                                                       | Torrance Street     | Curlew Street       | 57.9                 | 62.2             | 4.3          |
|                                                                   | Curlew Street       | Laurel Street       | 63.5                 | 64.3             | 0.8          |
| Richmond Street                                                   | Cleveland Avenue    | University Avenue   | 61.9                 | 62.9             | 1.0          |
|                                                                   | University Avenue   | Robinson Avenue     | 60.7                 | 61.7             | 1.0          |
|                                                                   | Robinson Avenue     | Upas Street         | 60.4                 | 62.5             | 2.1          |
| Robinson Avenue                                                   | Brant Street        | First Avenue        | 56.4                 | 60.0             | 3.6          |
|                                                                   | First Avenue        | Third Avenue        | 61.0                 | 64.0             | 3.0          |
|                                                                   | Third Avenue        | Eighth Avenue       | 63.8                 | 65.0             | 1.2          |
|                                                                   | Eighth Avenue       | Tenth Avenue        | 66.7                 | 64.3             | -2.4         |
|                                                                   | Tenth Avenue        | Richmond Street     | 68.2                 | 65.8             | -2.4         |
|                                                                   | Richmond Street     | Park Boulevard      | 63.6                 | 64.6             | 1.0          |
|                                                                   | San Diego Avenue    | Hortensia Street    | McKee Street         | 63.7             | 66.2         |
| McKee Street                                                      |                     | Washington Street   | 67.4                 | 68.6             | 1.2          |
| Washington Street                                                 |                     | India Street        | 62.9                 | 64.5             | 1.6          |
| State Street                                                      | Laurel Street       | Juniper Street      | 59.6                 | 62.5             | 2.9          |
| Sunset Boulevard                                                  | Witherby Street     | Fort Stockton Drive | 57.5                 | 60.0             | 2.5          |



| Table 6.6-2<br>Increases in Ambient Noise for the Uptown CPU Area                                                                                                                                                                                                                                                                                                  |                     |                     |                      |                  |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|----------------------|------------------|--------------|
| Roadway                                                                                                                                                                                                                                                                                                                                                            | From                | To                  | Existing Noise Level | 2035 Noise Level | Change in dB |
| University Avenue                                                                                                                                                                                                                                                                                                                                                  | Ibis Street         | Albatross Street    | 63.6                 | 65.1             | 1.5          |
|                                                                                                                                                                                                                                                                                                                                                                    | Albatross Street    | First Avenue        | 65.7                 | 66.6             | 0.9          |
|                                                                                                                                                                                                                                                                                                                                                                    | First Avenue        | Fourth Avenue       | 66.5                 | 64.9             | -1.6         |
|                                                                                                                                                                                                                                                                                                                                                                    | Fourth Avenue       | Fifth Avenue        | 66.5                 | 66.7             | 0.2          |
|                                                                                                                                                                                                                                                                                                                                                                    | Fifth Avenue        | Sixth Avenue        | 66.7                 | 67.4             | 0.7          |
|                                                                                                                                                                                                                                                                                                                                                                    | Sixth Avenue        | Eighth Avenue       | 67.3                 | 68.1             | 0.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | Eighth Avenue       | Vermont Street      | 67.3                 | 67.5             | 0.2          |
|                                                                                                                                                                                                                                                                                                                                                                    | Vermont Street      | Richmond Street     | 67.2                 | 67.5             | 0.3          |
|                                                                                                                                                                                                                                                                                                                                                                    | Richmond Street     | Park Boulevard      | 65.5                 | 66.7             | 1.2          |
| Upas Street                                                                                                                                                                                                                                                                                                                                                        | Third Avenue        | Sixth Avenue        | 59.9                 | 62.7             | 2.8          |
| Washington Street                                                                                                                                                                                                                                                                                                                                                  | India Street        | University Avenue   | 73.0                 | 74.0             | 1.0          |
|                                                                                                                                                                                                                                                                                                                                                                    | University Avenue   | First Avenue        | 69.1                 | 70.1             | 1.0          |
|                                                                                                                                                                                                                                                                                                                                                                    | First Avenue        | Fourth Avenue       | 71.1                 | 69.9             | -1.2         |
|                                                                                                                                                                                                                                                                                                                                                                    | Fourth Avenue       | Fifth Avenue        | 70.9                 | 71.7             | 0.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | Fifth Avenue        | Sixth Avenue        | 71.8                 | 72.1             | 0.3          |
|                                                                                                                                                                                                                                                                                                                                                                    | Sixth Avenue        | Richmond Street     | 72.2                 | 72.1             | -0.1         |
|                                                                                                                                                                                                                                                                                                                                                                    | Richmond Street     | Normal Street       | 71.9                 | 72.7             | 0.8          |
| <b>Freeways</b>                                                                                                                                                                                                                                                                                                                                                    |                     |                     |                      |                  |              |
| I-5                                                                                                                                                                                                                                                                                                                                                                | Old Town Avenue     | Washington Street   | 85.3                 | 87.0             | 1.7          |
|                                                                                                                                                                                                                                                                                                                                                                    | Washington Street   | Sassafras Street    | 84.0                 | 85.8             | 1.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | Sassafras Street    | Pacific Highway     | 84.2                 | 85.9             | 1.7          |
|                                                                                                                                                                                                                                                                                                                                                                    | Pacific Highway     | India Street        | 85.2                 | 87.0             | 1.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | India Street        | Hawthorn Street     | 85.4                 | 87.1             | 1.7          |
|                                                                                                                                                                                                                                                                                                                                                                    | Hawthorn Street     | First Avenue        | 84.6                 | 86.4             | 1.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | First Avenue        | Sixth Avenue        | 85.6                 | 87.4             | 1.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | Sixth Avenue        | SR-163              | 85.8                 | 88.1             | 2.3          |
|                                                                                                                                                                                                                                                                                                                                                                    | SR-163              | Pershing Drive      | 85.4                 | 87.7             | 2.3          |
|                                                                                                                                                                                                                                                                                                                                                                    | Pershing Drive      | SR-94               | 85.8                 | 87.6             | 1.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | SR-94               | Imperial Avenue     | 84.7                 | 86.5             | 1.8          |
| I-8                                                                                                                                                                                                                                                                                                                                                                | Hotel Circle (W)    | Hotel Circle (E)    | 85.3                 | 86.2             | 0.9          |
|                                                                                                                                                                                                                                                                                                                                                                    | Hotel Circle (E)    | SR-163              | 85.5                 | 86.1             | 0.6          |
|                                                                                                                                                                                                                                                                                                                                                                    | SR-163              | Mission Center Road | 85.6                 | 86.1             | 0.5          |
|                                                                                                                                                                                                                                                                                                                                                                    | Mission Center Road | Qualcomm Way        | 85.9                 | 86.9             | 1.0          |
|                                                                                                                                                                                                                                                                                                                                                                    | Qualcomm Way        | I-805               | 85.4                 | 86.2             | 0.8          |
|                                                                                                                                                                                                                                                                                                                                                                    | I-805               | I-15                | 86.2                 | 86.8             | 0.6          |
| SR-163                                                                                                                                                                                                                                                                                                                                                             | I-8                 | Sixth Avenue        | 84.6                 | 85.6             | 1.0          |
|                                                                                                                                                                                                                                                                                                                                                                    | Sixth Avenue        | Washington Street   | 83.6                 | 84.7             | 1.1          |
|                                                                                                                                                                                                                                                                                                                                                                    | Washington Street   | Robinson Avenue     | 82.4                 | 83.0             | 0.6          |
|                                                                                                                                                                                                                                                                                                                                                                    | Robinson Avenue     | Richmond Street     | 82.8                 | 83.3             | 0.5          |
|                                                                                                                                                                                                                                                                                                                                                                    | Richmond Street     | Quince Street       | 82.9                 | 83.4             | 0.5          |
|                                                                                                                                                                                                                                                                                                                                                                    | Quince Street       | I-5                 | 83.0                 | 83.5             | 0.5          |
| <b>Bold</b> = 2035 noise level would exceed the established exterior compatibility level for the surrounding land use and noise levels would increase by 3 dB or more or future noise levels would be below 65 dB(A) CNEL but ambient noise levels would increase by more than 5 dB(A) over existing ambient noise levels.<br>SOURCE: RECON 2016 (see Appendix F). |                     |                     |                      |                  |              |

As shown in Table 6.6-2, the following roadway segment currently generates noise levels greater than 65 dB(A) CNEL, and future noise levels would increase by more than 3 dB(A):

- Sixth Avenue from Washington Street to University Avenue

The following street segments in the Uptown CPU currently generate noise levels lower than 65 dB(A) CNEL and would generate future noise levels lower than 65 dB(A) CNEL, but future noise levels would increase by more than 5 dB(A) over existing ambient noise levels:

- Grape Street from Albatross Street to First Avenue
- Grape Street from Third Avenue to Sixth Avenue

### a. Existing Noise Sensitive Land Uses

There are existing noise sensitive uses located adjacent to these streets segments and there could be additional future sensitive uses located adjacent to the street segments under the proposed Uptown CPU. The increase in ambient noise levels adjacent to these segments of Sixth Street and Grape Street would result in the exposure of existing sensitive receptors to a significant increase in ambient noise levels, and impacts would be significant. Possible noise-reduction measures would include retrofitting older residential structures with new window and door components with higher Sound Transmission Class (STC) ratings, which is a measure of how well a building wall, windows, and door components attenuate exterior noise.

The Quieter Home Program administered by the San Diego County Regional Airport Authority is intended to attenuate interior noise levels of existing buildings from aircraft noise. Attenuation would also reduce interior noise levels from exterior motor vehicle noise. Some of the existing residences in the Uptown CPU area have already participated in this program and have undergone retrofits to reduce interior noise levels to 45 dB(A) CNEL. However, for existing structures that have not participated in or are not eligible for the Quieter Home Program, it cannot be determined at the program-level whether the existing structures contain adequate attenuation to reduce interior noise to the 45 dB(A) CNEL standard nor what measures would be required to retrofit these structures. Because the significant noise impacts would occur to existing residential structures in an already urbanized area, there is no feasible mitigation at the program-level. Thus, ambient noise increases affecting existing residential structures or other structures with sensitive land uses would be significant and unavoidable.

**Impact 6.6-1** The increase in ambient noise levels as a result of build-out of the proposed Uptown CPU and associated discretionary actions along the road segments listed below would result in the exposure of existing sensitive receptors to a significant increase in future noise levels, resulting in a significant impact:

- Sixth Avenue from Washington Street to University Avenue
- Grape Street from Albatross Street to First Avenue
- Grape Street from Third Avenue to Sixth Avenue

## b. Future Noise Sensitive Land Uses

An existing regulatory mitigation framework and review process exists for new development in areas exposed to high levels of ambient noise. Policies in the proposed Uptown CPU and General Plan related to decibel levels, procedures in the Municipal Code, and regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the City's General Plan would be required as part of the review process for discretionary projects, to the extent practicable. With implementation of these regulations and procedures, this framework, noise impacts to new discretionary projects would be less than significant. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable. Interior noise impacts for all projects including ministerial projects would be less than significant because applicants must demonstrate compliance with the current interior noise standards (45 dB(A) CNEL) through submission and approval of a Title 24 Compliance Report.

The proposed Uptown CPU and associated discretionary actions would result in future noise levels greater than 65 dB(A) CNEL along Sixth Avenue from Washington Street to University Avenue and future noise levels would increase by more than 5 dB(A) over existing ambient noise levels on segments of Grape Street. While future discretionary projects have a framework in place that would ensure exterior noise levels are appropriately attenuated to meet the General Plan Compatibility Standards, there is no similar mechanism in place for ministerial projects, resulting in a significant impact.

**Impact 6.6-2** The increase in ambient noise levels as a result of build-out of the proposed Uptown CPU and associated discretionary actions along the road segments listed below would result in the exposure of projects that only require approval of a ministerial permit to a significant increase in future noise levels, resulting in a significant impact:

- Sixth Avenue from Washington Street to University Avenue
- Grape Street from Albatross Street to First Avenue
- Grape Street from Third Avenue to Sixth Avenue

For all other street segments in the Uptown CPU area, the increase in ambient noise would be less than significant.

## Issue 2 Vehicular Noise

*Would the proposed project cause exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?*

### a. Freeway and Roadway Noise

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would result in an exposure of people to current or future motor vehicle traffic noise levels that exceed standards established in the Noise Element of the General Plan. The General Plan noise and land use compatibility guidelines are presented in Chapter 5.0, Regulatory Framework, Table 5-3. The proposed Uptown CPU and associated discretionary actions propose single-family residential, multi-family residential, commercial, institutional, visitor accommodations, and park and open space land uses, which are compatible with the following noise levels.

- Single-family residential is compatible up to 60 dB(A) CNEL and conditionally compatible up to 65 dB(A) CNEL.
- Multi-family residential and mixed uses are compatible up to 60 CNEL and conditionally compatible up to 70 CNEL.
- Additionally, as stated in Section B of the City's Noise Element, although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.
- Sales, commercial services, and office uses are compatible up to 65 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.
- Institutional uses are compatible up to 60 dB(A) CNEL and conditionally compatible up to 65 dB(A) CNEL
- Visitor accommodations (hotel) uses are compatible up to 60 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.
- Neighborhood parks are compatible up to 70 dB(A) CNEL and conditionally compatible up to 75 dB(A) CNEL.

The vehicle traffic from adjacent freeways are the dominant vehicle noise sources affecting the Uptown CPU area. The freeways and streets generating the greatest noise level in the Uptown CPU are I-5, I-8, SR-163, Sixth Avenue, India Street, Park Boulevard, Robinson Avenue, University Avenue, and Washington Street. The distances to the 60 dB, 65 dB, 70 dB, and 75 dB CNEL noise contours in the build-out condition for freeways and major roadways in the Uptown planning area are shown in Table 6.6-3. Distances to the roadway noise contours are based on a hard, flat site with no

intervening barriers or obstructions (worst-case analysis). Future horizon year noise contours for the proposed Uptown CPU area are shown in Figure 6.6-3.

| Table 6.6-3<br>Future Vehicle Traffic Contour Distances for the Uptown CPU Area |                     |                     |                    |            |            |            |
|---------------------------------------------------------------------------------|---------------------|---------------------|--------------------|------------|------------|------------|
| Roadway                                                                         | From                | To                  | Distance To (feet) |            |            |            |
|                                                                                 |                     |                     | 75<br>CNEL         | 70<br>CNEL | 65<br>CNEL | 60<br>CNEL |
| Uptown Planning Area                                                            |                     |                     |                    |            |            |            |
| First Avenue                                                                    | Arbor Drive         | Washington Street   | 4                  | 12         | 37         | 117        |
|                                                                                 | Washington Street   | University Avenue   | 4                  | 14         | 45         | 141        |
|                                                                                 | University Avenue   | Robinson Avenue     | 8                  | 26         | 81         | 256        |
|                                                                                 | Robinson Avenue     | Pennsylvania Avenue | 6                  | 18         | 57         | 182        |
|                                                                                 | Pennsylvania Avenue | Walnut Avenue       | 6                  | 20         | 63         | 199        |
|                                                                                 | Walnut Avenue       | Laurel Street       | 6                  | 19         | 59         | 186        |
|                                                                                 | Laurel Street       | Hawthorn Street     | 4                  | 13         | 42         | 132        |
|                                                                                 | Hawthorn Street     | Grape Street        | 3                  | 11         | 34         | 107        |
|                                                                                 | Grape Street        | Elm Street          | 2                  | 7          | 22         | 71         |
| Fourth Avenue                                                                   | Arbor Drive         | Washington Street   | 7                  | 23         | 74         | 234        |
|                                                                                 | Washington Street   | University Avenue   | 5                  | 15         | 49         | 155        |
|                                                                                 | University Avenue   | Robinson Avenue     | 6                  | 20         | 64         | 204        |
|                                                                                 | Robinson Avenue     | Walnut Avenue       | 6                  | 18         | 56         | 177        |
|                                                                                 | Walnut Avenue       | Laurel Street       | 7                  | 23         | 74         | 234        |
|                                                                                 | Laurel Street       | Grape Street        | 7                  | 21         | 67         | 213        |
|                                                                                 | Grape Street        | Elm Street          | 5                  | 15         | 48         | 151        |
| Fifth Avenue                                                                    | Washington Street   | University Avenue   | 6                  | 19         | 59         | 186        |
|                                                                                 | University Avenue   | Robinson Avenue     | 7                  | 22         | 69         | 218        |
|                                                                                 | Robinson Avenue     | Walnut Avenue       | 8                  | 24         | 77         | 245        |
|                                                                                 | Walnut Avenue       | Laurel Street       | 7                  | 23         | 72         | 229        |
|                                                                                 | Laurel Street       | Hawthorn Street     | 7                  | 22         | 71         | 223        |
|                                                                                 | Hawthorn Street     | Grape Street        | 7                  | 22         | 71         | 223        |
|                                                                                 | Grape Street        | Elm Street          | 5                  | 16         | 50         | 158        |
| Sixth Avenue                                                                    | Washington Street   | University Avenue   | 22                 | 71         | 223        | 706        |
|                                                                                 | University Avenue   | Robinson Avenue     | 16                 | 51         | 162        | 512        |
|                                                                                 | Robinson Avenue     | Upas Street         | 15                 | 47         | 148        | 467        |
|                                                                                 | Upas Street         | Laurel Street       | 13                 | 41         | 129        | 406        |
|                                                                                 | Laurel Street       | Juniper Street      | 8                  | 26         | 81         | 256        |
|                                                                                 | Juniper Street      | Grape Street        | 9                  | 29         | 93         | 294        |
|                                                                                 | Grape Street        | Elm Street          | 10                 | 32         | 100        | 315        |
|                                                                                 | Washington Street   | University Avenue   | 3                  | 9          | 27         | 87         |
| Ninth Avenue                                                                    | Washington Street   | University Avenue   | 3                  | 9          | 27         | 87         |
|                                                                                 | Washington Avenue   | Polk Avenue         | 3                  | 8          | 26         | 81         |
| Campus Avenue                                                                   | Madison Avenue      | Washington Avenue   | 2                  | 6          | 20         | 63         |
|                                                                                 | Washington Avenue   | Polk Avenue         | 3                  | 8          | 26         | 81         |
| Cleveland Avenue                                                                | Tyler Street        | Lincoln Street      | 3                  | 8          | 25         | 79         |
|                                                                                 | Lincoln Street      | Richmond Street     | 3                  | 10         | 33         | 104        |
| Curlew Street                                                                   | Robinson Avenue     | Reynard Way         | 2                  | 5          | 16         | 50         |
| Elm Street                                                                      | Second Avenue       | Third Avenue        | 3                  | 9          | 29         | 93         |
|                                                                                 | Third Avenue        | Fifth Avenue        | 3                  | 10         | 32         | 100        |
|                                                                                 | Fifth Avenue        | Sixth Avenue        | 3                  | 9          | 28         | 89         |
| Fort Stockton Drive                                                             | Arista Street       | Sunset Boulevard    | 2                  | 5          | 17         | 54         |
|                                                                                 | Sunset Boulevard    | Hawk Street         | 3                  | 9          | 27         | 87         |
|                                                                                 | Hawk Street         | Goldfinch Street    | 3                  | 10         | 31         | 97         |
|                                                                                 | Goldfinch Street    | Falcon Street       | 1                  | 4          | 11         | 36         |

| Table 6.6-3<br>Future Vehicle Traffic Contour Distances for the Uptown CPU Area |                     |                     |                    |            |            |            |
|---------------------------------------------------------------------------------|---------------------|---------------------|--------------------|------------|------------|------------|
| Roadway                                                                         | From                | To                  | Distance To (feet) |            |            |            |
|                                                                                 |                     |                     | 75<br>CNEL         | 70<br>CNEL | 65<br>CNEL | 60<br>CNEL |
| Front Street                                                                    | Dickinson Street    | Arbor Drive         | 2                  | 5          | 16         | 50         |
|                                                                                 | Arbor Drive         | Washington Street   | 3                  | 9          | 27         | 87         |
| Grape Street                                                                    | Albatross Street    | First Avenue        | 3                  | 8          | 25         | 79         |
|                                                                                 | First Avenue        | Third Avenue        | 3                  | 8          | 25         | 79         |
|                                                                                 | Third Avenue        | Sixth Avenue        | 3                  | 10         | 31         | 97         |
| Hawthorn Street                                                                 | Brant Street        | First Avenue        | 7                  | 23         | 74         | 234        |
|                                                                                 | First Avenue        | Third Avenue        | 4                  | 11         | 36         | 115        |
|                                                                                 | Third Avenue        | Sixth Avenue        | 4                  | 13         | 43         | 135        |
| India Street                                                                    | Washington Street   | Winder Street       | 7                  | 22         | 69         | 218        |
|                                                                                 | Winder Street       | Glenwood Drive      | 7                  | 21         | 67         | 213        |
|                                                                                 | Glenwood Drive      | Sassafras Street    | 19                 | 60         | 190        | 601        |
|                                                                                 | Sassafras Street    | Redwood Street      | 13                 | 43         | 135        | 426        |
|                                                                                 | Redwood Street      | Palm Street         | 13                 | 41         | 129        | 406        |
| Juan Street                                                                     | Harney Street       | Witherby Street     | 2                  | 7          | 23         | 72         |
| Laurel Street                                                                   | Columbia Street     | Union Street        | 7                  | 23         | 72         | 229        |
|                                                                                 | Union Street        | First Avenue        | 6                  | 19         | 62         | 195        |
|                                                                                 | First Avenue        | Third Avenue        | 6                  | 18         | 56         | 177        |
|                                                                                 | Third Avenue        | Sixth Avenue        | 7                  | 22         | 69         | 218        |
| Lewis Street                                                                    | Fort Stockton Drive | Goldfinch Street    | 1                  | 4          | 14         | 45         |
| Lincoln Avenue                                                                  | Washington Street   | Park Boulevard      | 4                  | 12         | 38         | 120        |
| Madison Avenue                                                                  | Cleveland Avenue    | Park Boulevard      | 2                  | 7          | 21         | 66         |
| Meade Avenue                                                                    | Cleveland Avenue    | Park Boulevard      | 1                  | 4          | 12         | 38         |
| Normal Street                                                                   | Park Boulevard      | Washington Street   | 14                 | 45         | 141        | 446        |
|                                                                                 | Washington Street   | University Avenue   | 2                  | 8          | 24         | 76         |
| Park Boulevard                                                                  | Adams Avenue        | Mission Avenue      | 5                  | 16         | 51         | 162        |
|                                                                                 | Mission Avenue      | El Cajon Boulevard  | 8                  | 26         | 81         | 256        |
|                                                                                 | El Cajon Boulevard  | Polk Avenue         | 9                  | 29         | 91         | 288        |
|                                                                                 | Polk Avenue         | University Avenue   | 14                 | 45         | 141        | 446        |
|                                                                                 | University Avenue   | Robinson Avenue     | 13                 | 40         | 126        | 397        |
|                                                                                 | Robinson Avenue     | Upas Street         | 11                 | 35         | 109        | 346        |
|                                                                                 | Upas Street         | Zoo Place           | 11                 | 35         | 112        | 354        |
| Reynard Way                                                                     | Torrance Street     | Curlew Street       | 3                  | 8          | 26         | 83         |
|                                                                                 | Curlew Street       | Laurel Street       | 4                  | 13         | 43         | 135        |
| Richmond Street                                                                 | Cleveland Avenue    | University Avenue   | 3                  | 10         | 31         | 97         |
|                                                                                 | University Avenue   | Robinson Avenue     | 2                  | 7          | 23         | 74         |
|                                                                                 | Robinson Avenue     | Upas Street         | 3                  | 9          | 28         | 89         |
| Robinson Avenue                                                                 | Brant Street        | First Avenue        | 2                  | 5          | 16         | 50         |
|                                                                                 | First Avenue        | Third Avenue        | 4                  | 13         | 40         | 126        |
|                                                                                 | Third Avenue        | Eighth Avenue       | 5                  | 16         | 50         | 158        |
|                                                                                 | Eighth Avenue       | Tenth Avenue        | 4                  | 13         | 43         | 135        |
|                                                                                 | Tenth Avenue        | Richmond Street     | 6                  | 19         | 60         | 190        |
|                                                                                 | Richmond Street     | Park Boulevard      | 5                  | 14         | 46         | 144        |
| San Diego Avenue                                                                | Hortensia Street    | McKee Street        | 7                  | 21         | 66         | 208        |
|                                                                                 | McKee Street        | Washington Street   | 11                 | 36         | 115        | 362        |
|                                                                                 | Washington Street   | India Street        | 4                  | 14         | 45         | 141        |
| State Street                                                                    | Laurel Street       | Juniper Street      | 3                  | 9          | 28         | 89         |
| Sunset Boulevard                                                                | Witherby Street     | Fort Stockton Drive | 2                  | 5          | 16         | 50         |

| Table 6.6-3<br>Future Vehicle Traffic Contour Distances for the Uptown CPU Area |                     |                     |                    |            |            |            |
|---------------------------------------------------------------------------------|---------------------|---------------------|--------------------|------------|------------|------------|
| Roadway                                                                         | From                | To                  | Distance To (feet) |            |            |            |
|                                                                                 |                     |                     | 75<br>CNEL         | 70<br>CNEL | 65<br>CNEL | 60<br>CNEL |
| University Avenue                                                               | Ibis Street         | Albatross Street    | 5                  | 16         | 51         | 162        |
|                                                                                 | Albatross Street    | First Avenue        | 7                  | 23         | 72         | 229        |
|                                                                                 | First Avenue        | Fourth Avenue       | 5                  | 15         | 49         | 155        |
|                                                                                 | Fourth Avenue       | Fifth Avenue        | 7                  | 23         | 74         | 234        |
|                                                                                 | Fifth Avenue        | Sixth Avenue        | 9                  | 27         | 87         | 275        |
|                                                                                 | Sixth Avenue        | Eighth Avenue       | 10                 | 32         | 102        | 323        |
|                                                                                 | Eighth Avenue       | Vermont Street      | 9                  | 28         | 89         | 281        |
|                                                                                 | Vermont Street      | Richmond Street     | 9                  | 28         | 89         | 281        |
|                                                                                 | Richmond Street     | Park Boulevard      | 7                  | 23         | 74         | 234        |
| Upas Street                                                                     | Third Avenue        | Sixth Avenue        | 3                  | 9          | 29         | 93         |
| Washington Street                                                               | India Street        | University Avenue   | 40                 | 126        | 397        | 1,256      |
|                                                                                 | University Avenue   | First Avenue        | 16                 | 51         | 162        | 512        |
|                                                                                 | First Avenue        | Fourth Avenue       | 15                 | 49         | 155        | 489        |
|                                                                                 | Fourth Avenue       | Fifth Avenue        | 23                 | 74         | 234        | 740        |
|                                                                                 | Fifth Avenue        | Sixth Avenue        | 26                 | 81         | 256        | 811        |
|                                                                                 | Sixth Avenue        | Richmond Street     | 26                 | 81         | 256        | 811        |
|                                                                                 | Richmond Street     | Normal Street       | 29                 | 93         | 294        | 931        |
| <b>Freeways</b>                                                                 |                     |                     |                    |            |            |            |
| I-5                                                                             | Old Town Avenue     | Washington Street   | 315                | 680        | 1,464      | 3,155      |
|                                                                                 | Washington Street   | Sassafras Street    | 262                | 565        | 1,218      | 2,624      |
|                                                                                 | Sassafras Street    | Pacific Highway     | 266                | 574        | 1,237      | 2,665      |
|                                                                                 | Pacific Highway     | India Street        | 315                | 680        | 1,464      | 3,155      |
|                                                                                 | India Street        | Hawthorn Street     | 320                | 690        | 1,487      | 3,204      |
|                                                                                 | Hawthorn Street     | First Avenue        | 288                | 620        | 1,335      | 2,877      |
|                                                                                 | First Avenue        | Sixth Avenue        | 335                | 723        | 1,557      | 3,355      |
|                                                                                 | Sixth Avenue        | SR-163              | 374                | 805        | 1,734      | 3,735      |
|                                                                                 | SR-163              | Pershing Drive      | 351                | 757        | 1,630      | 3,513      |
|                                                                                 | Pershing Drive      | SR-94               | 346                | 745        | 1,606      | 3,459      |
|                                                                                 | SR-94               | Imperial Avenue     | 292                | 629        | 1,356      | 2,922      |
| I-8                                                                             | Hotel Circle (W)    | Hotel Circle (E)    | 279                | 601        | 1,295      | 2,790      |
|                                                                                 | Hotel Circle (E)    | SR-163              | 275                | 592        | 1,275      | 2,748      |
|                                                                                 | SR-163              | Mission Center Road | 275                | 592        | 1,275      | 2,748      |
|                                                                                 | Mission Center Road | Qualcomm Way        | 311                | 669        | 1,442      | 3,107      |
|                                                                                 | Qualcomm Way        | I-805               | 279                | 601        | 1,295      | 2,790      |
|                                                                                 | I-805               | I-15                | 306                | 659        | 1,420      | 3,059      |
| SR-163                                                                          | I-8                 | Sixth Avenue        | 254                | 548        | 1,181      | 2,545      |
|                                                                                 | Sixth Avenue        | Washington Street   | 222                | 477        | 1,029      | 2,216      |
|                                                                                 | Washington Street   | Robinson Avenue     | 171                | 368        | 792        | 1,707      |
|                                                                                 | Robinson Avenue     | Richmond Street     | 179                | 385        | 830        | 1,788      |
|                                                                                 | Richmond Street     | Quince Street       | 182                | 391        | 843        | 1,815      |
|                                                                                 | Quince Street       | I-5                 | 184                | 397        | 856        | 1,843      |



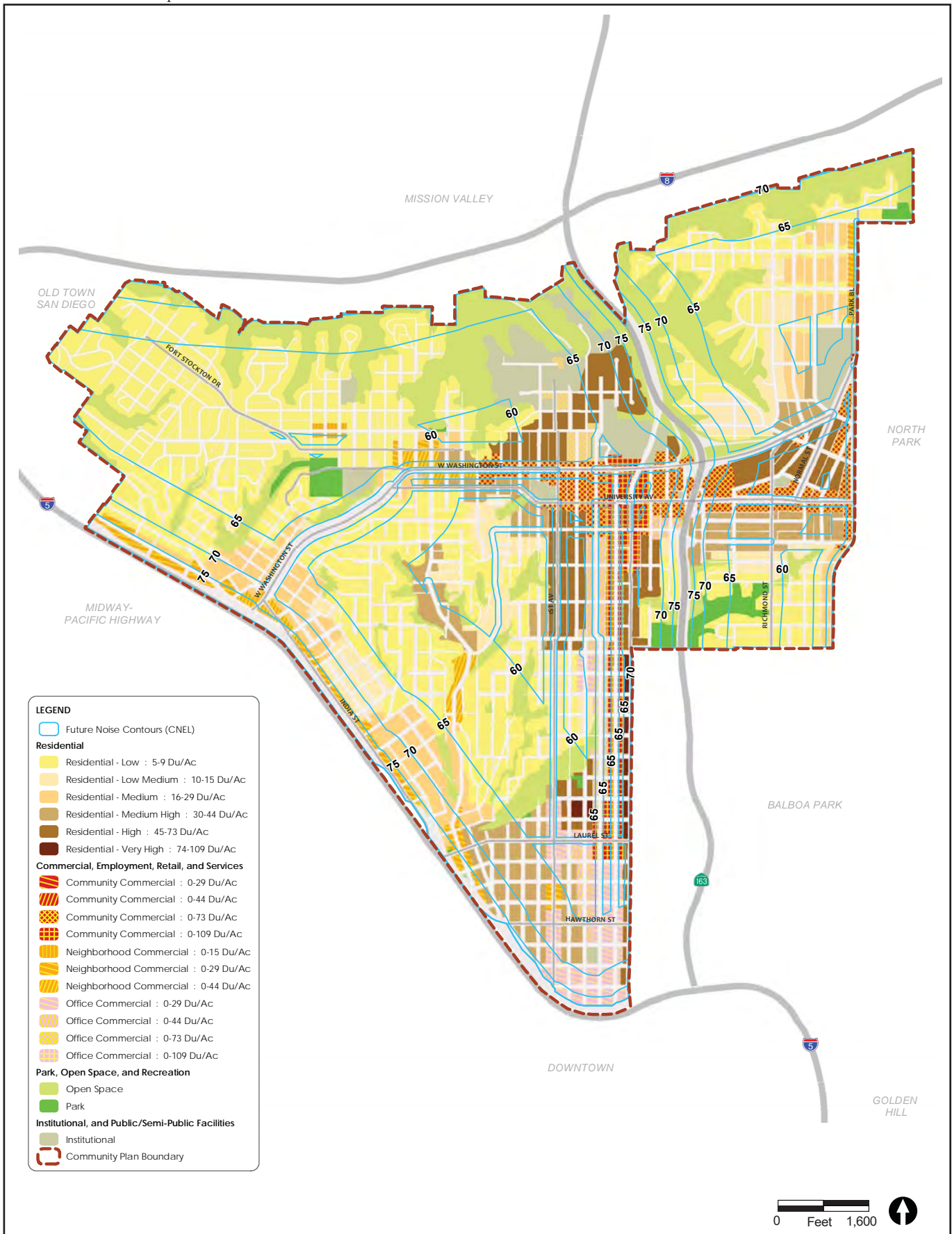


FIGURE 6.6-3 Future (2035) Traffic Noise Contours for the Uptown CPU Area

At any specific location the actual existing noise would depend upon not only the source noise level, but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise.

While the General Plan Noise Element has a compatibility level of 60 dB(A) CNEL or less for residential uses, noise levels up to 65 dB(A) CNEL for single-family residential and up to 70 dB(A) CNEL for multi-family residential are considered conditionally compatible, since interior noise levels can be reduced to 45 dB(A) CNEL through simple means, such as closing/sealing windows and providing mechanical ventilation. Additionally, as stated in Section B of the General Plan Noise Element, although not generally considered compatible, the General Plan conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses. Passive mitigation such as noise walls adjacent to freeways and roadways can usually reduce exterior noise levels to comply with General Plan Noise Element guidelines. The majority of CPU residential land uses planned for the Uptown community would be located within the conditionally compatible noise level range. Multi-family residential uses located where exterior noise levels range from 65 to 70 dB(A) CNEL are considered conditionally compatible and can generally provide the required structural attenuation to reduce noise levels at interior locations. Multi-family and mixed-use residential uses that meet the requirements of Section B of the General Plan Noise Element would be conditionally compatible up to 75 dB(A) CNEL and would also be required to provide structural attenuation to reduce noise levels at interior locations.

Additionally, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the General Plan Noise Element guidelines. Likewise, backyards of single-family residential uses can be shielded from roadway noise by the residential structure, providing exterior use areas that are compatible with the General Plan Noise Element guidelines.

As shown in Figure 6.6-3, future traffic noise levels with build-out of the proposed Uptown CPU at existing and proposed residential use areas closest to the freeways and heavily traveled roadways would exceed the General Plan Noise Element conditionally compatible thresholds for residential land uses (65 dB(A) CNEL for single-family and conditionally up to 75 dB(A) CNEL for multi-family and mixed-use developments that meet the requirements of Section B of the Noise Element). Noise levels greater than 75 dB(A) CNEL are considered incompatible for all land use types. Uses located adjacent to I-5 and SR-163 in the Uptown CPU area have the potential to be exposed to noise levels greater than 75 dB(A) CNEL. However, the proposed Uptown CPU and associated discretionary actions would not locate new sensitive land uses in areas that are exposed to 75 dB(A) CNEL or greater.

In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dB(A) CNEL) at areas located approximately 262 to 374 feet from I-5 and 171 to 254 feet from SR-

163. Noise levels for sensitive land uses would be incompatible (i.e., greater than 70 dB(A) CNEL) at areas located approximately 565 to 805 feet from I-5 and 368 to 548 feet from SR-163 (see Figure 6.6-3). These areas are currently developed, and the proposed Uptown CPU and associated discretionary actions would not change the land use in these areas or introduce new sensitive land uses in these areas. Thus, while land uses in these areas would be exposed to noise levels that exceed General Plan guidelines, this noise exposure would not be a significant noise impact resulting from implementation of the proposed Uptown CPU and associated discretionary actions. Additionally, per Section B of the General Plan Noise Element, any future multi-family and mixed-use residential use exposed to noise levels up to 75 dB(A) CNEL must include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.

Furthermore, policies in the proposed Uptown CPU and General Plan and California Code of Regulations (CCR) Title 24 would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. General Plan policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan would be required as part of future discretionary proposals. Additionally, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would be required for land uses located in areas where exterior noise levels exceed the noise and land use compatibility thresholds as defined in the General Plan Noise Element, Table N-3. This requirement is implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dB(A) CNEL. With this framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

However, in the case of exterior noise impacts associated with ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable.

**Impact 6.6-3:** A significant impact would occur for ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours as shown on Figure 6.6-3 of this PEIR.

## **b. Rail Noise**

Railway noise results from light rail and heavy rail vehicle operations, horns, emergency signaling devices, and stationary bells at grade crossings. The rail corridor generally parallels I-5 at the western boundary of the Uptown planning area in the Midway Pacific Highway Community Plan Area. The San Diego Metropolitan Transit System provides trolley service along the rail corridor. Amtrak operates passenger trains and the Coaster operates commuter trains along the rail corridor

daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily.

Trolley and train noise consists of noise from the trolleys, trains, and emergency signaling devices. Trolley and train vehicles are equipped with horns for use in emergency situations and as a general audible warning to track workers and trespassers within the right-of-way as well as to pedestrians and motor vehicles at road grade crossings. Horns on the moving trolley and train vehicles combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive receptors.

Noise associated with trolley, Amtrak, Coaster, and freight train operations was modeled using the FTA recommended Chicago Rail Efficiency and Transportation Efficiency railroad noise model. Modeling results are shown in Table 6.6-4. The trolleys were modeled at 25 mph. This is based on the distances between trolley stations and the average timing between stations obtained from published trolley schedules. Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation, which would represent a conservative, worst-case analysis.

The number of Amtrak and Coaster trains operating along the corridor was obtained from existing published schedules. There are approximately 25 Amtrak trains and 22 Coaster trains that travel on the tracks west of the Uptown CPU area daily. Amtrak trains have an average of eight cars per train and travel at a speed of 30 mph. This is based on the distances between stations and the average timing between stations obtained from published schedules. The number of cars and speed of the Coaster were assumed to be the same as the Amtrak train.

There are approximately five freight trains that typically operate through the corridor each day (FHWA 2002). Freight trains have an average of 50 cars per train. Freight trains were modeled at the same speed as Amtrak and Coaster trains. As a conservative analysis, it was assumed that all freight train operations would occur during the nighttime hours.

| Source                              | Noise Level at Nearest Uptown CPU Boundary |
|-------------------------------------|--------------------------------------------|
| Trolley                             | 47                                         |
| Commuter Train (Amtrak and Coaster) | 54                                         |
| Freight Train                       | 56                                         |
| All Rail Sources Combined           | 59                                         |
| CPU = community plan update         |                                            |

The western Uptown CPU area boundary is located more than 400 feet from the rail corridor. As shown in Table 6.6-4, noise levels at the nearest Uptown CPU area boundary 400 feet from the rail corridor would not exceed 60 dB(A) CNEL. The nearest sensitive land uses are located on the northeast side of India Street, and buildings with commercial uses are located between the residential uses and the rail corridor and I-5. Trolley and train noise levels at these uses would, therefore, be less than the General Plan Noise Element, Land Use Compatibility Guidelines. Trolley

and train noise would not result in a significant increase in noise over motor vehicle traffic noise from I-5. Therefore, noise level impacts resulting from trolley and train operations would be less than significant.

### Issue 3 Airport Compatibility

*Would the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP)?*

The SDIA is located west of the Uptown CPU area. A majority of aircraft flying over the CPU area are approaching SDIA, with the occasional departure. Aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the Airport Land Use Compatibility Plan for San Diego International Airport (2014). The aircraft noise contours are based on year 2030 forecast noise exposure.

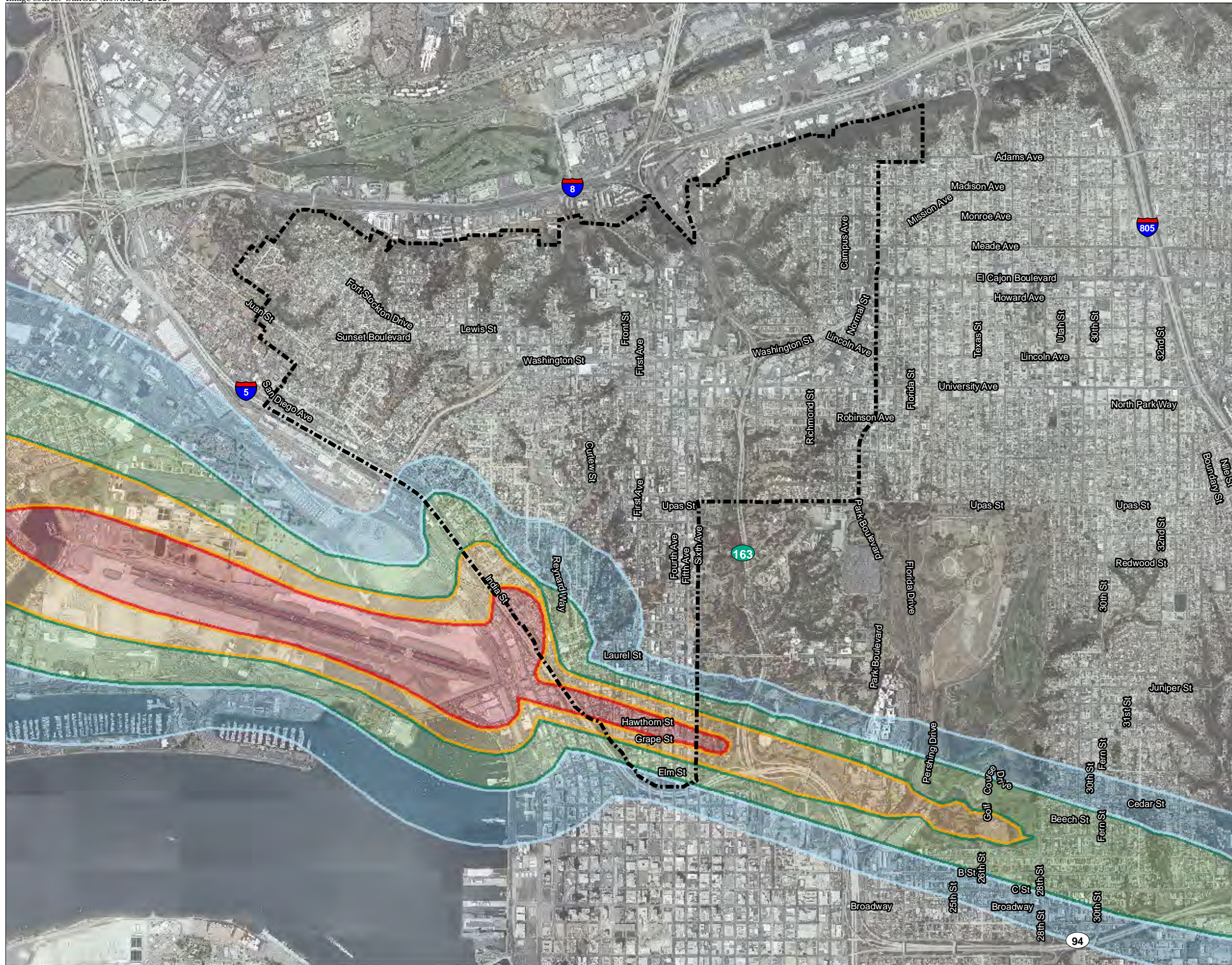
A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would result in land uses that are not compatible with aircraft noise levels as defined by an adopted ALUCP. The SDIA is located approximately one mile west of the Uptown CPU area. As shown in Figure 6.6-4, the 60 to 75 dB CNEL contours for the SDIA extend into the Uptown CPU area. Residential uses located generally in the southwestern portion of the Uptown CPU area have the potential to be exposed to aircraft noise levels exceeding 60 dB CNEL. However, the proposed Uptown CPU and associated discretionary actions would not change the land use designations of the existing residential land uses located within the 65 dB and above CNEL contours for the SDIA. The ALUCP conditionally allows future residential uses in areas above the 65 dB(A) CNEL in locations where community plans have allowed residential. Future residential buildings would include noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the SDIA.

The San Diego County Regional Airport Authority has an Airport Noise Mitigation Office and has implemented a number of programs to reduce the aircraft noise impact on the community. Actions include the enforcement of a curfew on departing aircraft and the Quieter Home Program. The Quieter Home Program provides sound insulation retrofits for residences located within the 65 dB(A) CNEL contour with the goal of reducing interior noise levels by at least 5 dB(A). Existing residences located within the 65 dB(A) CNEL contour for the SDIA in the Uptown CPU area are eligible for this program (Note that eligibility to participate in the program is based on the noise exposure maps prepared under 14 Code of Federal Regulations Part 150, which are different than the ALUCP contour maps). Figure 6.6-5 shows a map of the parcels that have participated in the program as of January 2015.

Per the City Significance Determination Thresholds, if a future project implemented under the proposed Uptown CPU and associated discretionary actions is proposed within the 60 dB(A) CNEL and greater contour (as shown in the ALUCP for SDIA), the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact. However, interior noise



Image source: SanGIS (flown May 2012)



Uptown Community Plan Boundary

**Airport Noise Contours**

- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- >75 dB CNEL

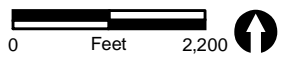


FIGURE 6.6-4  
Airport Noise Contours



Map Source: San Diego County Regional Airport Authority

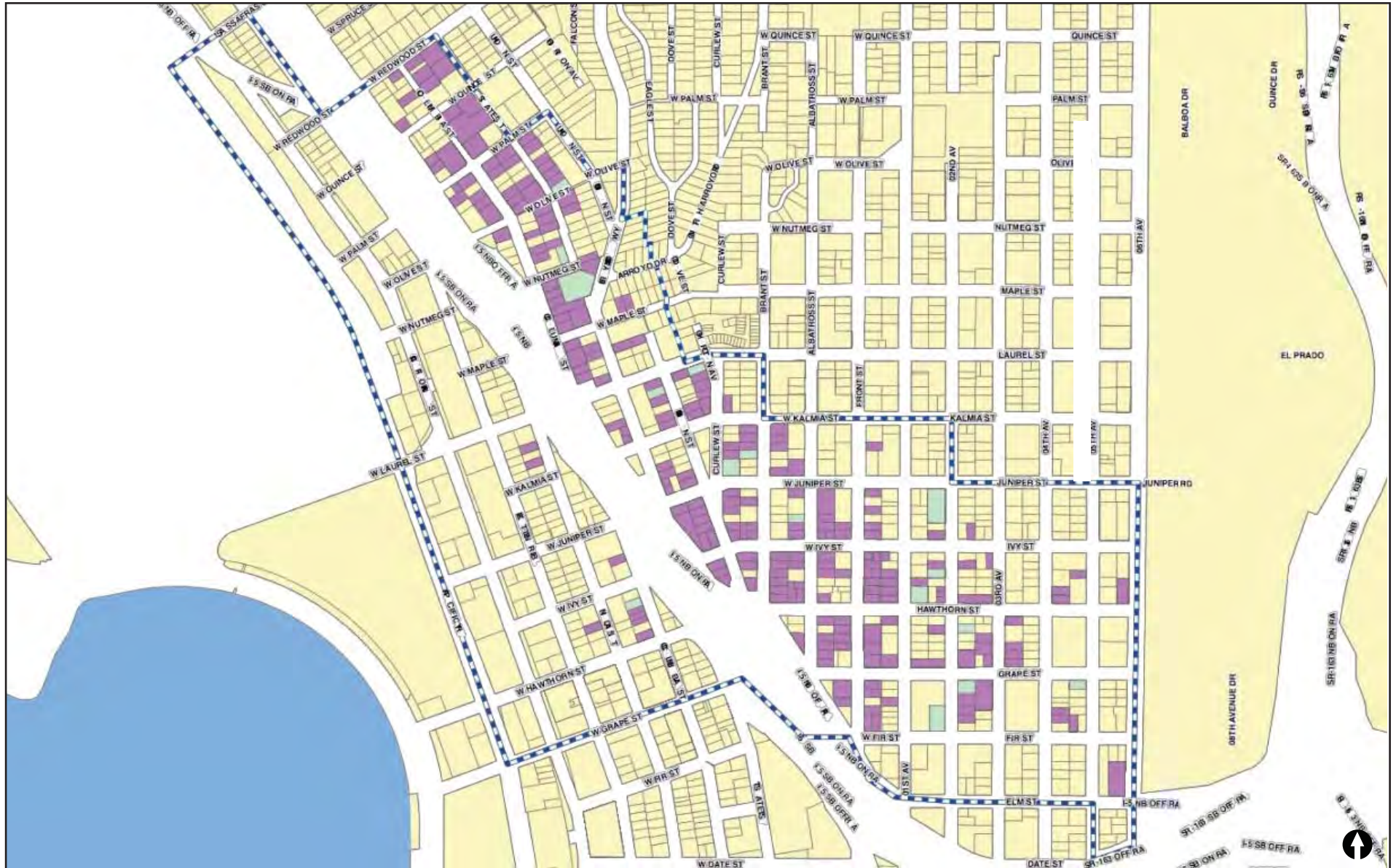


FIGURE 6.6-5  
Quieter Home Program Participation for the Uptown CPU Area



impacts would be regulated by the requirement for residential development within the 60 dB(A) CNEL and greater (as shown in the ALUCP for SDIA) to reduce interior noise levels attributable to airport noise to 45 dB(A) CNEL. The City currently submits both discretionary and ministerial projects that increase residential units and non-residential floor area and change in use to the Airport Land Use Commission for a consistency determination with the ALUCP. Interior noise levels for new construction are also addressed through implementation General Plan policies NE-I.1 and NE-I.2, and Title 24 of the California Code of Regulations which requires submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dB(A) CNEL). With this framework, airport noise impacts to new development would be less than significant.

The proposed Uptown CPU and associated discretionary actions would not result in land use compatibility impacts related to airports because the CPU would not result in a change to these existing uses or a change in SDIA operations. Because future development is required to provide noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the San Diego International Airport and follow procedures in the Municipal Code, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant exposure to noise from aircraft.

#### **Issue 4 Noise Ordinance Compliance**

*Would the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?*

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions results in the exposure of people to noise levels that exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code. Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses. Due to the number of eating and drinking establishments in the CPU area, the Uptown experiences elevated noise levels associated with these uses.

Mixed-use areas would contain residential and commercial interfaces. Mixed-use and areas where residential uses are located in proximity to commercial sites would result in an exposure of sensitive receptors to noise. The interface between commercial and residential uses would be exposed to noise due to traffic, loading docks, mechanical equipment [such as generators and heating, ventilation, and air conditioning (HVAC) units], deliveries, trash-hauling activities, and customer and employee use of commercial facilities. Limiting truck idling time and enclosing external equipment (generators, HVAC units, etc.) that are adjacent to residential uses would reduce stationary noise levels.

While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial uses, policies are in place to control noise and reduce noise impacts between various land uses. Noise policies, as contained in the General Plan Noise Element, the proposed Uptown CPU, and regulations in the Noise Ordinance are in place to control noise and reduce noise impacts between various land uses. These include the requirement for noise studies, limits on hours of operation for various noise-generating activities, and standards for the compatibility of various land

uses with the existing and future noise environment. In addition, enforcement of the federal, state, and local noise regulations would control impacts. Given implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant.

## Issue 5 Temporary Construction Noise

*Would the proposed project result in the exposure of people to significant temporary construction noise?*

### a. Construction Noise

A significant impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions resulted in the exposure of people to significant temporary construction noise. Future development as allowed under the Uptown CPU and associated discretionary actions could potentially result in temporary ambient noise increase due to construction activities.

Although no specific construction or development is proposed under the proposed Uptown CPU and associated discretionary actions at this time, construction noise impacts could occur as future development occurs. Due to the developed nature of the Uptown CPU area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erection). Construction noise in any one particular area would be short-term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and use of power tools. Noise would also be generated by construction equipment, including earthmovers, material handlers, and portable generators, and could reach high levels for brief periods. Typical construction noise levels are discussed in Appendix F.

Construction equipment would generate maximum noise levels between 85 and 90 dB at 50 feet from the source when in operation. Hourly average noise levels would be 82 dB(A) at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers. Construction noise levels of 82 dB(A)  $L_{eq}$  at 50 feet would attenuate to 75 dB(A)  $L_{eq}$  at 110 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 110 feet of construction activities.

**Impact 6.6-4:** A significant noise impact due to construction noise would occur if sensitive land uses are located within 110 feet of future construction activities.

The City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance which puts limits on the days of the week and hours of operation allowed for construction. The City also imposes conditions of approval for building and grading permits related to noise. However, there is also a procedure in place that allows for a permit to

deviate from the noise ordinance. Due to the highly developed nature of the Uptown CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing residences to significant noise levels (see Impact 6.6-4).

### **b. Vibration - Construction**

Construction of projects implemented under a permit to deviate from the noise ordinance would likely be located adjacent to existing structures. Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some project sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with 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.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within 95 feet of structures. Past studies have established a peak vertical particle velocity of 0.20 inch per second as the limit where vibration would begin to annoy people in buildings and at which there is a risk of cosmetic damage to normal dwellings. Maximum vibration levels from pile driving would exceed this level at approximately 95 feet. Vibration levels generated by pile-driving activities would vary depending on project conditions, such as soil conditions, construction methods, and equipment used. Pile-driving activities generate vibrations at various frequencies, with the dominant frequency of propagating waves from impact sources ranging between 3 and 60 Hz. Using the middle range for illustration purposes, equipment operating at a frequency range of 30 Hz would exceed the perceptible range at approximately 100 feet. Pile driving within 95 feet of existing structures has the potential to exceed the 0.20 inch per second PPV threshold. Thus, implementation of future land uses under the proposed Uptown CPU and associated discretionary actions would have the potential to result in a significant impact related to construction related vibration.

**Impact 6.6-5:** If future pile driving occurs within 95 feet of existing structures, a potentially significant impact associated with vibration would result.

### **c. Vibration – Operation**

Commercial operations, on occasion, utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health

and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Additionally, the commercial uses that may be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with proposed Uptown CPU and associated discretionary actions implementation would be less than significant.

## **Cumulative Impacts**

The analysis provided above for each issue area is cumulative in nature because the analysis considers noise and vibration impacts associated with build-out of the entirety of the Uptown CPU area and the traffic assumptions used in the analysis includes cumulative traffic associated with build-out of neighboring communities (North Park and Golden Hill CPU areas). Noise impacts associated with build-out of neighboring CPUs would be localized in nature. For example, construction of restaurants or commercial uses in North Park or Golden Hill would not affect residences in Uptown with the exception of development that may occur at the boundary of the CPU areas. However, build-out of land uses within each CPU area would be subject to the same General Plan policies, noise ordinance requirements, and Title 24 standards discussed in this document. Thus, cumulative noise impacts would be less than significant.

## **6.6.5 Significance of Impacts**

### **6.6.5.1 Ambient Noise**

An increase in ambient vehicular traffic noise in the Uptown CPU area would result from continued build-out of the proposed Uptown CPU and associated discretionary actions and increases in traffic due to regional growth. A significant increase would occur adjacent to several street segments in the Uptown CPU area that contain existing noise sensitive land uses. The increase in ambient noise levels could result in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan, and impacts would be significant (Impact 6.6-1).

For new discretionary development, there is an existing regulatory framework in place that would ensure future projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would not be exposed to ambient noise levels in excess of the compatibility levels in the General Plan. Thus, noise impacts to new discretionary projects would be less than significant.

However, in the case of ministerial projects, there is no procedure to ensure that exterior noise would be adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-2).

### 6.6.5.2 Vehicular Noise

In the Uptown CPU area, noise levels for all land uses would be incompatible (i.e., greater than 75 dB(A) CNEL) closest to the freeways and specific segments of Sixth Avenue and Grape Street. These areas are currently developed and the proposed Uptown CPU and associated discretionary actions would not change the land use in these areas. Thus, while land uses in these areas would be exposed to noise levels that exceed General Plan standards, this noise exposure would not be a significant noise impact resulting from implementation of the proposed Uptown CPU and associated discretionary actions. No mitigation is required at the program-level.

~~An existing regulatory mitigation framework and review process would exist for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the proposed Uptown CPU and General Plan would preclude or reduce traffic noise impacts because they would be required to demonstrate that exterior and interior noise levels would be compatible with City standards. Noise compatibility impacts associated with future discretionary projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be less than significant with implementation of existing regulations and noise standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.6-3).~~

Amtrak, Coaster, and freight train noise levels at the nearest planning area boundary and the nearest sensitive receptors would not exceed 60 dB(A) CNEL. Noise impacts due to trolley and train operations would be compatible with General Plan standards. Impacts would be less than significant, and no mitigation is required.

### 6.6.5.3 Airport Compatibility

Based on the projected airport noise contours for the SDIA, there are sensitive receptors in the Uptown CPU area that are located where noise levels due to aircraft operations exceed 60 dB(A) CNEL. At the project-level, future development must include noise attenuation consistent with the Noise Element of the General Plan and the Airport Land Use Compatibility Plan for the SDIA; therefore, impacts related to airport noise would be less than significant.

### 6.6.5.4 Noise Ordinance Compliance

Mixed-use areas would contain residential and commercial interfaces. Mixed-use sites and areas where residential uses are located in proximity to commercial sites would expose sensitive receptors to noise. Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial uses, City policies and regulations would control noise and reduce noise impacts between various land uses. In addition, enforcement of the federal, state, and local noise regulations would control impacts. With implementation of these policies and enforcement of the Noise Abatement and Control Ordinance of the Municipal Code, impacts would be less than significant and no mitigation is required at the program-level.

### 6.6.5.5 Temporary Construction Noise

#### a. Construction Noise

Construction activities related to implementation of the Uptown CPU and associated discretionary action would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for variance to the noise ordinance. Due to the highly developed nature of the CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would ~~remain-be potentially significant and unavoidable~~ (Impact 6.6-4).

#### b. Vibration – Construction

By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with 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, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be potentially significant (Impact 6.6-5).

#### c. Vibration – Operation

Post-construction operational vibration impacts could occur as a result of commercial operations that are implemented in accordance with the proposed Uptown CPU and associated discretionary actions. The commercial uses that would be constructed under the proposed Uptown CPU and associated discretionary actions would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with the proposed Uptown CPU implementation and associated discretionary actions would be less than significant. No mitigation is required.

## 6.6.6 Mitigation Framework

Increases in ambient noise levels resulting in the exposure of existing noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan Noise Element would be significant and unavoidable (Impact 6.6-1). No feasible mitigation has been identified at the program-level to reduce this impact to less than significant.

New noise sensitive land uses that require only a ministerial permit would be subject to significant and unavoidable exterior traffic noise impacts resulting from increases in ambient noise levels

generated from build-out of the proposed Uptown CPU and associated discretionary actions (Impact 6.6-2). Additionally, significant and unavoidable impacts would occur for future ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours (Impact 6.6-3). No feasible mitigation has been identified at the program-level to reduce these impacts to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.

In order to mitigate impacts related to construction noise (Impact 6.6-4), the following mitigation measure would be implemented.

**NOISE 6.6-1:** At the project-level, future development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.

- Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.
- Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.



In order to mitigate impacts relative to Vibration – Construction (Impact 6.6-5), the following mitigation measure would be implemented.

**NOISE 6.6-2:** For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to ensure the development project would not adversely affect adjacent properties to the satisfaction of the Chief Building Official. Such efforts shall be conducted by a qualified structural engineer and could determine the area of impact and to present appropriate mitigation measures that may include the following:

- Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. ~~This task should be conducted by a qualified structural engineer.~~
- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.
- ~~At a minimum, m~~Monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

### 6.6.7 Significance of Impacts after Mitigation

Impacts to existing noise sensitive land uses due to the increase in ambient noise levels associated with build-out of the proposed Uptown CPU and associated discretionary actions would remain significant and unavoidable (Impact 6.6-1). No feasible mitigation measures have been identified to address this impact because there is no mechanism or funded program in place to provide noise attenuation at existing structures that would be exposed to ambient noise increases.

There are no feasible mitigation measures to reduce impacts from ambient noise level increases associated with future ministerial development within the Uptown CPU area (Impact 6.6-2); thus, ambient noise impacts associated with future ministerial projects would remain significant and unavoidable. Similarly, impacts associated with future ministerial projects exposed to vehicular

traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours would be significant and unavoidable (Impact 6.6-3).

Regarding temporary construction noise impacts (Impact 6.6-4), future construction projects would be required to incorporate the standard controls outlined in NOISE 6.6-1, which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these controls, and the limited duration of the noise-generating construction period, the substantial temporary increase in ambient noise levels would be less than significant.

Regarding vibration impacts during construction (Impact 6.6-5), pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, resulting in a potentially significant impact. Implementation of mitigation measure NOISE 6.6-2 would reduce construction-related vibration impacts; however, at the program-level it cannot be known whether the measures would be adequate to minimize vibration levels to less than significant. Thus, even with implementation of mitigation measure NOISE 6.6-2, construction related vibration impacts would be significant and unavoidable.

## 6.7 Historical Resources

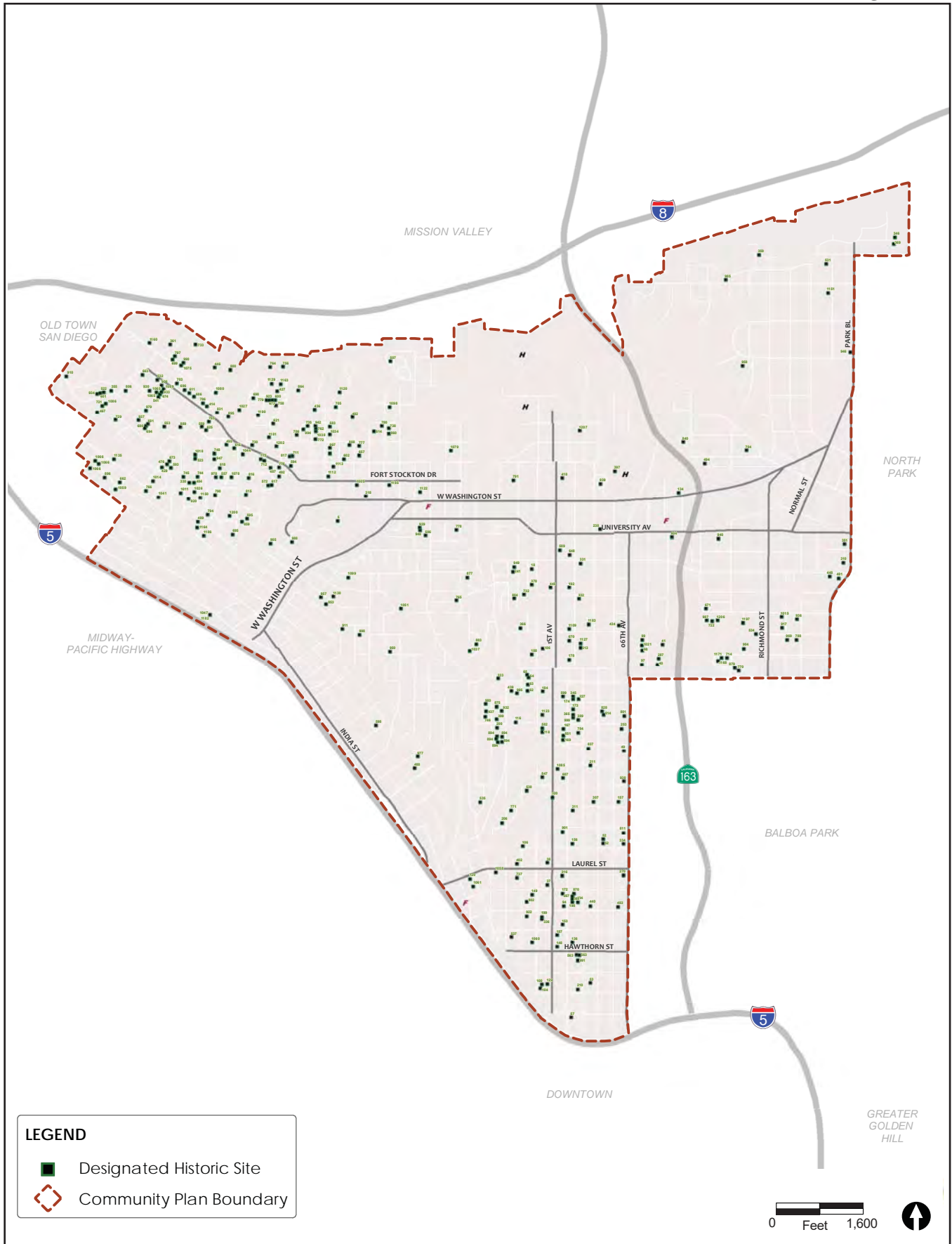
This section analyzes the potential impacts on historical resources due to implementation of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. It documents the historical background for the Uptown community and addresses prehistoric, historic, archaeological, and sacred sites. The information in this section is based on the *Community Plan Update for the Community of Uptown Prehistoric Cultural Resources* study (AECOM, January 2015) and the *Uptown Community Plan Area Historic Resources Survey* (Historic Resources Group, June 2014) and other primary and secondary sources. These reports are included in Appendix G1 and G2, respectively, to this Program Environmental Impact Report (PEIR).

### 6.7.1 Existing Conditions

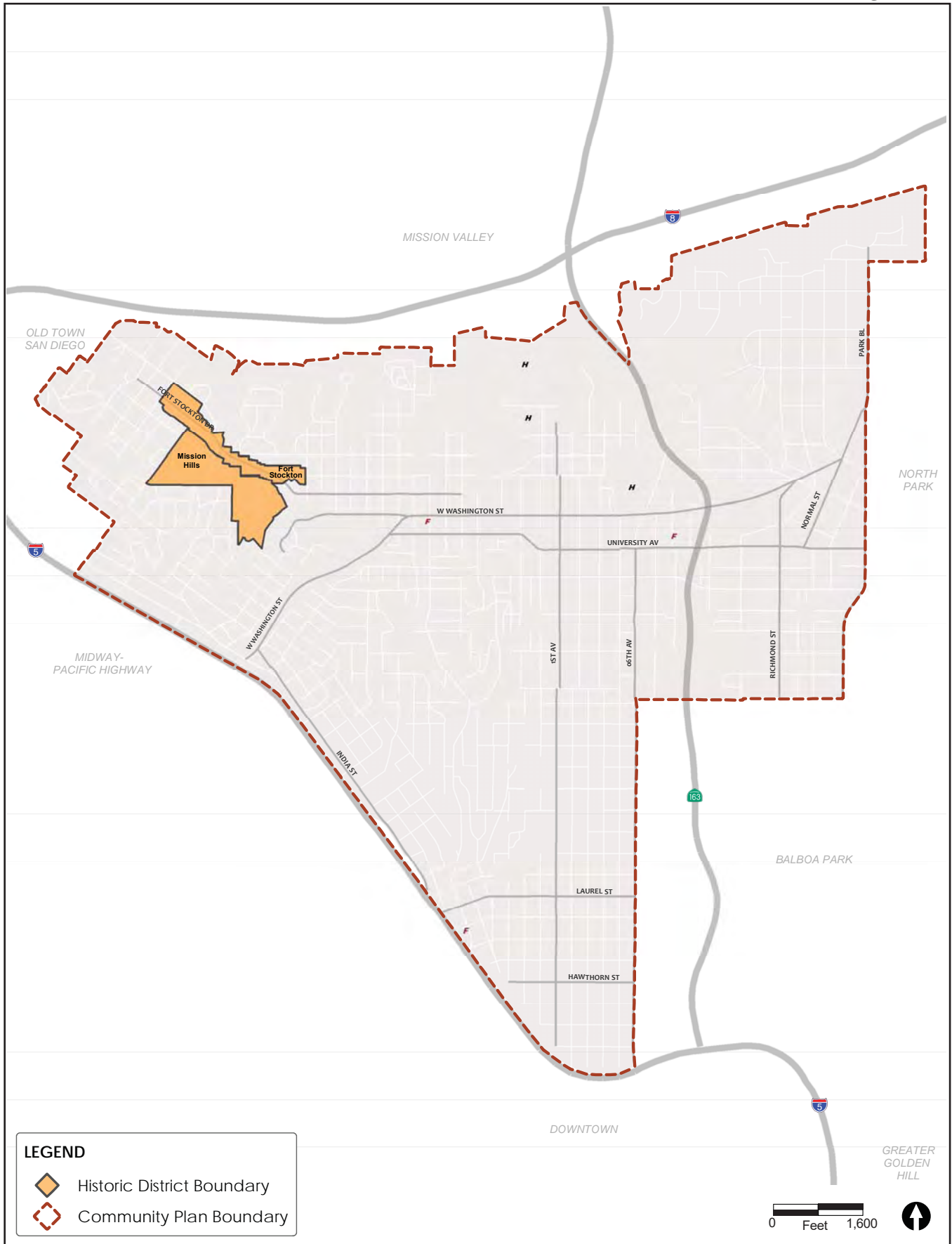
A general discussion of the environmental setting relative to historical resources and the applicable regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

#### 6.7.1.1 Designated Historical Resources

Uptown is home to 12 National Register-listed properties. These include the George Marston House, listed in 1974 as the home of Progressive San Diegan George Marston; the work of master architect Irving Gill during his formative years; and Park Place Methodist Episcopal Church, listed in 1982 as a remarkable example of a Classical Revival building designed by a master architect Norman Foote Marsh. In addition, as of February 2016, the Uptown community is home to 340 individually designated historical resources (Figure 6.7-1) and two designated historic districts (Figure 6.7-2) – Mission Hills and Fort Stockton Line – containing 209 contributing resources that have been listed on the City's register by the Historical Resources Board.



**FIGURE 6.7-1**  
 Location of City Register Designated Historic Resources



**FIGURE 6.7-2**  
Location of City Register Designated Historic District

## 6.7.2 Methodology

A Prehistoric Cultural Resources Study and a Historic Resources Survey were prepared for the proposed Uptown CPU and associated discretionary actions. The Cultural Resources Study describes the pre-history of the Uptown area, identifies known significant archaeological resources, provides guidance on the identification of possible new significant archaeological resources, and includes recommendations for the treatment of significant archaeological resources. The Historic Resources Survey provides information regarding the significant historical themes in the development of Uptown, the property types that convey those themes in an important way, and the location of potential historical resources within the community, including individual resources, multiple property listings, and districts.

### 6.7.2.1 Prehistoric Resources

Cultural sensitivity levels for the Uptown Community Plan area are rated low, moderate, or high based on the results of an archival records search using the California Historical Resources Information System (CHRIS), a literature search at the South Coastal Information Center (SCIC) located at San Diego State University, a records update at the San Diego Museum of Man, a Sacred Lands File check by the Native American Heritage Commission (NAHC), and regional environmental factors.

A low sensitivity rating indicates that there are few or no previously recorded resources within the area. Resources at this level would not be expected to be complex, with little to no site structure or artifact diversity. The potential for identification of additional resources in such areas would be low. A moderate sensitivity rating indicates that some previously recorded resources were identified within the area. These are more complex resources consisting of more site structure, diversity of feature types, and diversity of artifact types. The potential for the presence of additional resources in such areas would be moderate. Areas identified as high sensitivity would indicate that the records search identified several previously recorded sites within the area. These resources may range from moderately complex to highly complex, with more-defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Because the majority of the community is developed and there is very little undeveloped land within the Community Plan area, with the exception of canyon areas, the cultural sensitivity for the entire Uptown community is considered low due to steepness of the canyon slopes. However, at the base of these canyons, especially leading into the Mission Valley area, there is a potential for cultural resources to be present; therefore, the cultural sensitivity rating for these areas is considered high, specifically when in proximity to the San Diego Presidio and areas bordering Old Town. As such, the community of Uptown contains two sensitivity ratings as illustrated in Figure 6.7-3.



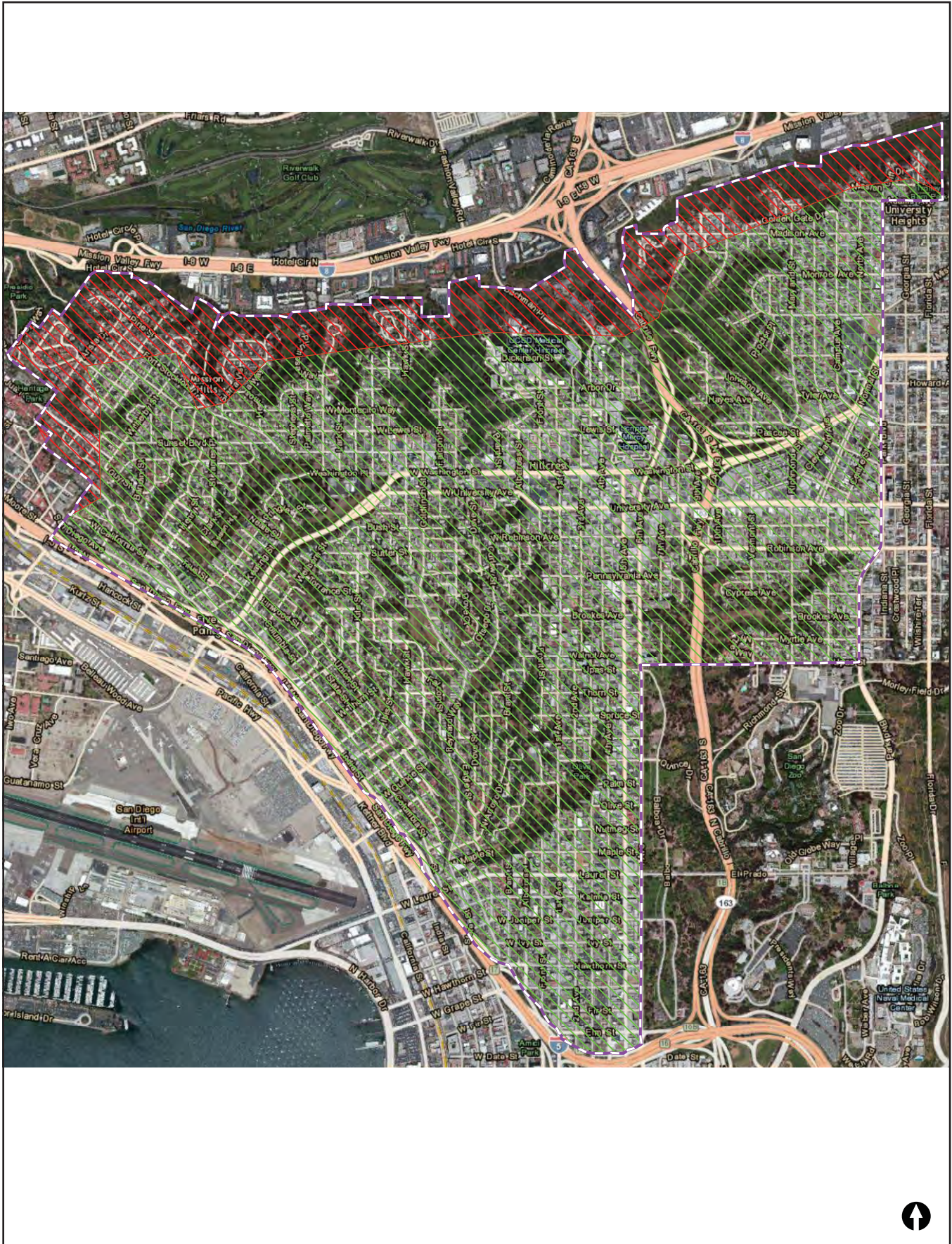


FIGURE 6.7-3  
Cultural Sensitivity Areas – Prehistoric Resources



### 6.7.2.2 Historical Resources

The Historic Resources Survey was conducted using a four-step approach, which included research, fieldwork, evaluation, and documentation. The research phase involved review of various relevant City documents (municipal codes and regulations, planning reports, previous historic resources surveys, and various historic nominations), as well as various historical materials (period newspaper articles, photographs, maps).

The fieldwork phase consisted of a property-by-property inspection of the entire Community Plan area. Field teams identified individual properties that appeared eligible for individual designation, as well as geographically definable areas that appeared eligible for designation as historic districts. For districts, boundaries were defined and contributing and non-contributing resources were identified.

All properties identified in the field as potentially eligible for designation were then evaluated using the City of San Diego local designation criteria. Properties determined potentially eligible for designation on the City's Register were then evaluated for the National Register and California Register. All properties identified and evaluated as potentially eligible for listing on the San Diego Register, California Register, and/or National Register designation as part of this survey were then documented in a database.

Included as an appendix to the Historic Resources Survey is the Historic Context Statement prepared for the Uptown community. The Historic Context Statement was developed primarily through archival research. It synthesizes information collected from a variety of primary and secondary materials. In addition to consulting the historical resource files at the City Planning and Community Investment Department and the archives at Save Our Heritage Organisation, research was conducted at the San Diego Public Library, the San Diego Historical Society, and the libraries at the University of California, San Diego. Primary sources included historic maps, photographs and newspapers, and media advertisements. Specifically, subdivision maps, in conjunction with Sanborn Fire Insurance Maps, were used to establish broad patterns of development within Uptown. Historic photographs provided imagery of the community's evolving landscape and predominant architectural styles. Other primary materials included several articles, advertisements, and editorials from the archives of the *Los Angeles Times* and *San Diego Union*. Secondary sources of information were consulted to supplement these primary materials, and included later accounts of history recorded in a variety of books, essays, journals, and master's theses.

### 6.7.3 Significance Determination Thresholds

Historical resources significance determination, pursuant to the City of San Diego's Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation. Based on the City's 2011 Significance Determination Thresholds, which have been adopted to guide a programmatic assessment of the proposed Uptown CPU and associated discretionary actions, impacts related to historical resources would be significant if the project would result in:

- 1) An alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object or site; or
- 2) A substantial adverse change in the significance of a prehistoric archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries.

The City of San Diego's California Environmental Quality Act (CEQA) Significance Determination Thresholds define a significant historical resource as one which qualifies for the California Register of Historical Resources or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code, although even a resource that is not listed in, or determined eligible for listing in, the California Register, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Research priorities for the prehistoric, ethnohistoric, and historic periods of San Diego history are discussed in Appendix A to the City's Historical Resources Guidelines. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50 square meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.
- The determination of significance for historic buildings, structures, objects and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.
- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

## 6.7.4 Impact Analysis

### Issue 1 Historic Structures, Objects, or Sites

*Would implementation of the proposed Uptown CPU and associated discretionary actions result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?*

#### a. Individual Local Historic Resources

Of the 11,104 properties surveyed in 2004–2006, the survey identified 2,192 properties as potentially significant individual resources, 59 of which are also located in Potential Historic Districts. The resources identified can be found in the Uptown Community Plan Area Historic Resources Survey (Appendix G2). Of the resources identified as potentially significant individual resources, approximately 56 percent are single-family properties, 35 percent are multi-family properties, eight percent are commercial properties, and one percent are institutional properties. Thematically, the potentially significant individual resources are distributed as follows:

- The Railroad Boom and Early Residential Development: 1885 to 1909: 12 percent
  - The Panama-California Exposition and Streetcar Suburbs: 1909 to 1929: 44 percent
  - Great Depression and World War II: 1929 to 1948: 21.5 percent
  - Postwar Development, Suburbanization, the Automobile, and Modernism: 1948 to 1970: 22 percent
  - Neighborhood Revitalization and the Lesbian, Gay, Bisexual, and Transgender (LGBT) Community: 1970 to Present: 0 percent \*
- (\*The 2004 to 2006 survey only evaluated properties constructed prior to 1961.)

#### b. Potential Historic Districts Identified in the Historic Resources Survey

The Historical Resources Survey identified 19 new Potential Historic Districts containing a total of approximately 2,600 properties and roughly 2,000 contributing resources. The name, location, size, period of significance and relationship to Uptown's significant development themes are summarized in Table 6.7-1, and their locations shown in Figure 6.7-4. More detailed information, including listings of contributing resources, can be found in the Uptown Historic Survey Report.

| Table 6.7-1<br>Potential Historic Districts Identified in the Uptown Historic Resource Survey |                                                                      |                |                        |                                                                                                                                                                                                                                                                                   |                        |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Potential Historic District                                                                   | Location                                                             | Size           | Period of Significance | Theme(s)                                                                                                                                                                                                                                                                          | Possible HRB Criterion |
| Arnold & Choate's Potential Historic District                                                 | Barr Street, Dove Street, University Avenue and Randolph Street      | 313 Properties | 1890-1951              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948<br><br>Postwar Development, Suburbanization, the Automobile and Modernism: 1948-1970. | A & C                  |
| Dove Street Potential Historic District                                                       | West Palm Street, North Arroyo Drive, Arroyo Drive, and Reynard Way  | 31 Properties  | 1928-1948              | The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                                                                                             | A & C                  |
| Heart of Banker's Hill Potential Historic District                                            | Pennsylvania Avenue, First Avenue, Redwood Street and Dove Street    | 125 Properties | 1870-1940              | Early History: 1769-1885<br><br>The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                       | A, C & D               |
| Horton's Addition Potential Historic District                                                 | Laurel Street, 4 <sup>th</sup> Avenue, Grape Street and Brant Street | 143 Properties | 1871-1940              | Early History: 1769-1885<br><br>The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                       | C & D                  |

| Table 6.7-1<br>Potential Historic Districts Identified in the Uptown Historic Resource Survey |                                                                                                            |                |                        |                                                                                                                                                                                                                                                                                 |                        |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Potential Historic District                                                                   | Location                                                                                                   | Size           | Period of Significance | Theme(s)                                                                                                                                                                                                                                                                        | Possible HRB Criterion |
| Inspiration Heights Potential Historic District                                               | Sunset Boulevard, Saint James Place, Putterbaugh Street and Coutts Street                                  | 84 Properties  | 1887 and 1909-1942     | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                     | A & C                  |
| Inspiration View Potential Historic District                                                  | Torrance Street, Ostego Drive, Walnut Avenue and Eagle Street                                              | 24 Properties  | 1925-1936              | The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                                                                                           | A & C                  |
| John Sherman Potential Historic District                                                      | Grape Street, First Avenue, Fir Street and Front Street                                                    | 12 Properties  | 1880-1915              | Early History: 1769-1885<br><br>The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929                                                                                                         | C & D                  |
| Marine View Potential Historic District                                                       | University Avenue, Eagle Street, Brookes Avenue and Winder and Welborn Streets                             | 340 Properties | 1891-1950              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948<br><br>Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 | A & C                  |
| Marston Family Potential Historic District                                                    | Brookes Avenue, Highway 163, Upas Street and the alley between 6 <sup>th</sup> and 7 <sup>th</sup> Avenues | 11 Properties  | 1904-1918              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929                                                                                                                                         | A, B, C & D            |
| Marston Hills Potential Historic District                                                     | Pennsylvania Avenue, Highway 163, Upas Street and Richmond and Vermont Streets                             | 88 Properties  | 1924-1940              | The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                                                                                           | A, B, C & D            |

| Table 6.7-1<br>Potential Historic Districts Identified in the Uptown Historic Resource Survey |                                                                                                                                                                                                                                                                                    |                |                        |                                                                                                                                                                                                                                                                                 |                        |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Potential Historic District                                                                   | Location                                                                                                                                                                                                                                                                           | Size           | Period of Significance | Theme(s)                                                                                                                                                                                                                                                                        | Possible HRB Criterion |
| Mission Hills Historic District Expansion Area                                                | Altamira Place and the bluff immediately north of Hortensia Street to the north; Stephens Street to the east; Sunset Boulevard, Torrance Street, Neale Street and Pringle Street to the south; and St. James Place, Witherby Street, Trias Street and Hortensia Street to the west | 517 Properties | 1908-1941              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                     | C & D                  |
| North Florence Heights Potential Historic District                                            | Hunter Street, Randolph Street, Mission Hills/Pioneer Park, and Stephens Street                                                                                                                                                                                                    | 96 Properties  | 1890-1940              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                     | A, B & C               |
| Northwest Mission Hills Potential Historic District                                           | Arista Street and Conde Street to the north; the bluff facing Interstate 8 to the east; Witherby Street, Trias Street and Hortensia Street to the south; and Juan Street and Sunset Boulevard to the west                                                                          | 301 Properties | 1908-1950              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948<br><br>Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 | A, C & D               |

| Table 6.7-1<br>Potential Historic Districts Identified in the Uptown Historic Resource Survey |                                                                                                        |                |                        |                                                                                                                                                                                                                                                                                 |                        |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Potential Historic District                                                                   | Location                                                                                               | Size           | Period of Significance | Theme(s)                                                                                                                                                                                                                                                                        | Possible HRB Criterion |
| Park Boulevard Potential Historic District (West)                                             | Robinson Avenue, Park Boulevard, Upas Street, and the alley between Park Boulevard and Herbert Street. | 35 Properties  | 1888-1960              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948<br><br>Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 | A & C                  |
| Park Edge North Potential Historic District                                                   | Herbert Place; the alley between Park Boulevard and Herbert Street; Upas Street; and Richmond Street   | 122 Properties | 1888-1940              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                     | A & C                  |
| Presidio Hill Potential Historic District                                                     | Arista Street, Presidio Drive, Cosoy Way and the bluff edge overlooking Presidio Park                  | 59 Properties  | 1926-1945              | The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                                                                                                                           | A, C & D               |
| Robinson Place Potential Historic District                                                    | Robinson Avenue, Herbert Street, Pennsylvania Avenue and Albert Street                                 | 14 Properties  | 1925-1927              | The Panama-California Exposition and Streetcar Suburbs: 1909-1929                                                                                                                                                                                                               | A & C                  |
| Second Avenue Potential Historic District                                                     | Along Second Avenue between Upas Street and Palm Street                                                | 48 Properties  | 1871-1945              | Early History: 1769-1885<br><br>The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948                                                     | A, C & D               |



| Table 6.7-1<br>Potential Historic Districts Identified in the Uptown Historic Resource Survey |                                                                                                                                                                                                                 |                |                        |                                                                                                                                                                                             |                        |
|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Potential Historic District                                                                   | Location                                                                                                                                                                                                        | Size           | Period of Significance | Theme(s)                                                                                                                                                                                    | Possible HRB Criterion |
| West University Heights Potential Historic District                                           | Bounded by the bluff facing Interstate 8 and Lincoln Avenue to the north; Cleveland Avenue to the east; Washington Street to the south; and Rhode Island Street and the west side of Vermont Street to the west | 458 Properties | 1888-1945              | The Railroad Boom and Early Residential Development: 1885-1909<br><br>The Panama-California Exposition and Streetcar Suburbs: 1909-1929<br><br>Great Depression and World War II: 1929-1948 | A & C                  |
| HRB = Historical Resources Board                                                              |                                                                                                                                                                                                                 |                |                        |                                                                                                                                                                                             |                        |

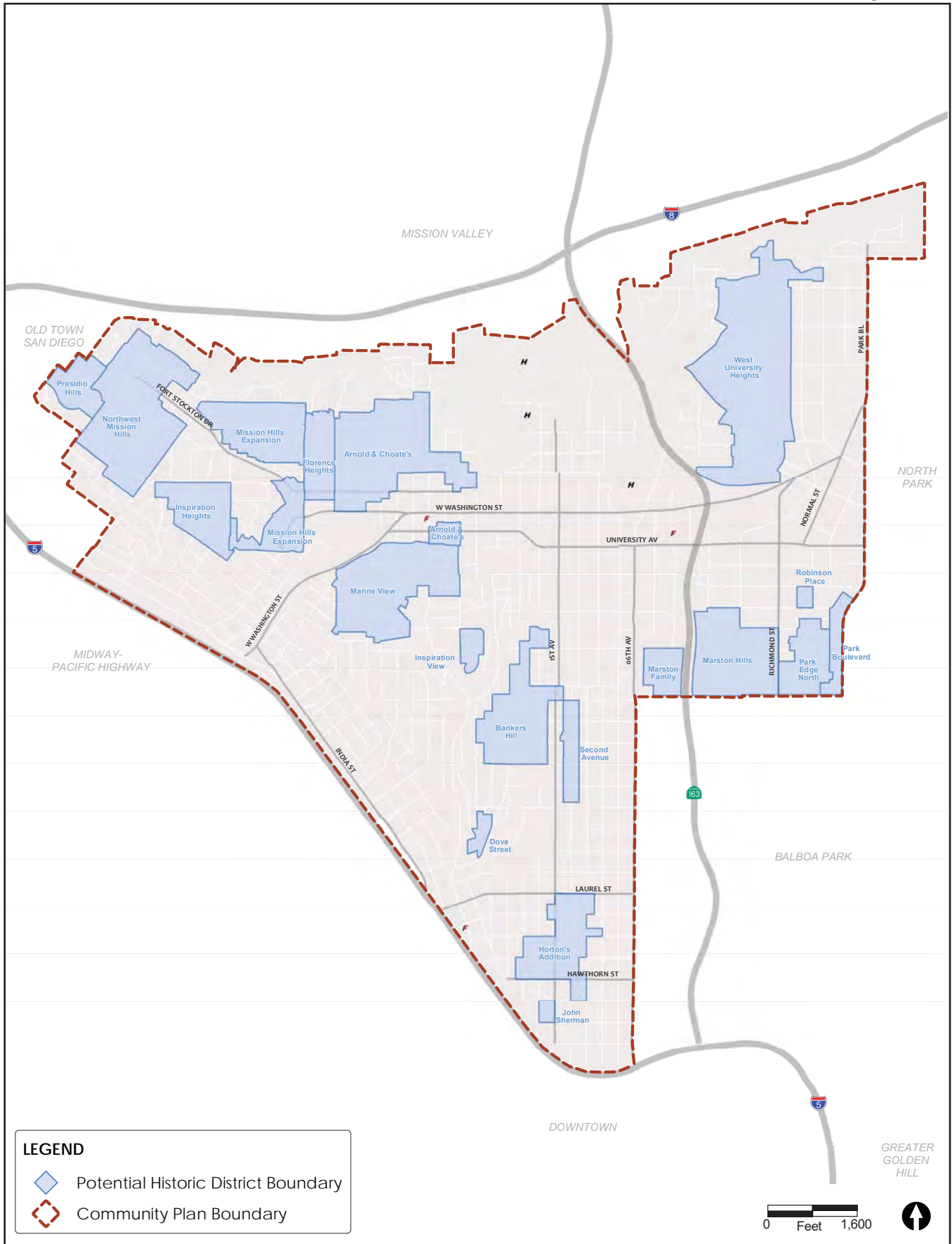
### c. Multiple Property Listing

A Multiple Property Listing (MPL) is a group of related significant properties with shared themes, trends, and patterns of history. The Uptown Survey has identified three thematically related property groupings that appear eligible as Multiple Property Listings, the Bungalow and Apartment Court MPL, the Kate Olivia Sessions MPL, and the Victorian Era MPL.

**Bungalow and Apartment Court Multiple Property Listing.** The Residential Court Multiple Property Listing is a discontinuous grouping of approximately 150 residential courts located throughout the Uptown survey area. Eligible under San Diego Criteria A and C, this potential MPL reflects the distinctive characteristics of courtyard design, as well as special elements of the Uptown Community's social history related to multi-family housing, and its architectural development associated with local transportation patterns.

**Kate Olivia Sessions Multiple Property Listing.** The Kate Olivia Sessions Multiple Property Listing is a discontinuous grouping of four geographic areas located throughout the Uptown survey area, Sixth Avenue/Balboa Park Urban Edge, Lark Street, the Kate Sessions Mission Hills Nursery Site, and the Kate Sessions Balboa Park Nursery Site. Eligible under San Diego Criteria A and D, this potential MPL reflects special elements of the Uptown Community's landscape design and horticultural history, and is significant as the work of noted horticulturalist Kate Olivia Sessions.

**Victorian Era Multiple Property Listing.** The Victorian Era Multiple Property Listing is a discontinuous grouping of approximately 459 Victorian Era buildings located throughout the Uptown survey area. Eligible under San Diego Criteria A, C and D, this potential MPL reflects the distinctive characteristics of residential, commercial, and institutional Victorian era architecture; the work of Master Architects and Builders; as well as special elements of the Uptown Community's early development history.



**LEGEND**

- Potential Historic District Boundary
- Community Plan Boundary

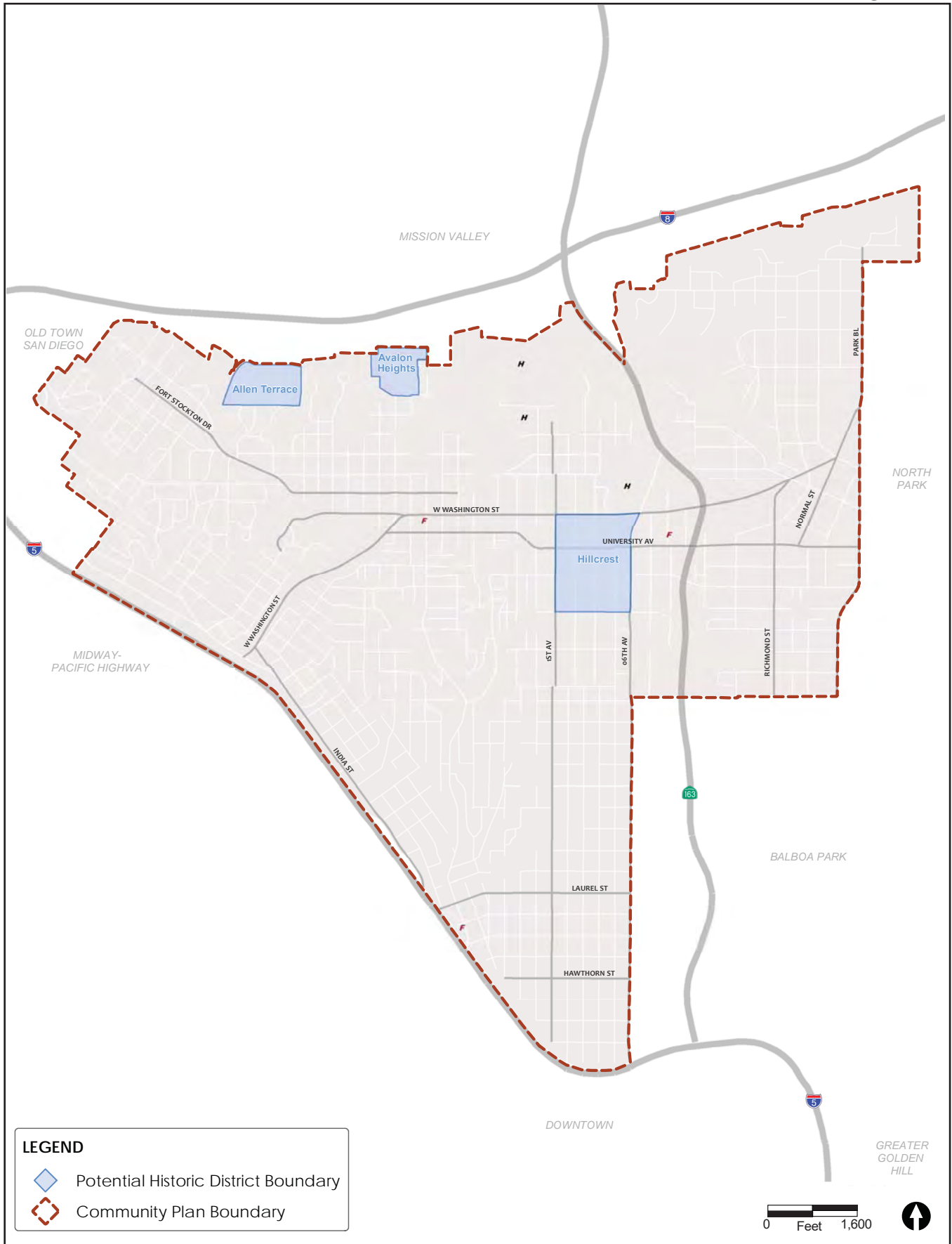
0 Feet 1,600

**FIGURE 6.7-4**  
 Potential Historic Districts Identified  
 by the Historic Resources Survey

#### **d. Resources Identified through Public Outreach**

Substantial public outreach with the Uptown Community Planning group, regional and local preservation groups, and members of the community occurred throughout the CPU process. This information was considered and often incorporated into the results and recommendations of the survey. As a result, the Uptown Community Plan Area Historic Resources Survey identifies as potentially significant all individual resources specifically identified as such by the community. The exception is properties that have been identified as potentially significant under the theme "Neighborhood Revitalization and the LGBTQ Community: 1970–Present." When the survey work was conducted in 2004 to 2006, only properties that were 45 years old or older upon completion of the survey in 2006 were evaluated; therefore, no properties constructed after 1961 were evaluated by the survey. Additionally, due to the reconnaissance nature of the survey, properties that were significantly altered from their original appearance were not evaluated further to explore significance related to lesbian, gay, bisexual, transgender, and queer (LGBTQ) history and redevelopment of Hillcrest. In developing the final theme, staff conducted limited research, oral interviews and a walking tour in an effort to identify the location of resources that may be eligible under the LGBTQ Community: 1970–Present theme. Based on the results of this outreach, additional resources have been identified as potentially significant, requiring further site-specific evaluation. These resources are identified in the Historic Resources Survey and the Historic Preservation Element.

In addition to these individual resources, four additional Potential Historic Districts have been identified by the community (Figure 6.7-5). These include Allen Terrace, Avalon Heights, Hillcrest, and San Diego Normal School/San Diego City Schools Education Complex. The San Diego Normal School/San Diego City Schools Education Complex was the subject of a reconnaissance survey commissioned by the University Heights Historical Society and completed by a qualified historic consultant. Staff conducted a windshield survey to verify the presence of a potential historic district in the other three areas and concurred that these areas may be eligible for designation as Potential Historic Districts. However, the windshield survey undertaken in these areas was not as thorough as the Uptown Community Plan Area Historic Resources Survey (2014) and did not include identification of contributing and non-contributing resources. In regard to Hillcrest, it must be noted that the survey work completed in 2004 to 2006 did not initially identify a potential district in the Hillcrest area. However, the date and reconnaissance nature of the survey significantly limited the evaluation of resources associated with the final theme of revitalization and LGBTQ history. Given the fact that many business catering to and run by members of the LGBTQ community are concentrated within the Hillcrest area, along with residential units occupied by individuals and early advocacy groups, it is appropriate to identify Hillcrest as a potential historic district under Historical Resources Board Criterion A. In addition, because the Hillcrest Potential Historic District area includes 55 properties constructed from 1960 to 1975, and because the 2004 to 2006 survey did not consider any properties constructed post-1960 as potential resources, it is appropriate to consider that the district may also be eligible under Historical Resources Board Criterion C. In order to bring these four potential districts forward for designation, additional, intensive-level research would be required to evaluate the district and define a precise boundary, period of significance, significance criteria, and contributing and non-contributing resources.



**FIGURE 6.7-5**  
 Potential Historic Districts  
 Identified by the Community

## e. Regulatory Framework

Uptown is home to 12 National Register-listed properties, 340 individually designated historic resources (see Figure 6.7-1), and two designated historic districts (see Figure 6.7-2) that are protected and preserved through existing General Plan policies, the historical resources regulations and guidelines of the Municipal Code, and established City practices. These protections require historic review of all projects impacting these resources. Projects that do not comply with the U.S. Secretary of the Interior Standards are required to process a discretionary action with deviations that are subject to review under California Environmental Quality Act (CEQA).

The Historical Resources Survey conducted for Uptown identified 2,192 properties as potentially significant individual resources, 59 of which are also located in Potential Historic Districts. The resources identified can be found in the Uptown Historic Survey Report. Of the resources identified as potentially significant individual resources, approximately 56 percent are single-family properties, 35 percent are multi-family properties, eight percent are commercial properties, and one percent institutional properties. In addition to potentially individually significant resources, the survey identified 19 potential Historic Districts as well as three potential MPLs.

Specifically, San Diego Municipal Code Section 143.0212 requires review of ministerial and discretionary permit applications impacting parcels containing buildings 45 years old or older to determine whether or not the project has the potential to adversely impact a resource that may be eligible for individual listing on the local register. When it is determined that a resource may exist and a proposed project would constitute a significant impact to that resource, a site-specific survey is required and may be forwarded to the Historical Resources Board to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and mitigation would be required for any substantial modification of the resource. If the property were not designated, modification of the property would not be subject to the Historical Resources Regulations. Potential individual resources and resources identified as part of the MPL, which are evaluated as single resources independent of other buildings, would be protected to a large extent through San Diego Municipal Code Section 143.0212. However, because this regulation limits the evaluation of historic resources to the project parcel and individual eligibility, resources identified as potentially contributing to a potential historic district would not be protect unless they were also eligible individually.

The proposed Uptown CPU and associated discretionary actions would have a significant direct impact on historical resources if they result in the demolition, relocation, or substantial alteration of a resource listed in, or formally determined eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), including contributors to NRHP and CRHR-eligible Historic Districts, or the San Diego Historical Resources Register, including contributors to San Diego Register Historic Districts, or which otherwise meet CEQA criteria for historic resources, as discussed above. Although the proposed Uptown CPU and associated discretionary actions do not propose specific development, future development and related construction activities facilitated by the proposed Uptown CPU and associated discretionary actions at the project level could result in the alteration of a historic building, structure, object, or site. Direct impacts may include substantial alteration, relocation, or demolition of historic buildings, structures, objects, sites, and districts. Indirect impacts may include the introduction of visual, audible, or

atmospheric effects that are out of character with a historic property or alter its setting, when the setting contributes to the resource's significance.

~~Section 143.0212 of the San Diego Municipal Code requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resource Sensitivity Maps specifically to determine whether or not the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register. In these cases, this review is supplemented with a project-specific records search of the California Office of Historic Preservation's California Historical Resources Information System (CHRIS) data by qualified staff and a site-specific survey would be required. In addition to these existing protections on historic resources, t~~The Uptown CPU contains a Historic Preservation Element that supports the Historic Preservation Element of the General Plan through goals and policies for identifying and preserving historical, archaeological and tribal cultural resources, and educating citizens about the benefits of, and incentives for, historic preservation. Proposed policies supporting the identification and preservation of historical resources are included in the Urban Design and Conservation elements of the proposed Uptown CPU. Policies seek to preserve and enhance the historic character of the Uptown community and facilitate the identification, designation, and preservation of historically and culturally significant resources throughout the Uptown CPU area. In response to this policy, the proposed CPU identifies Potential Historic Districts. Supplemental development regulations to the Historical Resources Regulations would address how and where modifications can be made on residential properties identified as potentially contributing to specified Potential Historic Districts. Development that does not comply with the regulations of the supplemental development regulations would be subject to a Neighborhood Development Permit with deviation findings and mitigation.

While the Municipal Code does provide for the regulation and protection of designated and potential historical resources, and while supplemental development regulations would provide additional protection for Potential Historic Districts, it is impossible to ensure the successful preservation of all historic built environment resources within the plan area. Therefore, impacts to the Potential Historic Districts and individual historic resources would be considered significant and unavoidable.

**Impact 6.7-1:** Implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site.

## Issue 2 Prehistoric Resources, Sacred Sites and Human Remains

The Preshistoric Cultural Resources Study identified 14 recorded archaeological sites and 98 previous investigations conducted within the community of Uptown. Although there is very little undeveloped land within the CPU area, future development and related construction activities facilitated by the proposed Uptown CPU at the project level could result in the alteration or destruction of prehistoric resources, objects, or sites and could impact religious or sacred uses; or disturb human remains, particularly at the base of canyons leading into the Mission Valley area and in proximity to the Presidio and areas bordering 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 the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Avoiding impacts on religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the CPU area, there is potential for these to be encountered during future construction activities associated with implementation of the proposed Uptown CPU and associated discretionary actions, particularly given the high cultural sensitivity of canyon areas leading into the Mission Valley area, which has been previously identified as an area of concern to the local Native American community, and in proximity to the Presidio and areas bordering Old Town. Similarly, there are no known human remains interred outside of formal cemeteries. However, there are many areas within the City where previously unknown prehistoric human remains and prehistoric sites have been uncovered during both archaeological investigations and grading activities. Therefore, tribal consultation in accordance with AB 52 and the Public Resources Code has been incorporated into the Mitigation Framework for subsequent projects to ensure that tribal cultural resources are addressed early in the development review process. However, the potential for encountering human remains during construction activities remains a possibility.

The City has developed Historic Resource Sensitivity Maps that provide general locations of where Historical Resources are known to occur or have the potential to occur. These maps were developed in coordination with technical experts and tribal representatives. Upon submittal of ministerial and/or discretionary permit applications, a parcel is reviewed against the Historical Resource Sensitivity Maps specifically to determine whether or not the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register (SDMC Section 143.0212).

~~Section 143.0212 of the SDMC requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resource Sensitivity Maps specifically to determine whether or not the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register. In these cases, t~~This review is supplemented with a project specific records search of the NAHC Sacred Lands File by qualified staff, and as stated above, a site specific archaeological survey would be required. For any subsequent projects implemented in accordance with the CPU where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project and appropriate mitigation measures for direct impacts that cannot be avoided.

The proposed Uptown CPU is designed to support the historic preservation goals of the City's General Plan, and contains policies requiring protection and preservation of significant archaeological resources in the proposed Historic Preservation Element. Native American consultation early in the project review process is also included in the proposed Uptown CPU to identify tribal cultural resources and to develop adequate treatment and mitigation for significant



archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

While existing regulations, the Municipal Code, and proposed Uptown CPU policies would provide for the regulation and protection of archaeological resources and human remains, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources are considered significant.

**Impact 6.7-2:** Implementation of the proposed Uptown CPU and associated discretionary actions could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains.

## 6.7.5 Significance of Impacts

Implementation of the Uptown CPU could result in an alteration of a historic building, structure, object, or site (Impact 6.7-1) and could adversely impact a prehistoric archaeological and tribal cultural resources including religious or sacred use sites and human remains (Impact 6.7-2). These impacts would be potentially significant.

## 6.7.6 Mitigation Framework

The City of San Diego's General Plan, combined with federal, state, and local regulations, provide a regulatory framework for project-level historical resources evaluation/analysis criteria and, when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources, and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. The following mitigation measures (HIST-6.7-1 and HIST 6.7-2) provide a framework that would be required of all development projects with the potential to impact significant historical resources.

### **HIST 6.7-1:** Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a development project implemented in accordance with the proposed Uptown CPU and associated discretionary actions that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning.

Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

**HIST-6.7-2:** Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU and associated discretionary actions that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological

evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

#### Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

#### Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires

reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required ~~will~~ shall include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

#### Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft

CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American ~~Traditional Cultural Property~~ tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological

resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources area suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

## 6.7.7 Significance of Impacts after Mitigation

### 6.7.7.1 Historic Structures, Objects or Sites

Development implemented in accordance with the proposed Uptown CPU and associated discretionary actions that would potentially result in impacts to significant historical resources would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of this PEIR and consistent with existing requirements of the Historic Resources Regulations and Historic Resources Guidelines. The mitigation framework combined with the proposed Uptown CPU policies promoting the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis.

With respect to Potential Historic Districts, while supplemental development regulations would provide some protections, until such time as the Potential Historic Districts are intensively surveyed, verified, and brought forward for designation consistent with City regulations and procedures, potential impacts to the Potential Historic Districts would remain significant and unavoidable. Thus, potential impacts to historical resources including historic structures, objects or sites and historic districts would be significant and unavoidable.

### 6.7.7.2 Prehistoric Resources, Sacred Sites, and Human Remains

Development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would potentially result in impacts to significant archaeological and tribal cultural resources, and therefore would be required to implement mitigation measure HIST-6.7-2, which addresses measures to minimize impacts to archaeological and tribal cultural resources. This mitigation, combined with the policies of the General Plan and proposed Uptown CPU policies promoting the identification, protection, and preservation of archaeological resources, in addition to compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historic Resources Regulations (San Diego Municipal Code Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps would reduce the program-level impact related to prehistoric or historical archaeological resources and tribal cultural resources. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric resources, sacred sites, and human remains would be minimized but not to below a level of significance.



## 6.8 Biological Resources

A Biological Resources Report for the Uptown, North Park, and Golden Hill Community Plan Updates (CPUs) was prepared by RECON March 2, 2016. That analysis addresses biological impacts associated with the proposed Uptown CPU and associated discretionary actions. The entire report is included as Appendix H to this draft Program Environmental Impact Report (PEIR) and forms the basis for the discussion in this section.

### 6.8.1 Existing Conditions

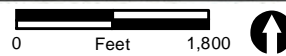
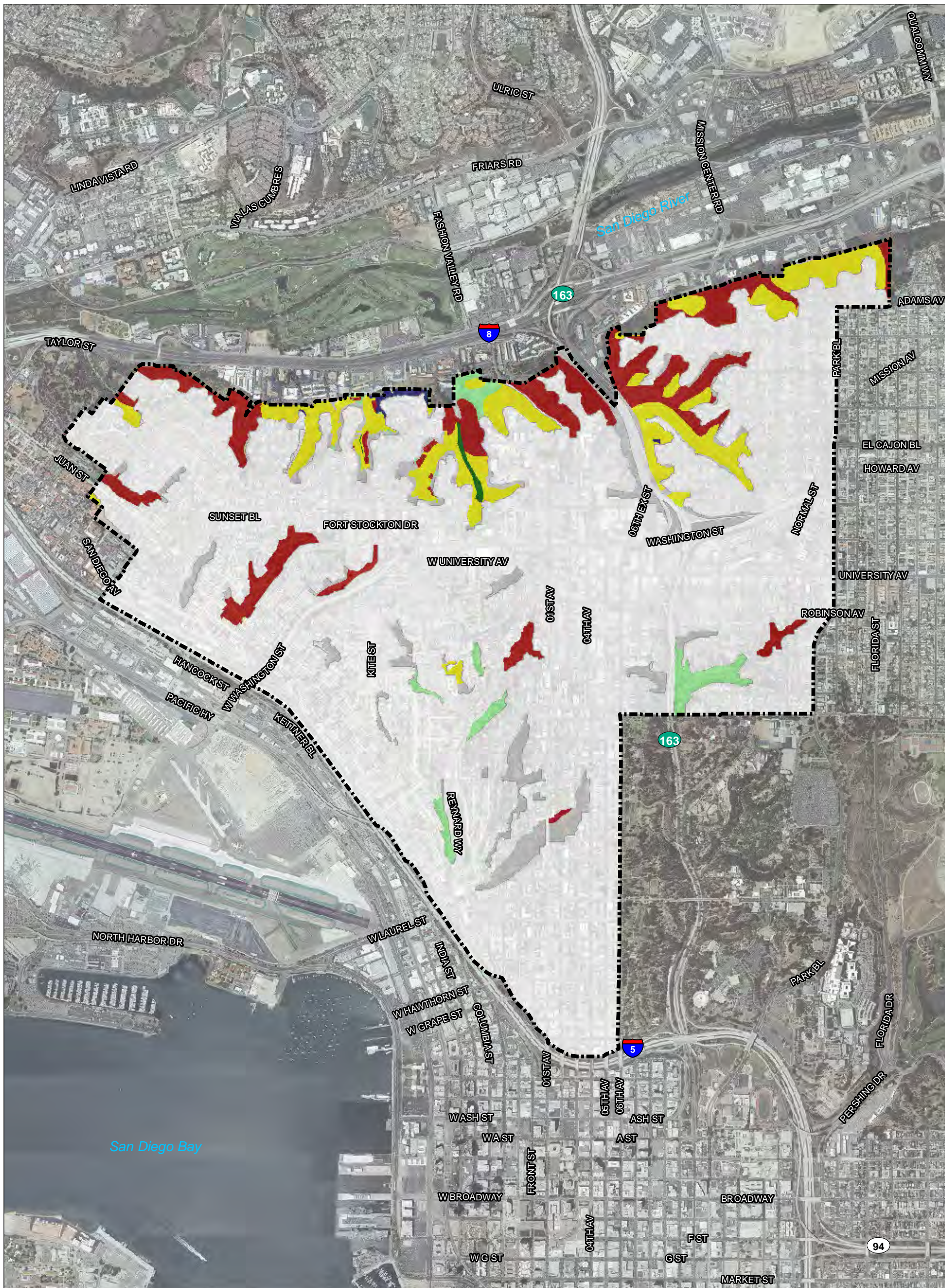
The existing environmental setting which includes discussion and description of the sensitive biological resources and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

A general description of vegetation communities and land cover types mapped within the Uptown CPU area is described in Section 2.3.8. The specific vegetation communities/land cover types that occur within the Uptown community are shown in Figure 6.8-1. Table 6.8-1 lists acreages per vegetation community/land cover type.

| Vegetation Community/Land Cover Type | Multiple Species Conservation Program Tier | Acreage        |
|--------------------------------------|--------------------------------------------|----------------|
| Coastal sage scrub                   | II                                         | 154.8          |
| Chaparral                            | III                                        | 136.8          |
| Grassland                            | III-B                                      | 36.1           |
| Riparian scrub                       | n/a                                        | 3.3            |
| Eucalyptus woodland                  | IV                                         | 3.8            |
| Disturbed land                       | IV                                         | 107.0          |
| Urban/developed                      | IV                                         | 2,215.3        |
| <b>TOTAL</b>                         | --                                         | <b>2,657.1</b> |



Image source: SanGIS (flown May 2012)



Uptown Community Plan Boundary

**Existing Vegetation Communities and Land Cover Types**

- |                    |                     |
|--------------------|---------------------|
| Coastal Sage Scrub | Eucalyptus Woodland |
| Chaparral          | Disturbed Land      |
| Grassland          | Urban/Developed     |
| Riparian Scrub     |                     |

FIGURE 6.8-1

Existing Vegetation Communities and Land Cover Types



## 6.8.2 Methodology

Data on vegetation, Multi Habitat Planning Area (MHPA) boundary corrections, and open space were provided by the City of San Diego. The analysis of biological resources for the Uptown CPU area was performed at the plan-level using the existing base data files and other available data provided by the City of San Diego. Data from the California Natural Diversity Data Base (CNDDDB) was used to provide information on potential sensitive plant and wildlife species occurrences. Additional geographical information system (GIS) data were used to provide more detailed information on areas of potential effect within the Uptown CPU area. These additional data included the location of individual private lots that helped identify areas where brush management could occur in the future.

### 6.8.2.1 Vegetation Communities

The base vegetation community mapping was taken primarily from the San Diego Association of Governments (1995) digital file for the Multiple Species Conservation Program (MSCP). This vegetation mapping was updated using information from an aerial photograph of the area (SanGIS 2012). Field work was conducted to verify the type of vegetation occurring in specific areas within the Uptown CPU boundaries where there were questions about existing vegetation mapped. In particular, some individual lots identified as potentially having greater than one-tenth of an acre of native vegetation where corrections to the MHPA boundary are proposed were field checked.

Vegetation community classifications follow Holland (1986) and Oberbauer (1996). Assessments of the sensitivity of habitats are based primarily on the California Native Plant Society, the CNDDDB, City of San Diego, U.S. Fish and Wildlife Service (USFWS), and Holland.

### 6.8.2.2 Sensitive Plants

The locations of sensitive plant species evaluated are from the CNDDDB. Nomenclature for plant species follows the Jepson Online Interchange and assessments of the sensitivity of species are based primarily on California Native Plant Society (CNPS), State of California, City of San Diego, and USFWS.

### 6.8.2.3 Sensitive Wildlife

The locations of sensitive wildlife species evaluated are from the CNDDDB. Zoological nomenclature for birds is in accordance with the American Ornithologists' Union Checklist (2013) and Unitt (2004), for mammals with Jones et al. (1997), for amphibians and reptiles with Crother (2008), and for butterflies with Brown et al. (1992). Assessments of the sensitivity of species are based primarily on State of California and USFWS.

## 6.8.3 Significance Determination Thresholds

Based on the City's *CEQA Significance Determination Thresholds* (2011), which have been adapted to guide a programmatic analysis for the Uptown CPU and associated discretionary actions, impacts on biological resources would be significant if the project would result in:

- 1) A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS;
- 2) A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;
- 3) A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means;
- 4) Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites; or
- 5) A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region;

## 6.8.4 Impact Analysis

### Issue 1 Sensitive Wildlife Species

*Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?*

The proposed Uptown CPU presents goals and policies for biological resources in the Conservation Element. The purpose of the Conservation Element is to provide for the long-term conservation and sustainable management of natural resources. As part of the proposed Uptown CPU, areas designated as open space were reconfigured to remove areas of existing development to better correlate with the actual location of sensitive biological resources intended for conservation. The open space boundary was reconfigured consistent with the General Plan Land Use and Community Planning Element policies for designation of open space, and the General Plan and Community Plan Conservation Element policies regarding the protection of natural habitats and rare plants and animals. The locations of designated open space areas for the Uptown CPU area are shown on Figure 6.8-2, and acreages summarized by habitat are shown in Table 6.8-2. By locating all remaining sensitive natural resources within the Uptown CPU area within the open space designation and/or MHPA, impacts to sensitive species would be minimized. See also the discussion under Issue 5, which discusses the proposed MHPA corrections.



Image source: SanGIS (flown May 2012)





-  Uptown Community Plan Boundary
-  Proposed Open Space

FIGURE 6.8-2  
Location of Open Space



| Vegetation Community/Land Cover Type | Open Space   |
|--------------------------------------|--------------|
| Coastal Sage Scrub                   | 154.8        |
| Chaparral                            | 136.8        |
| Grassland                            | 36.0         |
| Riparian Scrub                       | 3.3          |
| Eucalyptus Woodland                  | 3.8          |
| Disturbed Land                       | 105.6        |
| Developed                            | 3.3          |
| <b>TOTAL</b>                         | <b>443.6</b> |

There is a small potential that wildlife would be displaced and some small mammals, amphibians, and reptiles with low mobility may be inadvertently harmed during future project activities (e.g., Brush Management Zone 1 or re-development of a lot). However, any impacts to these wildlife species would be less than significant, as these common wildlife species are not considered sensitive by the City. As detailed in Section 2.3.8.4 of this PEIR, the sensitive wildlife species that may occur in the Uptown CPU area are the coastal cactus wren and Mexican long-tongued bat. However, implementation of the proposed Uptown CPU and associated discretionary actions would have a low potential to result in impacts to either the coastal cactus wren or Mexican long-tongued bat because they would be located within the canyon portions of the Uptown CPU area within areas of undisturbed native habitats. The coastal cactus wren occupies coastal sage scrub with opuntia thickets, which may be present within the Uptown CPU area. However, opuntia thickets large enough to support cactus wren are not present along the rims of the canyons at the urban interface. In the case of Mexican long-tongued bat, suitable caves or mines are not present along the rims of the canyons at the urban interface. There would be no development potential within the canyon areas due to the open space designation and/or MHPA designations. Potentially occurring sensitive species would be conserved in accordance with Environmentally Sensitive Lands (ESL) regulations, the City's Biology Guidelines, and the provisions of the MSCP Subarea Plan. Thus, impacts to sensitive species resulting from build-out of the Uptown CPU area would be less than significant.

## Issue 2 Sensitive Habitats

*Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the Biology Guidelines of the Land Development manual, or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?*

### a. Sensitive Vegetation Communities

As detailed in Chapter 2.0 Environmental Setting, the Uptown CPU area has sensitive vegetation communities (Tier II – coastal sage scrub, chaparral; Tier IIIB – grassland; wetland-riparian scrub) primarily within the canyons and some native upland habitat remnants along the canyon rims. The remainder of the Uptown CPU area is built out and supports very few sensitive vegetation communities. Implementation of the proposed Uptown CPU and associated discretionary actions would impact primarily disturbed land and urban/developed land, which are not considered sensitive vegetation communities.

A relatively small acreage of sensitive vegetation is currently located outside of the MHPA or designated open space. It occurs along the edges of the canyons and within areas that could be subject to Brush Management Zone 1 clearing or re-development of a parcel or its existing structures. Potential impacts to sensitive vegetation communities could include the loss of coastal sage scrub and chaparral habitat (Figure 6.8-3). However, the plan-level analysis showed that these potential impacts would occur over numerous individual private lots and impacts on any single lot would not exceed the 0.10-acre significance threshold contained in the City's significance guidelines; therefore, these potential impacts would not be considered significant. Furthermore, all projects with sensitive biological resources would require subsequent environmental review under the City of San Diego ESL regulations prior to disturbance of those lands. Additionally, these small losses would not significantly affect the regional distribution of affected vegetation communities. Implementation of the proposed Uptown CPU policies and future compliance with established development standards contained in the City's ESL Regulations and Biology Guidelines as well as the MSCP Subarea Plan and Land Use Adjacency Guidelines would ensure that impacts to sensitive vegetation communities remain below a level of significance.

### b. Sensitive Plants

Implementation of the proposed Uptown CPU and associated discretionary actions have a low potential to impact any of the five sensitive plant species previously recorded in the Uptown CPU area (refer to Figure 6.8-3). Sensitive species documented within the CPU area include San Diego barrel cactus, variegated dudleya, Nuttall's scrub oak, San Diego thornmint, and San Diego goldenstar. San Diego thornmint is federally listed as threatened and state listed as endangered. It is considered a narrow endemic under the MSCP, has a CNPS Rare Plant Ranking of 1B.1 and it can be found in friable or cracked clay soil in grassy openings within chaparral and coastal scrub. San Diego barrel cactus (a covered species under the MSCP and has a CNPS Rare Plant Ranking of 2B.1), variegated dudleya (a narrow endemic species under the MSCP and has a CNPS Rare Plant Ranking of 1B.2), and San Diego goldenstar (a MSCP-covered species and has a CNPS Rare Plant Ranking of



Image source: SanGIS (flown May 2012)

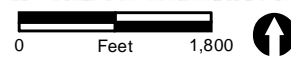
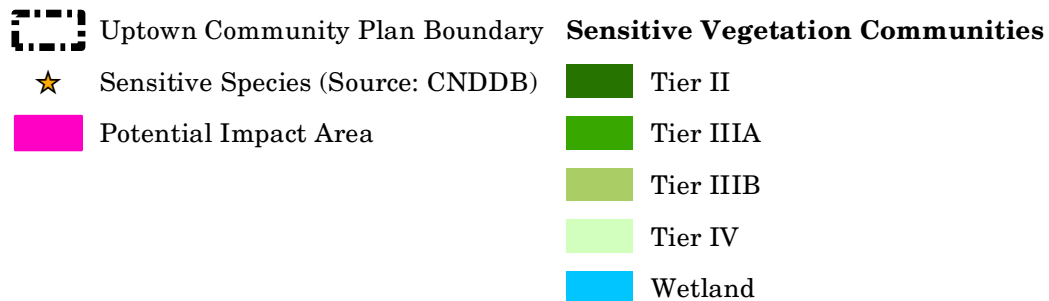


FIGURE 6.8-3  
Location of Sensitive Biological Resource Impacts



1B.1) all occur within coastal sage scrub and chaparral habitats. Nuttall's scrub oak is not covered under the MSCP, but is considered rare and has a CNPS Rare Plant Ranking of 1B.1. This species occurs within coastal sage scrub and chaparral vegetation. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the Uptown CPU area and along the urban-canyon interface. Although focused surveys for sensitive plant species were not conducted in support of the proposed Uptown CPU consistent with a program analysis, it is anticipated that these species, if they occur, would be located within the canyon portions of the Uptown CPU area.

As described previously, future build-out of the proposed Uptown CPU and associated discretionary actions could impact a relatively small acreage of sensitive vegetation that is outside the MHPA or designated open space that occurs along the edges of the canyons and within areas that could be subject to Brush Management Zone 1 clearing or re-development of a parcel or its existing structures. These areas potentially support very small areas of native habitat (less than 0.10 acre per lot) with a low potential for sensitive plant species to occur. Thus, the implementation of the proposed Uptown CPU and associated discretionary actions is not anticipated to result in impacts to sensitive plant species. Furthermore, implementation of the Uptown CPU and associated discretionary actions is not expected to significantly impact the regional population of sensitive plant species. In addition, because the area is already highly developed, it is anticipated that only small populations of sensitive plants, if any, would remain, and therefore implementation of the proposed Uptown CPU and associated discretionary actions would not significantly impact any regional populations of sensitive plant species. Thus, impacts to sensitive plants resulting from build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

### Issue 3 Wetlands

*Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?*

Wetland habitats in the Uptown CPU area consist of riparian scrub. Riparian scrub habitat is located in a canyon bottom within the north-central portion of Uptown CPU area (see Figure 6.8-3). This habitat is within canyon areas that would remain within open space and/or the MHPA and would be further protected from disturbance through the City ESL regulations. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant impacts to wetland habitats including riparian scrub.

## Issue 4 Wildlife Corridors and Nursery Sites

*Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?*

Within the Uptown CPU area, canyons provide for local wildlife movement for birds and small mammals. However, these canyons are isolated by development and are not part of a major wildlife corridor system. Nonetheless, the canyons serve as a stepping-stone for wildlife species movement between other local canyon systems and into major off-site habitat areas. The proposed Uptown CPU would designate canyon areas as open space which would provide protections from future development. The MHPA designation for canyon areas further protects canyon areas from development. The project includes MHPA boundary line corrections to add habitat to the MHPA areas and remove developed areas from the MHPA as described below under Issue 5. These changes would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.

Implementation of future projects consistent with the proposed Uptown CPU and associated discretionary actions has the potential to result in direct impacts to migratory or nesting birds. As discussed in Chapter 2.0, Section 2.3.8.4 of this PEIR, there is low potential for occurrence of sensitive bird species. However, where future development areas contain trees or are located adjacent to trees that could serve as nesting habitat for migratory birds, there is a potential for adverse impacts to wildlife nursery sites if construction occurs during the typical bird breeding season (February 1 to September 15).

The Migratory Bird Treaty Act (MBTA), which is enforced by the USFWS, makes it unlawful “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory bird or attempt such actions, except as permitted by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Additionally, future discretionary development occurring within the Uptown CPU area that has the potential to impact migratory birds would be required to conduct pre-construction surveys if construction occurs during the typical bird breeding season to determine the presence or absence of breeding birds and to ensure that no impacts occur to any nesting birds or their eggs, chicks, or nests. Within the Uptown CPU area, development adjacent to the MHPA would be subject to additional protections that would avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5 below. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.

## Issue 5 Multiple Species Conservation Program

*Would the project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, either within the MSCP plan area or in the surrounding region?*

As designated in the City’s MSCP Subarea Plan, the MHPA is the permanent preserve area for habitat conservation. There are no remaining lands within the MHPA that have not already been preserved

as open space within this CPU area. All projects with sensitive biological resources would require subsequent environmental review under the City of San Diego ESL regulations.

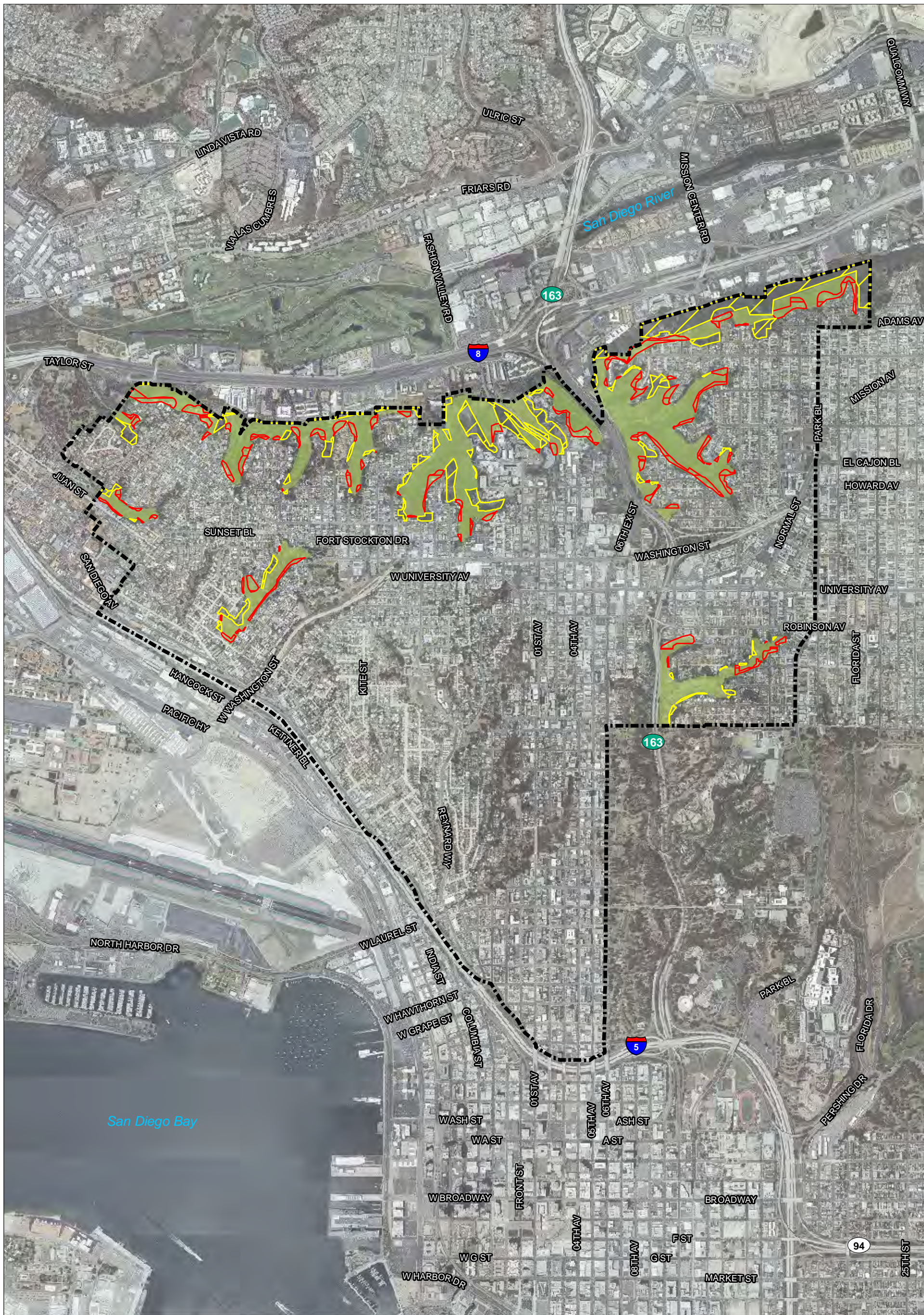
A comprehensive communitywide MHPA boundary line correction is proposed. The MHPA boundary line correction was considered in coordination with the Wildlife Agencies and is consistent with the goals of the MSCP to conserve biological resources and to exclude legally developed and required uses (i.e., structures, streets, brush management zone 1). As shown in Table 6.8-3, the comprehensive MHPA boundary correction for the Uptown CPU area would result in a net addition of 28.8 acres to the MHPA. Preservation of sensitive habitat is consistent with the goals of the MSCP, the Conservation Element for the Community Plan, and the City's ESL regulations. The MHPA correction removes existing development (i.e., structures and streets), as well as the 35-foot Brush Management Zone 1 area, as required in accordance with the City's Land Development Code, Section 142.0412.





| Vegetation Community/<br>Land Cover Type | Existing<br>Acreage in<br>MHPA | MHPA<br>Addition | MHPA<br>Deletion | Change in<br>MHPA | Total Acreage<br>in MHPA |
|------------------------------------------|--------------------------------|------------------|------------------|-------------------|--------------------------|
| Coastal sage scrub                       | 154.8                          | 30.7             | 1.0              | +29.7             | 184.5                    |
| Chaparral                                | 136.8                          | 35.8             | 2.4              | +33.4             | 170.2                    |
| Grassland                                | 36.1                           | 4.5              | 0                | +4.5              | 40.6                     |
| Riparian scrub                           | 3.3                            | 0.6              | 0                | +0.6              | 3.9                      |
| Eucalyptus woodland                      | 3.8                            | 0.6              | 0.7              | -0.1              | 3.7                      |
| Disturbed land                           | 107.0                          | 4.8              | 3.5              | +1.4              | 108.4                    |
| Developed                                | 2,215.3                        | 0                | 40.7             | -40.7             | 2,174.6                  |
| <b>TOTAL</b>                             | <b>2,657.1</b>                 | <b>77.1</b>      | <b>48.3</b>      | <b>+28.8</b>      | <b>2,685.9</b>           |

As shown in Figure 6.8-4, a majority of the corrections remove developed and disturbed land while adding sensitive habitats, which include coastal sage scrub, chaparral, grasslands, and riparian scrub. City-owned lands within designated community plan open space areas adjacent to the existing MHPA have also been added to the MHPA. In a few cases, sensitive habitat located within designated Community Plan open space on private land was added to the MHPA in order to expand the local wildlife corridor and increase the viability and connectivity of sensitive habitat within the existing MHPA. Regardless of the MHPA boundary line correction, these addition areas are regulated through ESL (see below) for sensitive biological resources and steep slopes. The MHPA boundary line correction does not add or increase any regulations associated with City projects, such as sewer line repairs within the canyons. These projects would continue to be conducted in accordance with the Canyon Sewer Cleaning Program (LDR No. 6020), Council Policies 400-13 and 400-14, and Community Plan policies related to this program. Correcting the MHPA boundary also does not relieve projects from having to otherwise comply with the City's MHPA Land Use Adjacency Guidelines, described below. The MHPA correction results in an overall benefit to the MHPA and is consistent with the goals and policies of the MSCP and the proposed Uptown CPU.



Image source: SanGIS (flown May 2012)



-  Uptown Community Plan Boundary
-  MHPA Existing
-  MHPA Delete
-  MHPA Add

0 Feet 1,800

FIGURE 6.8-4

Location of MHPA Boundary Line Correction



Development adjacent to MHPA lands would be subject to the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development. Indirect effects can occur wherever development and human activity are adjacent to natural areas. These effects include those due to increased runoff, trampling, and removal of plant cover due to hiking, biking and other human activities, increased presence of toxins, increased nighttime light levels, and redirection or blockage of wildlife movement, and increased levels of non-native and invasive plants. These indirect effects could reduce the quality of the MHPA. However, the City's Land Use Adjacency Guidelines require certain measures to be incorporated in the design of projects adjacent to the MHPA to reduce indirect impacts to a level that is less than significant.

Future development proposals located adjacent to the MHPA would be required to address potential indirect impacts through compliance with the City's MHPA Land Use Adjacency Guidelines. Projects adjacent to the MHPA would incorporate features into the project and/or permit conditions that demonstrate compliance with the MHPA Land Use Adjacency Guidelines. Adherence to these guidelines would avoid any future significant indirect impacts.

The City's Land Use Adjacency Guidelines of the MSCP address requirements for grading and land development: drainage; toxic substances in runoff; lighting, barriers, invasive plant species, brush management; and noise. Furthermore, proposed policies in the Conservation Element of the Uptown CPU would support existing protections for MHPA lands. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan or local policy protecting biological resources. Impacts would be less than significant.

## **Cumulative Impacts**

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City of San Diego are managed through the adopted MSCP Subarea Plan, which is incorporated by reference in the City's adopted General Plan.

As discussed above, the Uptown CPU area currently supports a number of sensitive resources including coastal sage scrub, chaparral, wetlands, grassland, and sensitive plants and wildlife. Surrounding communities such as Golden Hill and North Park contain similar resources that are limited to canyon areas. However, these resources located in canyon areas are protected through the proposed open space designation and/or their location within MHPA in addition to protections provided by the City's ESL regulations. The proposed Uptown CPU and CPUs of surrounding communities incorporate policies related to the protection of biological resources focusing primarily on the CPUs' consistency with the City's ESL Regulations, the Biology Guidelines, and MSCP Subarea Plan Management Policies to protect the area's sensitive plants and animals.

Cumulative development that would occur within the Uptown CPU area combined with development within surrounding communities including the North Park and Golden Hill CPU areas would result in less than significant cumulative impacts to biological resources due to the developed nature of these communities combined with the existing regulatory framework that would ensure

that impacts to sensitive biological resources are avoided. Although each individual future project may contribute to incremental biological resource impacts, compliance with proposed CPU policies, the MSCP Subarea Plan, ESL Regulations, and the Biology Guidelines would ensure that cumulative impacts from future development would be less than significant.

## **6.8.5 Significance of Impacts**

### **6.8.5.1 Sensitive Wildlife Species**

Implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. Thus impacts to sensitive species would not be anticipated to occur since any sensitive species that could occur within the Uptown CPU area are likely to occupy canyon bottoms and would not be subject to development due to their designation as Open Space and/or MHPA. Additionally, any impact to sensitive vegetation communities would be subject to the City's ESL regulations, which would ensure any impacts to vegetation communities and potential sensitive species that may occupy those communities would be addressed. Thus, based on the lack of sensitive species anticipated to occur in the developable areas of the CPU area in addition to the regulatory framework in place that protects sensitive species, impacts to wildlife species would be less than significant and no mitigation would be required.

### **6.8.5.2 Sensitive Habitats**

Implementation of the proposed Uptown CPU and associated discretionary actions has a low potential to impact any of the five sensitive plant species previously recorded in the Uptown CPU area. As described previously, implementation of the proposed Uptown CPU and associated discretionary actions would result in land use changes that would affect primarily developed areas. The potential for sensitive plant species to still occur is low due to the extent of development that has taken place within the CPU area and along the urban-canyon interface. Impacts to sensitive plant species would be less than significant and no mitigation would be required.

### **6.8.5.3 Wetlands**

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in impacts to wetlands (riparian scrub), as area where this habitat occurs would remain within open space and/or the MHPA. No impacts to riparian scrub are expected; therefore, impacts would be less than significant and no mitigation would be required.

### **6.8.5.4 Wildlife Corridors and Nursery Sites**

The proposed MHPA boundary line corrections would increase the amount of protected open space in canyons, which would be beneficial for wildlife movement in canyon areas. Thus, no impact to wildlife corridors would occur.

Impacts to wildlife nursery sites, particularly migratory birds, would be avoided through compliance with the MBTA in addition to compliance with protections afforded to lands within and adjacent to



MHPA lands. Development on lands adjacent to MHPA lands would be required to avoid impacts to wildlife nursery sites in adjacent habitat areas as detailed further under Issue 5. Thus, with the existing regulatory framework in place, potential impacts to wildlife nursery sites would be less than significant.

### **6.8.5.5 Multiple Species Conservation Program**

The proposed Uptown CPU and associated discretionary actions would be consistent with the City's MHPA Land Use Adjacency Guidelines and Municipal Code (Section 142.0740) requirements relative to lighting adjacent to the MHPA. Additionally, in complying with the MHPA Land Use Adjacency Guidelines requirements, landscape plans for future projects would require that grading would not impact environmental sensitive land, that potential runoff would not drain into MHPA land, that toxic materials used on a development do not impact adjacency sensitive land, that development includes barriers that would reduce predation by domestic animals, and that landscaping does not contain exotic plants/invasive species. In addition, the MHPA Land Use Adjacency Guidelines directs development so that any brush management activities are minimized within the MHPA and contains requirements to reduce potential noise impacts to listed avian species. Compliance with the City's MHPA Land Use Adjacency Guidelines and adherence to the policies in the Conservation Element of the Uptown CPU would reduce potential impacts of the proposed Uptown CPU and associated discretionary actions to less than significant.

## **6.8.6 Mitigation Framework**

All biological resources impacts would be less than significant; thus, no mitigation measures are required.

## 6.9 Geologic Conditions

GEOCON Inc. prepared the Program EIR-Level Geotechnical Report – Uptown, North Park, and Golden Hill Planning Areas (June 10, 2015). That analysis addresses geotechnical impacts associated with the three proposed Community Plan Updates (CPUs) including the proposed Uptown CPU and associated discretionary actions. The Geotechnical Report is included as Appendix I to this Program Environmental Impact Report (PEIR). This section presents a summary of the findings made in the report and the associated analysis of potential impacts.

### 6.9.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

Soil and geologic conditions are described in detail in Section 2.3.9 of this PEIR. In summary, the area of the Uptown CPU area is underlain by four surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium, alluvium (unmapped), and very old terrace deposits (formerly Lindavista Formation). The geologic formations include San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation. Figure 6.9-1 illustrates the location of the geologic formations located within Uptown.

The 2008 City of San Diego Seismic Safety Study, Geologic Hazards and Faults, maps the Uptown CPU area as low risk (Geologic Hazard Category 52), the northern boundary is mapped as low to moderate risk (Geologic Hazard Category 53), and the south end is mapped within the downtown special fault zone, Geologic Hazard Category 13. Figure 6.9-2 shows the Uptown Community Plan area boundary superimposed on the 2008 City of San Diego Seismic Safety Study. Figure 6.9-3 provides a map of geologic hazards for the Uptown CPU area as identified in the Geotechnical Report (Appendix I)

Map Source: GEOCON

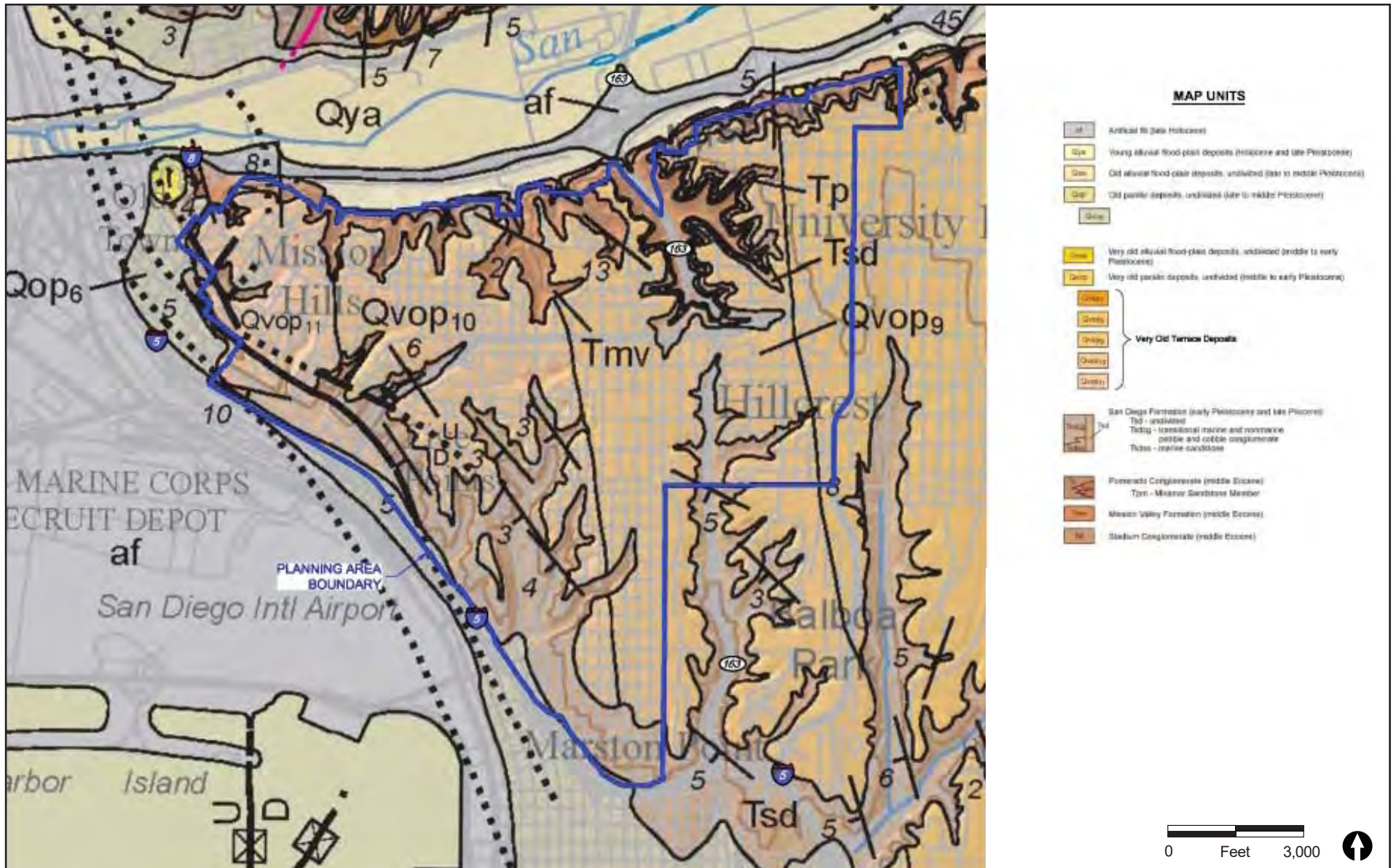


FIGURE 6.9-1  
Geology – Uptown



Map Source: GEOCON

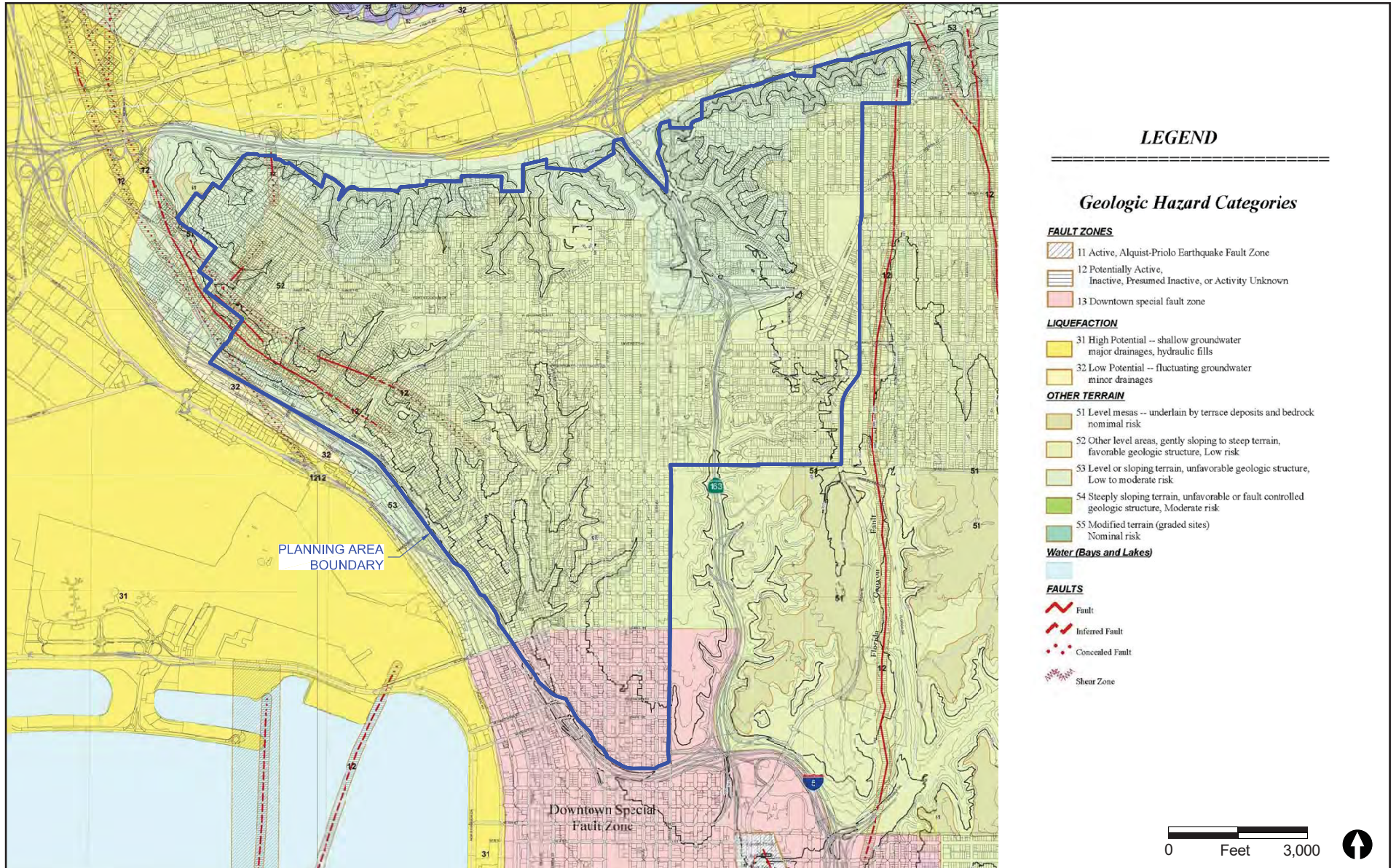


FIGURE 6.9-2  
City of San Diego Geologic Hazards and Faults – Uptown



Map Source: GEOCON

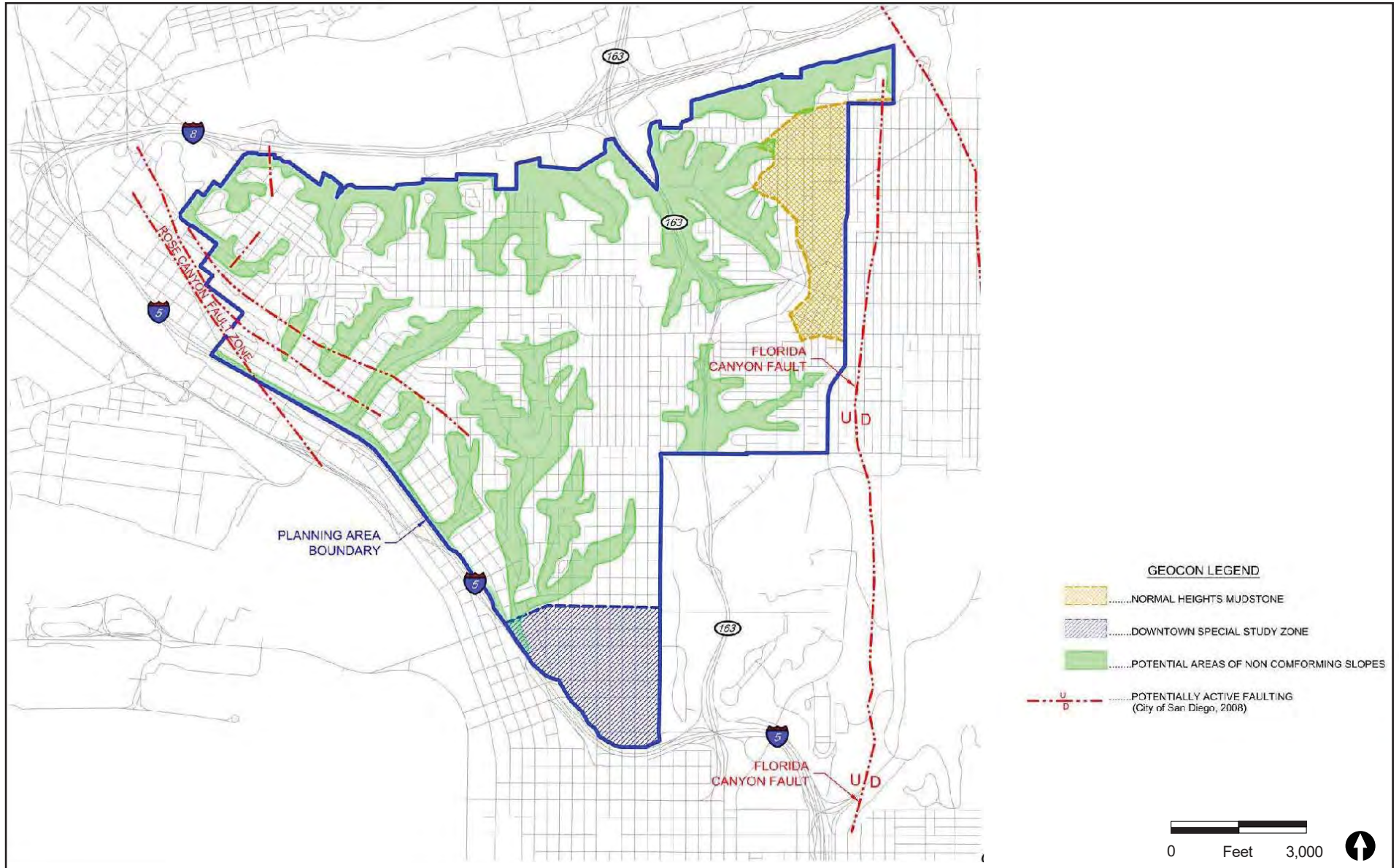


FIGURE 6.9-3  
Geologic Hazards – Uptown

## 6.9.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City of San Diego's CEQA Significance Determination Thresholds (2011). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed Uptown CPU and associated discretionary actions. For impacts related to geologic conditions, a significant impact could occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
  - Strong seismic ground shaking,
  - Seismic-related ground failure, including liquefaction,
  - Landslides;
- 2) Result in substantial soil erosion or the loss of topsoil;
- 3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or
- 4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

This section does not include analysis related to the capacity of soils to support septic tanks or alternative waste water disposal systems, since sewers are available throughout the Uptown CPU area.

## 6.9.3 Impact Analysis

### Issue 1 Seismic Hazards

*Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?*

Future development associated with the implementation of the proposed Uptown CPU and associated discretionary actions could result in the exposure of more people, structures, and infrastructure to seismic hazards.

The nearest known active fault is the Rose Canyon Fault Zone, which is identified in the GEOCON report as separate from the Newport-Inglewood/Rose Canyon Connected Fault (Table 6.9-1). Both are located approximately one mile to the west of the Community Plan area. Major earthquakes occurring on the Rose Canyon Fault Zone, or other regional active faults located in the southern California area, could subject the site to moderate to severe ground shaking. The Uptown CPU area is located on the east margin of the Rose Canyon Fault Zone (RCFZ) with two faults traversing the area (Figure 6.9-2). These are identified as the Old Town and Mission Bay fault segments of the RCFZ. The *City of San Diego Seismic Safety Study, Geologic Hazards and Faults* (2008) Grid Tiles 20 and 21 describes the Old Town and Mission Bay fault segments of the RCFZ as “potentially active, inactive, presumed inactive, or activity unknown”.

A geotechnical investigation that specifically addresses surface fault-rupture hazard is required for proposed projects located in the fault buffer zones. The southern portion of the Uptown CPU area south of Laurel Street is located within the City of San Diego Downtown Special Study Zone. Permitting of projects within the Downtown Special Study Zone requires that a site-specific fault investigation be performed.

The Uptown CPU area will be subjected to hazards caused by ground shaking during seismic events on regional active faults. According to the computer program EZ-FRISK (Version 7.62), six known active faults are located within a search radius of 50 miles from the Uptown CPU area. The nearest known active faults are the Newport-Inglewood/Rose Canyon Connected Fault and Rose Canyon Fault (see Table 6.9-1), located approximately one mile west of the site, and are the dominant source of potential ground motion. Table 6.9-1, lists the estimated maximum earthquake magnitude and peak ground acceleration for faults in relationship to the Uptown CPU area.

As part of the geotechnical update, it was determined that the Uptown CPU area could be subject to moderate to severe ground shaking in the event of an earthquake along any of the faults listed in Table 6.9-1 or other faults in the Southern California/Northern Baja California region.



| Fault Name                              | Distance from Site (miles) | Maximum Earthquake Magnitude (Mw) | Peak Ground Acceleration    |                                 |                           |
|-----------------------------------------|----------------------------|-----------------------------------|-----------------------------|---------------------------------|---------------------------|
|                                         |                            |                                   | Boore and Atkinson 2008 (g) | Campbell and Bozorgnia 2008 (g) | Chiou and Youngs 2008 (g) |
| Newport-Inglewood/Rose Canyon Connected | 0.9                        | 7.5                               | 0.49                        | 0.41                            | 0.56                      |
| Rose Canyon                             | 0.9                        | 6.9                               | 0.47                        | 0.41                            | 0.53                      |
| Coronado Bank                           | 13                         | 7.4                               | 0.23                        | 0.18                            | 0.22                      |
| Palos Verde/Coronado Bank Connected     | 13                         | 7.7                               | 0.25                        | 0.19                            | 0.25                      |
| Elsinore                                | 41                         | 7.85                              | 0.14                        | 0.09                            | 0.12                      |
| Earthquake Valley                       | 45                         | 6.8                               | 0.08                        | 0.06                            | 0.05                      |

The computer program EZ-FRISK was used to perform a probabilistic seismic hazard analysis. The computer program EZ-FRISK operates under the assumption that the occurrence rate of earthquakes on each mapped Quaternary fault is proportional to the faults slip rate. The program accounts for earthquake magnitude as a function of fault length, and site acceleration estimates are made using the earthquake magnitude and distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from considered earthquake sources, the program calculates the total average annual expected number of occurrences of site acceleration greater than a specified value.

Table 6.9-2 presents the site-specific probabilistic seismic hazard parameters including acceleration-attenuation relationships and the probability of exceedance.

| Probability of Exceedance | Peak Ground Acceleration    |                                 |                           |
|---------------------------|-----------------------------|---------------------------------|---------------------------|
|                           | Boore and Atkinson 2008 (g) | Campbell and Bozorgnia 2008 (g) | Chiou and Youngs 2008 (g) |
| 2% in a 50-Year Period    | 0.60                        | 0.51                            | 0.64                      |
| 5% in a 50-Year Period    | 0.40                        | 0.35                            | 0.41                      |
| 10% in a 50-Year Period   | 0.27                        | 0.24                            | 0.26                      |

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including frequency and duration of motion and soil conditions underlying the site.

Severe ground shaking is most likely to occur during an earthquake on one of the regional active faults in the area. The Newport-Inglewood/Rose Canyon Connected faults, located to the northwest, is the active fault considered having the most significant effect from a design standpoint due to the close proximity. Based on a deterministic analysis, a maximum credible earthquake of moment magnitude M7.5 on the Newport-Inglewood/Rose Canyon Connected fault could produce an estimated peak horizontal ground acceleration of 0.56g within the proposed Uptown CPU area. Based on this analysis, damage from earthquake ground shaking could occur. Structural design in accordance with the current Building Code is intended to reduce the impact of earthquake shaking on buildings to an acceptable level of risk. Seismic design of future structures would be evaluated in accordance with the 2013 California Building Code (CBC) guidelines or those currently adopted by the City of San Diego. Design in accordance with the CBC would reduce potentially significant impacts to future structures from strong seismic ground shaking to a less than significant level. San Diego Municipal Code (SDMC) Section 145.1803(a)(2) indicates that no building permit shall be issued for construction where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of the geologic hazards. All new development and redevelopment would be required to comply with the SDMC and the CBC, which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for all new structures, additions to existing structures, or whenever the occupancy classification of a building changes to a higher relative hazard category (SDMC Section 145.1803).

Liquefaction or seismically induced settlement typically occurs when a site is located in a zone with seismic activity; on-site soils are relatively cohesionless with relative densities less than about 70 percent, and groundwater within 50 feet of the surface. If these criteria are met, a seismic event could result in soil liquefaction. The potential for liquefaction and seismically induced settlement occurring for the mesa top areas is very low due to the very dense cemented condition of the geologic formations and lack of groundwater. Building construction in accordance with the SDMC and CBC will reduce this potential hazard to an acceptable level of risk. Thus, while the Uptown CPU area would be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as ground failure, liquefaction, or landslides would be reduced to a less than significant level through implementation of site-specific geotechnical report recommendations associated with future development within the Uptown CPU area.

## Issue 2 Erosion or Loss of Topsoil

*Would the project result in a substantial erosion or loss of topsoil?*

The Uptown CPU area consists of developed and previously graded land and undeveloped land predominantly in the form of canyons and other open space areas. Implementation of the proposed Uptown CPU and associated discretionary actions would allow for the intensification of some land uses that could lead to construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. Development of parcels within the proposed Uptown CPU area could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion during construction if protective measures are not taken.

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. The regulations prohibit sediment and pollutants from leaving the work site and requires the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Controls shall include measures outlined in Chapter 14, Article 2, Division 2 Storm Water Runoff Control and Drainage Regulations that address the development's potential erosion and sedimentation impacts.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to National Pollutant Discharge Elimination System General Construction Storm Water Permit provisions. Additionally, any development of significant size within the City would be required to prepare and comply with an approved Storm Water Pollution Prevention Plan that would consider the full range of erosion control Best Management Practices, including any additional site-specific and seasonal conditions. Project compliance with National Pollutant Discharge Elimination System requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Impacts would be less than significant.

### Issue 3 Geologic Instability

*Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The majority of the Uptown CPU area is mapped as Geologic Hazard Category 52, characterized as low risk with favorable geologic structure. Other smaller hazard categories are mapped within the CPU area with low to moderate risk. The southern portion of the CPU area is mapped within the downtown special fault zone, Geologic Hazard Category 13. Refer to Figure 6.9-2 for the location of these Hazard Categories.

No large landslides are mapped in the Uptown CPU area; however, small surficial instability could be present on steep slopes. Areas of known and potential, non-conforming slopes (i.e., slopes steeper than 2:1 horizontal to vertical) are shown on Figure 6.9-3. These areas are generally along Interstate 5 and Interstate 8, in Reynard Canyon, Maple Canyon, Arroyo Drive, and Washington Street.

Future projects built in accordance with the proposed Uptown CPU and associated discretionary actions would be required to prepare a geotechnical investigation that specifically addresses slope stability if located on landslide-prone formations or slopes steeper than 25 percent (slope ratio of 4:1 horizontal to vertical) (SDMC Table 145.1803). Additionally, as discussed in the Geotechnical Report, based on the subsurface soil conditions encountered during the field investigation and the lack of groundwater extraction that would be associated with future development, the risk associated with ground subsidence hazard is low. Potential hazards associated with slope instability would be addressed by the site-specific recommendations contained within geotechnical

investigations as required by the CBC and SDMC. Thus, impacts related to landslide and slope instability would be less than significant.

## Issue 4 Expansive Soils

*Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Relative to soil expansion, the highly expansive Normal Heights Mudstone is mapped in the northeastern portion of the Uptown CPU area (Figure 6.9-3). Mudstone can be highly expansive and within the Uptown CPU area could range from a few feet thick to approximately 10 feet thick, or greater, in localized areas. The presence of highly expansive materials, especially if near finish proposed grade, is potentially damaging to foundations surface improvements such as sidewalks and pavements. Special measures would be necessary during design and construction to mitigate the effects of expansive soil.

Site-specific measures based on results of a Geotechnical Investigation would be necessary during design and construction of future projects to remedy the effects of expansive soil. A site-specific Geotechnical Investigation required for future projects within the Uptown CPU area would be required by the SDMC to identify the presence of expansive soils and provide recommendations to be implemented during grading and construction to ensure that potential hazards associated with expansive soils are minimized. Thus, with implementation of the recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, potential impacts associated with expansive soils would be less than significant.

## Cumulative Impact Analysis

Cumulative impacts related to geologic hazards within the Uptown CPU area and surrounding CPU areas such as North Park and Golden Hill would be less than significant with implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, as discussed in the previous analysis. Geologic hazards occur from mapped faulting and site-specific soil or geologic conditions. Development of the Uptown CPU in combination with surrounding CPU areas would not compound or worsen potential geologic hazards. Geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the county. Thus, as each individual development would be required to comply with remedial measures identified in a site-specific geotechnical investigation, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be less than significant.

### 6.9.4 Significance of Impacts

Based on the Geotechnical Report prepared by GEOCON, Inc., the proposed Uptown CPU and associated discretionary actions would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to

be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to erosion or loss of topsoil. Thus, impacts would be less than significant and no mitigation is required.

### **6.9.5 Mitigation Framework**

Impacts of build-out of the proposed Uptown CPU and associated discretionary actions related to geologic conditions would be less than significant with implementation of existing SDMC requirements for preparation of geotechnical investigations prior to grading and construction and implementation of applicable measures identified in project specific geotechnical investigations. Thus, no mitigation is required.

## 6.10 Paleontological Resources

The analysis presented in this section evaluates the potential for impacts to paleontological resources based on existing geologic formations that underlay the Uptown Community Plan Update (CPU) area. Refer to Section 6.9, Geologic Conditions, for a discussion of the geologic formations that could be affected by the project (see Figure 6.9-1). The following analysis is based on a review of available literature, including the City's General Plan, Kennedy maps, the City's Paleontological Guidelines, and the publication of Paleontological Resources, County of San Diego by Deméré and Walsh (1994).

### 6.10.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. As described in the Chapter 2.0, Environmental Setting (Section 2.3.9, Geology and 2.3.10, Paleontology) of this draft Program Environmental Impact Report (PEIR), the Uptown CPU area is underlain by the San Diego, Pomerado Conglomerate, and Mission Valley Formations, which are assigned high resource sensitivity. Refer to Section 2.3.10 for additional discussion of the existing setting for paleontological resources and sensitivity ratings.

### 6.10.2 Significance Determination Thresholds

The City of San Diego's California Environmental Quality Act (CEQA) Significance Thresholds provides guidance to determine potential significance to paleontological resources. Based on the City's thresholds, a significant impact related to paleontological resources would occur if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in development that requires:
  - Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit.
  - Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit.

The City's CEQA Significance Thresholds includes a Paleontological Determination Matrix to support the City's significance thresholds that is included in Section 2.3.10 of this PEIR. Additionally, the significance thresholds provide the following additional guidance for determining significance:

- If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils.
- If there are granitic or volcanic rocks such as those found in the inland areas, they usually will not contain fossils.

## 6.10.3 Impact Analysis

### Issue 1 Paleontological Resources

*Would the project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?*

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, impacts of activities that excavate or grade geologic formations that could contain fossil resources would be significant. The proposed Uptown CPU area is underlain by the San Diego Formation, Pomerado Conglomerate, and Mission Valley Formations, which are considered to be of high sensitivity for fossil resources, whereas the Uptown CPU area is not underlain by any moderate resource potential formations. Therefore, no impacts relative to moderate resource potential formations would occur.

Grading associated with future development projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions that involve excavation into the underlying geological formations could expose these formations and associated fossil remains. These development projects could destroy paleontological resources if the fossil remains are not recovered and salvaged. In addition, future projects proposing shallow grading where formations are exposed and where fossil localities have already been identified would also result in a potentially significant impact. Thus, impacts resulting from future discretionary development into the high sensitivity San Diego, Pomerado Conglomerate, and Mission Valley Formations would be potentially significant (Impact 6.10-1).

Build-out of future ministerial projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would likely result in a certain amount of disturbance to the native bedrock within the Uptown CPU area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would be potentially significant (Impact 6.10-2)

**Impact 6.10-1:** Grading activities associated with the future discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources.

**Impact 6.10-2:** Grading activities associated with the future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources.



## Cumulative Impacts

Development allowed pursuant to the proposed Uptown CPU and development within surrounding CPUs could involve excavation of previously undeveloped areas, some of which may consist of unique paleontological resources with fossil-bearing potential. Potential cumulative impacts to paleontological resources were evaluated in the General Plan PEIR. The analysis concluded that there is potential for the cumulative loss of paleontological resources throughout the county, as the county continues to develop in response to projected population growth. Likewise, development of the Uptown CPU area may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development. However, there is only a mechanism to apply the mitigation framework to discretionary projects, not ministerial projects. Thus, within the Uptown CPU area and surrounding communities, significant impacts to paleontological resources could occur associated with grading for ministerial projects. Similar to the General Plan PEIR, build-out of ministerial projects within the Uptown CPU area would result in significant cumulative impacts to paleontological resources (Impact 6.10-2).

### 6.10.4 Significance of Impacts

Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources.

### 6.10.5 Mitigation Framework

In order to reduce the potential adverse impact to paleontological resources associated with discretionary projects, the project would incorporate the mitigation measure identified in the General Plan PEIR addressing paleontological resource impacts.

The following measure would apply to any discretionary project that proposes subsurface disturbance within a high sensitivity formation. If no subsurface disturbance is planned, then paleontological resources would not be impacted and development of a project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following mitigation measure would reduce impact 6.10-1 to a less than significant level.

#### **PALEO 6.10-1 Paleontological Review and Monitoring**

Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed Uptown CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted and recommendations of a project-level analysis completed in accordance with the steps presented

below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit.
  - Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
  - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required and any identified resources shall be recovered.
- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
  - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/rock units are present at the surface.
  - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Report Program shall be implemented during construction grading activities.

### 6.10.6 Significance of Impacts after Mitigation

All future discretionary projects that would occur as a result of the proposed Uptown CPU and associated discretionary actions would be required to comply with PALEO 6.10-1. Implementation of mitigation measure PALEO 6.10-1 would reduce paleontological impacts associated with future discretionary development to below a level of significance.

Build-out of future ministerial projects proposed in conformance with the proposed Uptown CPU and associated discretionary actions would also likely result in a certain amount of disturbance to the native bedrock within the study area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would remain significant and unavoidable.

## 6.11 Hydrology/Water Quality

This section addresses the potential hydrology and surface and groundwater quality impacts that would result from the project. It relies on secondary source information and policies contained within the proposed Uptown Community Plan Update (CPU). This section also details applicable regulations, receiving waters, flood hazards, and other relevant existing conditions within the study area.

### 6.11.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

### 6.11.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant hydrology impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff;
- 2) Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
- 3) Deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge.

### 6.11.3 Impact Analysis

#### Issue 1 Flooding and Drainage Patterns

*Would the project result in flooding due to an increase in impervious surfaces, changes in absorptions rates, drainage patterns, or the rate of surface runoff?*

The Uptown community is an urban community within the City, and the majority of the Uptown CPU area is developed. Large areas of impervious surfaces (buildings, roadways, and surface parking) are mixed with a smaller amount of pervious (landscaping, parks) areas.

Future projects that could occur in the Uptown CPU area would result in an increase in impervious areas due to the new buildings, hardscape, and parking areas. Landscaping, as well as pervious pavements used in lieu of standard pavement, diminish a project's increase in impervious areas and, therefore, diminish a project's increase in urban pollutants. Implementation of the proposed Uptown CPU and associated discretionary actions would also have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could result in flooding and/or erosion.

Future projects would be required to comply with the National Pollutant Discharge Elimination System (NPDES) and Hydromodification Management Plan (HMP) requirements as described in the City of San Diego Stormwater Water Standards Manual. Storm water detention and HMP facilities would be implemented to accommodate the potential increase in storm water runoff rates due to the proposed increase in impervious areas. To fulfill the HMP requirements, projects would need to be designed so that runoff rates and durations are controlled to maintain or reduce pre-project downstream erosion conditions and protect stream habitat. Projects would typically manage the increase in runoff by implementing a series of storm water Best Management Practices (BMPs) and detention facilities that have been specifically designed for Hydromodification Management.

The proposed Uptown CPU Elements include policies that address hydrology and water quality. The Conservation Element of the proposed Uptown CPU contains a goal related to the improvement of the hydrology and drainage within the proposed Uptown CPU area – specifically the application of sustainable urban runoff management techniques applied to support the surrounding landscape and reduce impacts on the surrounding canyons. Other proposed Conservation Element policies address urban runoff management and maintenance and cleaning of canyons.

All development in the City is subject to drainage regulations through the San Diego Municipal Code, which requires that the existing flows of a property proposed for development be maintained to ensure that the existing structures and systems handling the flows are sufficient. Since future development would be required to adhere to existing drainage regulations, development would not result in alterations to existing drainage patterns in a manner that would result in flooding or erosion on- or off-site. Adherence to the requirements of the City's Drainage Design Manual and Storm Water Standards Manual, which require installation of Low Impact Development (LID) practices, such as bioretention areas, pervious pavements, cisterns, and/or rain barrels, would improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. Furthermore, future development would be required to comply with NPDES permit requirements, which would result in a reduction in the volume and rate of surface runoff compared to the existing condition. The quantity of runoff reduction would depend on the actual design of open space, pervious areas, run-off retention, and the manner of implementation of these LID practices. Thus, impacts would be less than significant.

## Issue 2 Water Quality

*Would the project result in an increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?*

Future development projects that could occur in the Uptown community under the proposed Uptown CPU and associated discretionary actions would have the potential to change pollutant discharges. However, as future development in accordance with the proposed Uptown CPU and associated discretionary actions occurs, applicable NPDES permit requirements would require the retention and/or treatment of storm water through the implementation of BMPs. Future development would be required to demonstrate how pollutants such as various trace metals (e.g., copper, lead, zinc, and mercury), fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids that could be associated with future development would be treated to prevent discharge into receiving waters. Much of the existing development in the area was constructed before current storm water regulations were adopted. Thus, future development and redevelopment would be subject to current, more stringent requirements, which would likely improve water quality.

Under current storm water regulations in the City, all projects requiring approvals are subject to certain minimum storm water requirements to protect water quality. Types of storm water BMPs required for new developments include site design, source control, and treatment control practices, many of which overlap with LID practices. Storm water BMPs would reduce the amount of pollutants transported from a future proposed development project to receiving waters. Subsequent projects implemented in accordance with the Uptown CPU would be subject to existing regulations in place at the time projects are implemented. Thus, impacts of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to water quality.

## Issue 3 Groundwater

*Would the project deplete groundwater supplies, degrade groundwater quality, or interfere with ground water recharge?*

Based on the Water Quality Control Plan for the San Diego Basin (April 2011), most of the groundwaters in the region have been extensively developed; the availability of potential future uses of groundwater resources is limited. Further development of ground water resources would probably necessitate groundwater recharge programs to maintain adequate groundwater table elevations. Groundwater within the San Diego Mesa 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. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply.

As discussed under Issues 1 and 2 above, current storm water regulations encourage infiltration of storm water runoff and protection of water quality which would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the

proposed Uptown CPU and associated discretionary actions would result in a less than significant impact on groundwater supply and quality.

## **Cumulative Impacts**

Future projects within the Uptown CPU area and surrounding areas including projects within the North Park and Golden Hill CPUs, could have a cumulative impact on hydrology and water quality, including downstream problems with flooding, sizing of drainage facilities, erosion, and sedimentation. However, all future development within the CPU areas would be required to comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more or a Water Quality Control Plan if the disturbed area is less than one acre. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment. Thus, cumulative impacts would be less than significant.

### **6.11.4 Significance of Impacts**

#### **6.11.4.1 Flooding and Drainage Patterns**

All development is subject to drainage and floodplain regulations in the San Diego Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed Uptown CPU area would be reduced when compared to the existing condition. Impacts would be less than significant and mitigation is not required.

#### **6.11.4.2 Water Quality**

New development under the proposed Uptown CPU and associated discretionary actions would be required to implement LID and storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the Uptown CPU area to receiving waters. Impacts would be less than significant, and no mitigation would be required.

Future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality conditions—both surface and groundwater—are not expected to have an adverse effect on water quality. Additionally, the City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters. Impacts would be less than significant, and no mitigation would be required.

#### **6.11.4.3 Groundwater**

Groundwater within the San Diego Mesa is exempt from municipal and domestic supply beneficial use and does not support municipal and domestic supply. Groundwater within the Mission San Diego area of the Lower San Diego portion of the San Diego Hydrologic Unit has a potential



beneficial use for municipal and domestic supply. Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact on groundwater supply and quality.

### **6.11.5 Mitigation Framework**

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant impact to the environment. No mitigation is required.

## 6.12 Public Services and Facilities

Public services are those functions that serve residents on a communitywide basis. These functions include police protection, parks and recreation centers, fire protection, libraries, and schools. The following provides a discussion of these services and facilities as they relate to the proposed Uptown Community Plan Update (CPU) and associated discretionary actions. This section is based on communication from service providers, which are included in Appendix J of this draft Program Environmental Impact Report (PEIR).

### 6.12.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. Existing conditions specifically applicable to the Uptown CPU area are discussed below. Figure 6.12-1 illustrates the location of the public services discussed below.

#### 6.12.1.1 Police Protection

The Uptown community is served by the Western Division of the Police Department. The Western area station is located at 1222 Gaines Street within the Mission Valley community planning area (Figure 6.12-1). The average response times for the Western Division for 2014 were 6.4 minutes for emergency calls, 10.8 minutes for Priority 1 calls, 25.4 minutes for Priority 2 calls, 62.8 minutes for Priority 3 calls, and 69.7 minutes for Priority 4 calls. The San Diego police Department's Citywide response time goals are 7 minutes for emergency calls, 14 minutes for Priority 1 calls, 27 minutes for Priority 2 calls, 68 minutes for Priority 3 calls, and 70 minutes for Priority 4 calls.

#### 6.12.1.2 Parks and Recreation Facilities

The Uptown community is currently served by a number of parks, and joint-use facilities. Mission Hills Park (includes Pioneer Memorial Park), provides passive recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Similarly, Old Trolley Barn Park provides multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping. West Lewis Street, a pocket park, provides passive recreation amenities, a trail, public art, interpretive signage, and seating. There are two joint-use facilities within Uptown, which are Birney Elementary School and Roosevelt Middle School.

At full community development, the projected population for the Uptown community is 55,700. Therefore, according to General Plan standards for population-based parks, the community should be served by a minimum of 155.96 useable acres of park land at full community development. Additionally, at full community development, the Uptown CPU population warrants approximately



FIGURE 6.12-1  
Location of Public Services and Facilities – Uptown

two and one-quarter recreation centers equivalent to 37,910 total square feet and approximately one aquatic complex. Of the total of 155.96 acres of population-based parks needed to serve Uptown at full community development, ~~18.21~~14.66 acres currently exist. This includes the following parks: Mission Hills Park (including Pioneer Memorial Park); Old Trolley Barn Park; West Lewis Street Pocket Park; Birney Elementary and Roosevelt Middle Schools Joint Use Areas; and the Sixth Avenue Children's Play Area located within Balboa Park. Currently, the Uptown CPU area does not have a recreation center or aquatic complex.

### **6.12.1.3 Fire/Life Safety Protection**

The City provides fire services through geographic service areas. The Fire Department provides emergency/rescue services, hazard prevention, and safety education to ensure the protection of life, property, and the environment, including education about vegetation management to protect properties from wildfires in canyon areas. Fire protection for the community is provided primarily by three fire stations. Station 8 is located at Goldfinch and Washington Street, Station 5 is located at Ninth and University Avenue, and Station 3 is located at State and Kalmia Street (see Figure 6.12-1). There are plans in the near term that Fire Station 5 will be rebuilt. In addition, expansion plans for Fire Station 8 include new quarters and parking for fire staff that will occupy the Mission Hills Library site, once the library is relocated.

#### **a. Response Standards General**

To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas.

#### **b. Response Force for Serious Emergencies**

To confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly and to treat up to five medical patients at once (Citygate 2011), a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute dispatch time, 1.5-minute company turnout time and 8-minute drive time spacing for multiple units in the most populated areas.

#### **c. Adopted Fire Station Location Measures**

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in Table 6.12-1, below:

| Table 6.12-1<br>Deployment Measures for San Diego City Growth<br>(by Population Density per Square Mile) |                                                             |                                                                  |                                                                |                                                                 |
|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------|
|                                                                                                          | Structure Fire<br>Urban Area<br>(>1,000-people/<br>sq. mi.) | Structure Fire<br>Rural Area<br>(1,000 to 500<br>people/sq. mi.) | Structure Fire<br>Remote Area<br>(500 to 50<br>people/sq. mi.) | Wildfires,<br>Populated Areas,<br>Permanent Open<br>Space Areas |
| 1 <sup>st</sup> Due Travel Time                                                                          | 5                                                           | 12                                                               | 20                                                             | 10                                                              |
| Total Reflex Time                                                                                        | 7.5                                                         | 14.5                                                             | 22.5                                                           | 12.5                                                            |
| 1 <sup>st</sup> Alarm Travel Time                                                                        | 8                                                           | 16                                                               | 24                                                             | 15                                                              |
| 1 <sup>st</sup> Alarm Total Reflex                                                                       | 10.5                                                        | 18.5                                                             | 26.5                                                           | 17.5                                                            |

**d. Aggregate Population Definitions**

Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population “cluster,” these measures guide the determination of response time measures (Table 6-12.2) and the need for fire stations:

| Table 6.12-2<br>Response Time Measures |                      |                                 |
|----------------------------------------|----------------------|---------------------------------|
| Area                                   | Aggregate Population | First-Due Unit Travel Time Goal |
| Metropolitan                           | > 200,000 people     | 4 minutes                       |
| Urban-Suburban                         | < 200,000 people     | 5 minutes                       |
| Rural                                  | 500 - 1,000 people   | 12 minutes                      |
| Remote                                 | < 500                | > 15 minutes                    |

**6.12.1.4 Libraries**

The Uptown community is served by the Mission Hills and University Heights libraries (Figure 6.12-1). A new 25,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library located at 925 West Washington Street and built in 1961 prior to the minimum standard of 15,000 square feet for branch libraries. The new library facility site, which the City has acquired, will be located at the southwest corner of Washington and Front streets. General Plan policies PF-J.3 and PF-J.5 support libraries that serve larger areas to maximize capital efficiencies.

**6.12.1.5 Schools**

The Uptown community is served by ~~three~~ two public elementary schools (Florence ~~and~~ Alice Birney, ~~and Grant~~ Elementary Schools), Grant K-8 School, Roosevelt Middle School, and San Diego High School (Figure 6.12-1). In addition, there are charter schools, private schools, and neighboring community schools that help serve the community.

## 6.12.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant public services and facilities impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks, or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

## 6.12.3 Impact Analysis

### Issue 1 Public Facilities

*Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, schools, or maintenance of public facilities including roads), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?*

#### a. Police Protection

Within the Uptown CPU area, the Western Division of the San Diego Police Department operates under the Citywide response time goals detailed in Chapter 5.0, Regulatory Framework (Section 5.12.1.1) of this PEIR and responds to emergency and Priority 1 through Priority 4 calls. There are no current plans for additional police substations in the Uptown CPU area. Correspondence with the San Diego Police Department identified that police response times within Uptown will continue to increase with the build-out of the proposed Uptown CPU, which could ultimately result in the need for new or expanded police services. However, as future development is proposed within the Uptown CPU area, individual projects would be subject to applicable Development Impact Fees (DIF) for public facilities financing in accordance with Municipal Code Section 142.0640. The Uptown CPU includes a comprehensive Impact Fee Study that will define applicable DIF fees for future development, including fees for police facilities funding.

Proposed Uptown CPU policies support provision of police services within the CPU area by providing guidelines to reduce incidence of criminal activity within the Uptown neighborhoods, including support for Neighborhood Watch and Community Alert Programs, increased foot and bicycle patrols, exchange of information with patrol officers, and development projects that provide adequate lighting, visibility for surveillance, and gradations between public and private space.

The proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities are identified, any future

construction of police facilities would be subject to a separate environmental review at the time design plans are available. Thus, while build-out of the CPU could result in the demand for new or altered police services, the existing DIF framework in place would require future projects within the CPU area to pay fees for future facility needs. Additionally, no police facilities are currently proposed and any future facility would require a site-specific environmental review. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services.

## **b. Parks and Recreation**

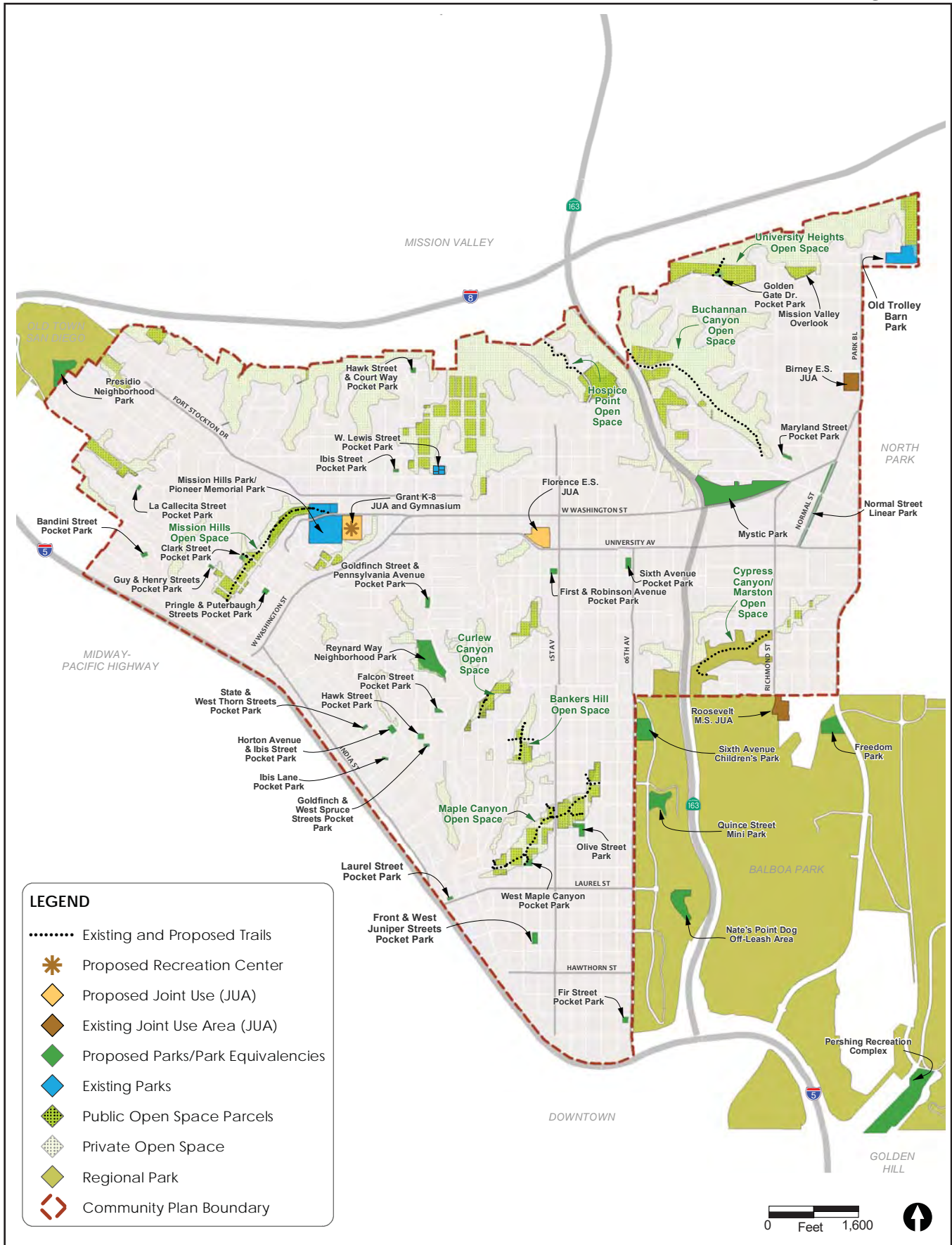
Based on the projected population for the Uptown Community, 55,700, General Plan standards for population-based parks and recreation facilities would require the community to be served by a minimum of 155.96 useable acres of park land at full community development. Additionally, at full community development, the projected population warrants approximately two and one-quarter recreation centers equivalent to 37,910 total square feet and approximately one aquatic complex.

Opportunities for additional park land and recreation facilities within the Uptown Community are anticipated to come primarily through redevelopment of private and public properties and through the application of park equivalencies as detailed below. Facilities that may be considered as population-based park equivalencies include:

- Joint use facilities;
- Trails through open space;
- Portions of resource-based parks;
- Privately owned, publicly used parks;
- Non-traditional parks, such as rooftop or indoor recreation facilities; and
- Facility or building expansion or upgrades.

The General Plan allows park equivalencies to be used when vacant land is limited, unavailable or is cost-prohibitive. The application of park equivalencies is determined by the community and City staff through a set of guidelines. The community and City identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents (e.g., Balboa Park Master Plan and Balboa Park East Mesa Precise Plan). Tables 6.12-3 and 6.12-4 summarize the existing and proposed parks and equivalencies that have been selected by the Uptown Community to supplement their existing population-based park inventory. The table also includes recommendations contained in the Balboa Park Master Plan, including the Sixth Avenue Area, where appropriate, as well as recommendations generated by the community and City staff for facilities outside Balboa Park. Figure 6.12-2 shows the locations of park facilities.





**FIGURE 6.12-2**  
Parks, Recreation Facilities, and Open Space – Uptown

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------|--------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                                                                                                                                                                                       | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Major Parks                                                      |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| None                                                             |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Community Parks                                                  |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| None                                                             |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Neighborhood Parks                                               |                                |                              |                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Mission Hills Park (includes Pioneer Memorial Park)              | 8.34                           |                              | Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, parking lot, a children’s play area, seating, picnicking, walkways, and landscaping.                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Mystic Park                                                      |                                | 7.58                         | Proposed park site located east of State Route 163 (SR-163), north of Washington Street and south of Pascoe Street on City and California Department of Transportation (Caltrans) right-of-way. Portions of the site are designated as a California Historic Parkway and Scenic Highway, and are a State Historic Resource and City Historic Landmark. | Prepare a park feasibility study; The study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with Caltrans may be required. Based on results of the study, acquire, design, and construct park amenities for active and passive uses that could include multi-purpose turf areas, children’s play areas, an amphitheater and performance opportunities, picnicking, seating, exercise areas, and an off-leash dog area. |
| Old Trolley Barn Park                                            | 2.92                           |                              | Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, a children’s play area, seating, picnicking, walkways, and landscaping.                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| <b>Table 6.12-3<br/>Population-Based Parks and Recreation Facilities</b> |                                         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                      |
|--------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Parks/<br/>Recreation<br/>Facilities</b>                              | <b>Existing<br/>Useable<br/>Acreage</b> | <b>Future<br/>Useable<br/>Acreage</b> | <b>Parks and Recreation<br/>Facilities<br/>Locations and Descriptions</b>                                                                                                                                                                                                                                                                                                                            | <b>Parks and Recreation Facilities<br/>Recommendations</b>                                                                                                                                           |
| Reynard Way Neighborhood Park                                            |                                         | 4.72                                  | Proposed park site on undeveloped property, consisting of multiple, privately owned parcels, located at 3532 Reynard Way. The site consists of varied topography and a potentially historically significant building, which would present some developmental challenges, but would yield many recreational opportunities. Adaptive reuse of the building for recreational purposes is a possibility. | Acquire, design, and construct park amenities for active and passive recreation, such as informal multi-purpose sports field, children's play areas, seating, picnicking, walkways, and landscaping. |
| <b>Mini-Parks</b>                                                        |                                         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                      |
| None                                                                     |                                         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                      |
| <b>Pocket Parks/Plazas</b>                                               |                                         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                      |
| Bandini Street Pocket Park                                               |                                         | 0.18                                  | Proposed pocket park on vacant, privately owned property located on the east side of Bandini Street at Mergho Impasse.                                                                                                                                                                                                                                                                               | Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways, and landscaping.                                         |
| Clark Street Pocket Park                                                 |                                         | 0.24                                  | <u>Proposed pocket park on vacant, privately-owned property located at the terminus of Clark Street, north of Alameda Terrace, and adjacent to the Mission Hills Open Space.</u>                                                                                                                                                                                                                     | <u>Acquire, design and construct park amenities to include passive recreation, such as seating, picnic facilities, an overlook and a trailhead to the adjacent Robyn's Egg Trail.</u>                |
| Fir Street Pocket Park                                                   |                                         | 0.23                                  | Proposed pocket park on two privately owned parcels, located on the southwest corner of Fir Street and Sixth Avenue. The site is currently developed with a small structure and associated parking area.                                                                                                                                                                                             | Acquire, demolish existing improvements, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways, and landscaping.         |
| First & Robinson Pocket Park                                             |                                         | 0.28                                  | Proposed pocket park on vacant, privately owned property located on the                                                                                                                                                                                                                                                                                                                              | Acquire, design, and construct park amenities to include passive recreation, such as a children's play                                                                                               |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------|--------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                              | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                                 |
|                                                                  |                                |                              | northwest corner of First and Robinson avenues.                                                                                                                                               | area, seating, picnicking, walkways, and landscaping.                                                                                                                                                                                                                              |
| Golden Gate Drive Pocket Park                                    |                                | 0.33                         | Proposed pocket park on City-owned open space land within the University Heights Open Space area directly adjacent to Golden Gate Drive.                                                      | Design and construct park amenities to include passive recreation, such as a trailhead and interpretive signage, improved trails, overlook/seating, landscaping, etc.                                                                                                              |
| <u>Falcon Street Pocket Park</u>                                 |                                | <u>0.19</u>                  | <u>Proposed pocket park on vacant, privately-owned property located on the southwest side of Falcon Street, between Goldfinch and W. Thorn Streets.</u>                                       | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking, and landscaping that optimize views towards Downtown.</u>                                                                                                             |
| <u>Front &amp; W. Juniper Streets Pocket Park</u>                |                                | <u>0.46</u>                  | <u>Proposed pocket park on Port District property, located on the southwest corner of Front and W. Juniper Streets, currently developed as a community garden.</u>                            | <u>Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping; continuation of the community garden use may also be considered.</u>                                                |
| <u>Goldfinch Street &amp; Pennsylvania Avenue Pocket Park</u>    |                                | <u>0.32</u>                  | <u>Proposed pocket park on vacant, privately-owned property located on the west side of Goldfinch Street/Reynard Way, north of W. Pennsylvania Avenue.</u>                                    | <u>Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.</u>                                                                                                                  |
| <u>Goldfinch &amp; W. -Spruce Streets Pocket Park</u>            |                                | <u>0.12</u>                  | <u>Proposed pocket park on undeveloped City-owned Open Space located on the west side of Goldfinch Street, south of the W. Spruce Street right-of-way (paper street) and W. Thorn Street.</u> | <u>Design and construct park amenities to include passive recreation, such as a children's play area, walkways, seating, picnicking, and landscaping. Pursue inclusion of the W. Spruce Street right-of-way (paper street) in the planning and development of the pocket park.</u> |
| <u>Guy &amp; Henry Streets Pocket Park</u>                       |                                | <u>0.12</u>                  | <u>Proposed pocket park on vacant, privately-owned property located on the southern corner of Guy &amp; Henry Streets, adjacent to the Mission Hills Open Space.</u>                          | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnic facilities, an overlook and if feasible, a trailhead to the adjacent Robyn's Egg Trail.</u>                                                                                |

| <b>Table 6.12-3<br/>Population-Based Parks and Recreation Facilities</b> |                                         |                                       |                                                                                                                                                             |                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Parks/<br/>Recreation<br/>Facilities</b>                              | <b>Existing<br/>Useable<br/>Acreage</b> | <b>Future<br/>Useable<br/>Acreage</b> | <b>Parks and Recreation<br/>Facilities<br/>Locations and Descriptions</b>                                                                                   | <b>Parks and Recreation Facilities<br/>Recommendations</b>                                                                                                                                                                                                                    |
| <u>Hawk Street Pocket Park</u>                                           |                                         | <u>0.24</u>                           | <u>Proposed pocket park on 2 privately-owned, vacant parcels, located on the east side of Hawk Street between W. Thorn Street and Horton Avenue.</u>        | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking and landscaping that optimize easterly views. Pursue inclusion of the W. Spruce Street ROW (paper street) in the planning and development of the pocket park.</u> |
| <u>Hawk Street and Court Way Pocket Park</u>                             |                                         | <u>0.19</u>                           | <u>Proposed pocket park on vacant, privately-owned property located on the west side of Hawk Street at the intersection with Court Way.</u>                 | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.</u>                                                                                                                                    |
| <u>Horton Avenue &amp; Ibis Street Pocket Park</u>                       |                                         | <u>0.33</u>                           | <u>Proposed pocket park on vacant, privately-owned property located on the southwest corner of Horton Avenue &amp; Ibis Street.</u>                         | <u>Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.</u>                                                                                                             |
| <u>Ibis Lane Pocket Park</u>                                             |                                         | <u>0.10</u>                           | <u>Proposed pocket park on a vacant, privately-owned parcel, located on the west side of Ibis Street north of Ibis Lane.</u>                                | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.</u>                                                                                                                                    |
| <u>Ibis Street Pocket Park</u>                                           |                                         | <u>0.12</u>                           | <u>Proposed pocket park on a vacant, privately-owned parcel, located on the west side of Ibis Street, between W. Lewis Street and W. Montecito Way.</u>     | <u>Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.</u>                                                                                                            |
| <u>La Callecita Street Pocket Park</u>                                   |                                         | <u>0.11</u>                           | <u>Proposed pocket park on a vacant, privately-owned parcel, located on the south side of La Callecita Street, between Sunset Road and Witherby Street.</u> | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.</u>                                                                                                                                    |
| <u>Laurel Street Pocket Park</u>                                         |                                         | <u>0.11</u>                           | <u>Proposed pocket park on undeveloped City-owned park land.</u>                                                                                            | <u>Design and construct park amenities to support passive recreation, such as children's play area, seating, picnicking, walkways, and landscaping.</u>                                                                                                                       |



| <b>Table 6.12-3<br/>Population-Based Parks and Recreation Facilities</b> |                                         |                                       |                                                                                                                                                                                                                                  |                                                                                                                                                                                                         |
|--------------------------------------------------------------------------|-----------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Parks/<br/>Recreation<br/>Facilities</b>                              | <b>Existing<br/>Useable<br/>Acreage</b> | <b>Future<br/>Useable<br/>Acreage</b> | <b>Parks and Recreation<br/>Facilities<br/>Locations and Descriptions</b>                                                                                                                                                        | <b>Parks and Recreation Facilities<br/>Recommendations</b>                                                                                                                                              |
| <u>Maryland Street Pocket Park</u>                                       |                                         | <u>0.21</u>                           | <u>Proposed pocket park on 2 vacant privately-owned parcels, located on the east side of Maryland Street, between Tyler Avenue, Morrow Way, and an alley.</u>                                                                    | <u>Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.</u>                                      |
| <u>Mission Valley Overlook</u>                                           |                                         | <u>0.10</u>                           | <u>Proposed pocket park on city-owned open space land within the University Heights Open Space located on the north side of Golden Gate Drive east of Cleveland Avenue.</u>                                                      | <u>Design and construct park amenities to include passive recreation, such as interpretive signage, overlook/seating, and landscaping.</u>                                                              |
| Olive Street Park                                                        |                                         | 0.60                                  | Proposed pocket park on undeveloped City-owned park property located on Olive Street.                                                                                                                                            | Design and construct park amenities to include passive recreation, such as a children's play area, walkways, seating, picnicking, and landscaping.                                                      |
| <u>Pringle &amp; Puterbaugh Streets Pocket Park</u>                      |                                         | <u>0.24</u>                           | <u>Proposed pocket park on 2 vacant privately-owned parcels, located on the southern corner of the intersection of Pringle and Puterbaugh Streets.</u>                                                                           | <u>Acquire, design, and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping that optimize views towards Downtown.</u> |
| Sixth Avenue Pocket Park                                                 |                                         | 0.45                                  | Proposed pocket park located on privately owned property on the west side of Sixth Avenue between University and Robinson avenues. The site is currently developed with the "Pernicano's" restaurant and associated parking lot. | Acquire, demolish existing improvements, and design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.          |
| <u>State and W. Thorn Streets Pocket Park</u>                            |                                         | <u>0.12</u>                           | <u>Proposed pocket park on a vacant, privately-owned parcel, located on the northern corner of the intersection of State and W. Thorn Streets.</u>                                                                               | <u>Acquire, design, and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.</u>                                                              |
| West Lewis Street Pocket Park                                            | 0.35                                    | 0.03                                  | Existing park, located between Falcon and Goldfinch streets,                                                                                                                                                                     | Construct Phase II improvements, including the trail connection with the existing Phase I, in accordance                                                                                                |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                 |                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------|--------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                             |
|                                                                  |                                |                              | comprising passive recreational amenities, a trail, public art, interpretive signage, and seating.                                                              | with the approved General Development Plan.                                                                                                                                                                                                                                    |
| West Maple Canyon Pocket Park                                    |                                | 0.25                         | Proposed pocket park on undeveloped City-owned land adjacent to the Maple Canyon Open Space area.                                                               | Construct passive park amenities including seating, interpretive signage, landscaping, and a trailhead, in accordance with the approved General Development Plan.                                                                                                              |
| Special Activity Park                                            |                                |                              |                                                                                                                                                                 |                                                                                                                                                                                                                                                                                |
| None                                                             |                                |                              |                                                                                                                                                                 |                                                                                                                                                                                                                                                                                |
| Recreation Centers                                               |                                |                              |                                                                                                                                                                 |                                                                                                                                                                                                                                                                                |
| Grant K-8 School Gymnasium                                       | N/A                            | N/A                          | Proposed gymnasium located within the Grant K-8 School site on San Diego Unified School District (SDUSD) land.                                                  | Pursue an agreement with SDUSD for joint use of the proposed 10,454-square-foot gymnasium. The facility would be designed and constructed by SDUSD.                                                                                                                            |
| Redwood Recreation Center (within Balboa Park)                   | N/A                            | N/A                          | Proposed recreation facility located in the vicinity of the existing Redwood Bridge Club, between Sixth Avenue, Balboa Drive, Quince Street, and Spruce Street. | Design and construct an approximately 10,643 sq. ft. recreation center including community meeting and multi-purpose rooms, arts & crafts, and fitness rooms.                                                                                                                  |
| Uptown Recreation Center (within Balboa Park)                    | NA                             | NA                           | Proposed recreation facility located in the southern portion of the community.                                                                                  | Expand/replace the existing building with a 17,000 sq. ft. recreation center including a gymnasium, community meeting and multi-purpose rooms, arts & crafts, and fitness rooms. Incorporate the existing Chess Club and Horseshoe Club uses into the new uses, as appropriate |
| Aquatics Complex                                                 |                                |                              |                                                                                                                                                                 |                                                                                                                                                                                                                                                                                |
| Uptown Aquatics Complex                                          | N/A                            | N/A                          | Proposed aquatics complex to be located at a site to be determined within the Uptown community.                                                                 | Acquire land if the location is not within an existing park site. Design and construct an aquatics complex, sized to meet community needs, including a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool        |



| Table 6.12-3<br>Population-Based Parks and Recreation Facilities                                                                                               |                                |                              |                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                                                                                                                             | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                                                                                                     | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                     |
|                                                                                                                                                                |                                |                              |                                                                                                                                                                                                                                                                      | house including locker rooms, staff offices, and equipment storage facilities.                                                                                                                                                                         |
| <b>Joint Use Facilities</b>                                                                                                                                    |                                |                              |                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                        |
| Birney Elementary School                                                                                                                                       | 0.86                           |                              | Existing joint use facilities consisting of turf multi-purpose playfield, multi-purpose courts, and hardscape for court games pursuant to long-term lease agreement. (Facility totals 1.82 acres and is shared with North Park (0.96 acres) and Uptown (0.86 acres)) |                                                                                                                                                                                                                                                        |
| Florence Elementary School                                                                                                                                     |                                | 1.2                          | Proposed joint use facility at the school site.                                                                                                                                                                                                                      | Design and construct joint use facilities, including multi-purpose courts. Pursue a pedestrian connection between the joint use area and the future Mission Hills Library site. Enter into a Joint Use Agreement with the SDUSD.                       |
| Grant K-8 School                                                                                                                                               |                                | 1.00                         | Proposed joint use facility at school site.                                                                                                                                                                                                                          | Design and construct joint use facilities, including multipurpose playfield, hard courts, and a gymnasium. Enter into a Joint Use Agreement with the School District.                                                                                  |
| Roosevelt Middle School                                                                                                                                        | 2.19                           |                              | Existing joint use facilities consisting of turf multi-purpose playfields and perimeter running track pursuant to long-term agreement.                                                                                                                               |                                                                                                                                                                                                                                                        |
| Trails: Useable acres credit for trails was determined by multiplying the linear footage of trail by 12' 0" width and divided by one acre (43,560 square feet) |                                |                              |                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                        |
| Bankers Hill Open Space Trail                                                                                                                                  |                                | 0.39                         | Proposed trail amenities for the existing trails, 1,400 lineal feet, in the Bankers Hill Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.                                                                                  | Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City. |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------|--------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                                                                                 | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                                                                  |
| Buchanan Canyon Open Space Trail                                 |                                | 0.41                         | Proposed trail amenities for the existing trails, 1,500 lineal feet, in the Buchanan Canyon Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.                                                           | Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.                                                            |
| Curlew Canyon Open Space Trail                                   |                                | 0.14                         | Proposed trail amenities for the existing trails, 500 lineal feet, in the Curlew Canyon Open Space.                                                                                                                                              | Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.                                                              |
| Cypress Canyon / Marston Open Space                              |                                | 1.16                         | Proposed trail amenities for the existing trails, 4,200 lineal feet, in the Cypress Canyon/Marston Open Space.                                                                                                                                   | Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.                                                             |
| Hospice Point Open Space Trail                                   |                                | 0.30                         | Proposed trail amenities for the existing trails, 1,100 lineal feet, in the Hospice Point Open Space.                                                                                                                                            | Design and construct trail amenities, such as such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.                                                    |
| Maple Canyon Open Space Trail                                    |                                | <del>0.77</del> 1.32         | <u>Approximately 2,800 linear feet of existing and 2,020 linear feet of new trails located in the Maple Canyon Open Space</u><br><del>Proposed trail amenities for the existing trails, 2,800 lineal feet, in the Maple Canyon Open Space.</del> | <u>Design and construct new trails, approximately 2,020 linear feet, that will connect to public right-of-ways, and design and construct trail amenities along the existing and new trails, such as protective fencing, native landscaping, trash and recycling containers, interpretive signs, overlooks, etc.</u> |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------|--------------------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                    | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                                                                                                         |
|                                                                  |                                |                              |                                                                                                                                                                                     | <del>where needed and appropriate for the trail type, as determined and approved by the City. Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.</del> |
| Mission Hills Open Space Trail                                   |                                | 0.41                         | Proposed trail amenities for the existing trails, 1,480 lineal feet, in the Mission Hills Open Space. A small portion of the proposed trail is located on privately owned property. | Design and construct trail amenities, such as protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City. Acquire a recreation easement for public use of the privately owned portion of the trail.                                      |
| University Heights Open Space Trail                              |                                | 0.08                         | Proposed trail amenities for the existing trails, 300 lineal feet, in the Buchanan Canyon Open Space.                                                                               | Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.                                                                                                    |
| Portion of Resource-Based Parks                                  |                                |                              |                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                            |
| Freedom Park (within Balboa Park)                                |                                | 2.29                         | Proposed park located on the north side of the War Memorial Building on Park Boulevard.                                                                                             | Design and construct active and passive recreation amenities and support facilities, such as seating/picnicking, security lighting, walkways, and landscaping.                                                                                                                                                                                             |
| Nate's Point Off-leash Dog Area (within Balboa Park)             |                                | 2.75                         | Off-leash dog area at Laurel Street and Balboa Drive.                                                                                                                               | Design and construct off-leash dog area upgrades, such as drinking fountains, site furniture, security lighting, walkways, and landscaping.                                                                                                                                                                                                                |
| Pershing Recreation                                              |                                | 3.45                         | Proposed community park/sports complex located                                                                                                                                      | Design and construct a community park/ sports complex with active                                                                                                                                                                                                                                                                                          |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------|--------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions                                                                                                                                                                     | Parks and Recreation Facilities<br>Recommendations                                                                                                                                                                                                                                                                                      |
| Complex<br>(within Balboa<br>Park)                               |                                |                              | at the corner of Pershing Drive and 26th Street. This site is currently used by City Central Operations Station facilities. This 15-acre facility will be shared with Downtown, Greater North Park, Greater Golden Hill, and Uptown. | recreation facilities consistent with the recommendations in the Balboa Park East Mesa Precise Plan, subsequent to relocation of non-park, City facilities.                                                                                                                                                                             |
| Presidio<br>Neighborhood<br>Park (within<br>Presidio Park)       |                                | 3.84                         | Neighborhood park located on Cosoy Way and Presidio Drive within Presidio Park. Existing uses include a children’s play area, picnic areas and a comfort station.                                                                    | Design and construct additional recreation amenities such as a picnic shelter, accessible walkways, interpretive signs, etc.                                                                                                                                                                                                            |
| Quince Street<br>Mini-Park<br>(within Balboa<br>Park)            |                                | 2.30                         | Proposed mini-park located at the southeast corner of the intersection of Balboa Drive and the Quince Street/ SR-163 northbound exit ramp.                                                                                           | Design and construct passive recreation amenities, such as seating/picnicking, security lighting, walkways, and landscaping.                                                                                                                                                                                                            |
| Sixth Avenue<br>Linear Park –<br>North (within<br>Balboa Park)   | <del>3.55</del>                | <u>3.55</u>                  | Proposed linear park located between Sixth Avenue and Balboa Drive, from Upas Street to Quince Street.                                                                                                                               | Design and construct amenities consistent with the approved General Development Plan for the Sixth Avenue Playground located between Thorn and Spruce streets, as well as additional passive recreational amenities in the adjacent areas such as seating, picnicking, drinking fountains, security lighting, walkways and landscaping. |
| Privately Owned Park Sites                                       |                                |                              |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                         |
| None                                                             |                                |                              |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                         |
| Non-Traditional Park Sites                                       |                                |                              |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                         |
| Normal Street<br>Linear Park                                     |                                | 1.60                         | Proposed linear park located within the Normal Street right-of-way, including the medians.                                                                                                                                           | Design and construct a variety of passive recreational and community uses, including a children’s play area and flexible opportunities for the weekly farmer’s market and other community events. Coordinate                                                                                                                            |

| Table 6.12-3<br>Population-Based Parks and Recreation Facilities |                                |                              |                                                                  |                                                                                                            |
|------------------------------------------------------------------|--------------------------------|------------------------------|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Parks/<br>Recreation<br>Facilities                               | Existing<br>Useable<br>Acreage | Future<br>Useable<br>Acreage | Parks and Recreation<br>Facilities<br>Locations and Descriptions | Parks and Recreation Facilities<br>Recommendations                                                         |
|                                                                  |                                |                              |                                                                  | with the State's redevelopment efforts of the Department of Motor Vehicles office site, where appropriate. |
| Facility or Building Expansion or Upgrade                        |                                |                              |                                                                  |                                                                                                            |
| None                                                             |                                |                              |                                                                  |                                                                                                            |

| Table 6.12-4<br>Summary of Existing and Proposed Population-Based Parks and Recreation Facilities |                                      |
|---------------------------------------------------------------------------------------------------|--------------------------------------|
| Population-Based Parks                                                                            | Useable Acres                        |
| Existing Population-based Parks and Park Equivalencies                                            | <del>18.21</del> <u>14.66</u> acres  |
| Proposed Population-based Parks and Park Equivalencies                                            | <del>36.85</del> <u>35.31</u> acres  |
| Total Existing and Proposed Population-based Parks and Equivalencies                              | <del>55.06</del> <u>58.82</u> acres  |
| Population-based Park Requirements at full community development                                  | 155.96 acres                         |
| Population-based park deficit at full community development                                       | <del>100.90</del> <u>97.14</u> acres |
| Recreation Centers                                                                                | Square Feet                          |
| Existing Recreation Centers:                                                                      | 0                                    |
| Proposed Recreation Center: Grant K-8 School Gymnasium                                            | 10,454 SF                            |
| Proposed Recreation Center: Redwood Recreation Center                                             | 10,456 SF                            |
| Proposed Recreation Center: Uptown Recreation Center                                              | 17,000 SF                            |
| Total Existing and Proposed Recreation Centers                                                    | 37,910 SF                            |
| Recreation Center Requirement at full community development                                       | 37,910 SF                            |
| Aquatic Complex                                                                                   | Percentage                           |
| Existing Aquatic Complexes                                                                        | 0                                    |
| Proposed Aquatic Complexes: Uptown Aquatic Complex                                                | 1.11                                 |
| Total Existing and Proposed Aquatic Complexes                                                     | 1.11                                 |
| Aquatic Complexes Requirement at full community development                                       | 1.11                                 |

A total of 155.96 acres of population-based parks would be needed to serve Uptown at full community development, of which ~~18.21~~14.66 acres currently exist. Through the proposed Uptown CPU effort, City staff and community members have identified ~~36.85~~35.31 acres of proposed new population-based park land and park equivalency sites within and adjacent to the Uptown community that, when implemented, would reduce the existing population-based park deficit to ~~100.90~~97.14 acres.

Build-out of the proposed Uptown CPU would add additional population to the CPU area and the CPU area would continue to have a deficit of population-based parks at build-out, which would be an adverse impact. Similarly, until the identified recreational facilities such as the aquatic complex are constructed, the deficit and the associated adverse impact would continue. Future development proposed within the Uptown CPU area would be subject to payment of DIF for public facilities

financing in accordance with Municipal Code Section 142.0640. The Uptown GPU includes an Impact Fee Study that would define applicable DIF fees for future development including fees for park funding. However, fees would not be adequate to address the extent of the parkland deficit. Payment and receipt of DIF funds is contingent on future development, and proposed fees are not designed to fully fund and address the parkland deficit.

The proposed Uptown CPU Recreation Element provides a policy framework that supports acquisition and development of new public parks and park equivalencies and encourages new private development to include recreational facilities.

Thus, although the existing and projected deficit in population-based parks is adverse, impacts associated with the construction of park facilities would be less than significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the CPU area, but does not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact associated with the construction of new facilities in order to maintain performance objectives for parks.

### **c. Fire/Life Safety Protection**

With the implementation of the proposed Uptown CPU and associated discretionary actions there would be an increase in overall population, which could result in a change in response times. However, future facilities would be planned based on adopted General Plan Public Facilities Element standards detailed in Chapter 5.0, Regulatory Framework (Section 5.12.1.3) of this PEIR. The proposed Uptown CPU and associated discretionary actions do not propose the construction of fire/life safety facilities. However, the proposed Uptown CPU contains a policy framework that addresses maintaining the high level of fire protection throughout the Uptown community. Additionally, as future development is proposed within the Uptown CPU area, individual projects would be subject to payment of DIF, which would provide facilities financing in accordance with Municipal Code Section 142.0640. The Uptown ~~GPU-CPU~~ includes a comprehensive ~~update to the existing~~ Impact Fee Study that will define applicable DIF fees for future development, including funding for fire/life safety facilities.

At the program level the proposed increase in population would not require that the Fire-Rescue Department construct new facilities. Any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis provided in this PEIR, impacts related to the expansion/-construction of new facilities would be less than significant.

As noted in the proposed Uptown CPU, although no additional fire stations are planned within the community, a new replacement facility at the Station 5 location would be undertaken to meet the current needs of the local neighborhood and the station's personnel.

## d. Libraries

As identified above, two libraries currently serve the Uptown community. Correspondence with the Library Department (Appendix J) confirms that the City does not require the construction of any additional facilities to meet library service requirements of the proposed Uptown CPU. While not required, there are plans to build an approximately 25,000-square-foot new library, which would result in an exceedance of the recommended minimum branch library size requirement of 15,000 square feet. The new library would proceed as a separate action from the proposed Uptown CPU and associated discretionary actions and would be required to undergo its own environmental review. The proposed CPU Public Facilities, Services, and Safety Element policy framework supports expanded library facilities, which the new Mission Hills/Hillcrest Branch Library would address. Any expansion construction of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, since the proposed Uptown CPU and associated discretionary actions do not include the construction of library facilities and facility needs would be met within the Uptown CPU area, impacts related to library facilities would be less than significant.

## e. Schools

Student generation is based on housing units. For the Uptown community, based on 2010 Census data from San Diego Association of Governments (SANDAG), there are 25,124 existing units. An additional 12,581 residential units are proposed with the CPU. Per correspondence with San Diego Unified School District (SDUSD; April 2014), student generation rates vary based on the type of project, number of units, bedroom mix, affordable or senior housing component, proximity to schools and other amenities, neighborhood, and other factors. There are no district standard or school-specific rates.

Typically, to provide student generation rates for a new project, SDUSD demographers would research similar nearby developments and their student generation rates as a guide for how many students a new project may generate. For the proposed Uptown CPU and associated discretionary actions, however, many factors are not yet determined, such as the specific type of housing and bedroom mix that may be constructed with the potential increase in housing stock at some future point in time. To estimate the number of students potentially generated by future build-out of the Uptown Community Plan, SDUSD demographers referenced the number of existing housing units in the Uptown community and the current number of students who reside in Uptown (based on SDUSD data), to determine the current Uptown communitywide student generation rates. This information is summarized in Table 6.12-5.

| Number of Existing Units | 2013-2014 Students<br>(K-5, 6-8, 9-12, and K-12 total) | Student Generation Rate<br>(per unit) |
|--------------------------|--------------------------------------------------------|---------------------------------------|
| 25,125                   | K-5: 803                                               | K-5: 0.032                            |
|                          | 6-8: <del>695</del> 299                                | 6-8: 0.012                            |
|                          | 9-12: 377                                              | 9-12: 0.015                           |
|                          | <b>K-12: 1,479</b>                                     | <b>K-12: 0.059</b>                    |



Based on the number of additional units proposed by the proposed Uptown CPU and associated discretionary actions and student generation rates included in Table 6.12-5, potential student generation for future build-out of Uptown is shown in Table 6.12-6. The generation rates are shown as a range. The current generation rate is the low range and the high range is double the low range (current generation rate). A key assumption is that future additional housing units will generate students at a rate similar to current housing units; this is represented by the low range. If future additional housing units are significantly different from the current units in terms of student generation, the number of students could be higher, as indicated by the high range.

| Number of Additional Units | Potential Student Generation Rates | Number of Potential Students |
|----------------------------|------------------------------------|------------------------------|
| 12,581                     | K-5: 0.032-0.064                   | K-5: 403-805                 |
|                            | 6-8: 0.012-0.024                   | 6-8: 151-302                 |
|                            | 9-12: 0.015-0.030                  | 9-12: 189-377                |
|                            | <b>K-12: 0.059-0.118</b>           | <b>K-12: 743-1,484</b>       |

SDUSD demographers indicated that the cumulative potential increase in students from the number of future additional housing units suggested in the proposed Uptown CPU and associated actions would likely impact district schools to the point of reaching or exceeding capacity. Therefore, new or expanded school facilities would likely be needed.

Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may result. Senate Bill (SB) 50, enacted on August 27, 1998, significantly revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. The school district will be responsible for potential expansion or development of new facilities, which would undergo a separate environmental review when specific facilities are planned. Therefore, impacts to schools resulting from future development would be less than significant through implementation of SB 50 (City of San Diego 2011).

## **f. Maintenance of Public Facilities**

The proposed Uptown CPU Public Facilities, Services, and Safety Element contains a policy framework related to the maintenance of public facilities. Proposed policies support maintenance assessment district programs, and road and water facility improvements. Additionally, as future development is proposed within the Uptown CPU area, individual projects would be subject to payment of DIF, which would provide facilities financing in accordance with Municipal Code Section 142.0640. The Uptown CPU includes a comprehensive update to the existing Impact Fee Study that will define applicable DIF fees for future development. The proposed Uptown CPU and associated discretionary actions do not propose any construction of specific facilities. When future facilities are

constructed they would require a separate environmental review. Thus, public facilities impacts would be less than significant.

## **Cumulative Impact Analysis**

Some of the City's existing built areas have existing infrastructure deficiencies and would require capacity improvements to serve additional population. Therefore, it is anticipated that new or improved public services and facilities infrastructure would be required to meet the needs of the City's future growth occurring through infill and redevelopment as well as remaining on vacant and developable lands. However, as discussed in this section, implementation of the proposed Uptown CPU and associated discretionary actions do not include construction of any specific public facilities or services. The proposed Uptown CPU includes policies that would support improvements to public facilities and includes a proposed Impact Fee Study that would specify the DIF applicable to future development within the CPU area. Similarly, the proposed North Park and Golden Hill CPUs do not propose specific facility improvements.

The specific public facilities improvements that would be constructed in the cumulative area of Uptown, North Park, and Golden Hill and the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this program level of analysis. However, each future facility improvement would undergo a separate environmental review and is not intended to be analyzed for purposes of this proposed Uptown CPU. Thus, cumulative impacts related to public facilities would be less than significant.

### **6.12.4 Significance of Impacts**

Regarding police protection, the proposed Uptown CPU and associated discretionary actions do not include construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services, and no mitigation is required.

Regarding park and recreational facilities, there is an existing and projected deficit in population-based parks, which is an adverse impact but not considered significant at the program level. Implementation of the proposed Uptown CPU and associated discretionary actions would provide policy support for increasing the acreage of population-based parks in the Uptown CPU area but do not propose construction of new facilities. Thus, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to parks and recreation, and no mitigation is required.

Regarding fire/life safety protection, implementation of the proposed Uptown CPU and associated discretionary actions would result in an increase in overall population which could result in a change in fire-rescue response times and a demand for new or expanded facilities. However, any expansion construction of existing facilities or the development of a new facility would be subject to separate

environmental review at the time design plans are available. Therefore, at the impacts associated with police/life safety facilities would be less than significant, and no mitigation is required.

Although a new library is planned for the Uptown CPU area, the proposed Uptown CPU and associated discretionary actions do not include construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant, and no mitigation is required.

Regarding school facilities, future residential development that occurs in accordance with the proposed Uptown CPU and associated discretionary actions 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 district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of Senate Bill 50, and the school district would be responsible for potential expansion or development of new facilities. Therefore, impacts to schools would be less than significant, and no mitigation is required.

The proposed Uptown CPU contains policies to address the maintenance and improvement of public facilities. Impacts would therefore be less than significant, and no mitigation is required.

### **6.12.5 Mitigation Framework**

No mitigation is required for police protection, parks and recreation facilities, fire services, library services, schools, and maintenance of public facilities. While the implementation of the proposed Uptown CPU and associated discretionary actions would result in the continuation of a park deficit, which is an adverse impact it is less than significant. No mitigation is required.

## 6.13 Public Utilities

This section analyzes the impacts of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions on existing public utilities, including those for water, sewer, storm water communications systems, solid waste, and energy. This section includes a discussion of the Water Supply Assessment (WSA) prepared by the City's Public Utilities Department (PUD) (May 2015), which is included as Appendix K to this Program Environmental Impact Report (PEIR).

### 6.13.1 Existing Conditions

A discussion of existing conditions for water supply, sewer, storm water, solid waste, energy, and communications in the Uptown CPU area is provided in Chapter 2.0. The existing regulatory framework is summarized in Chapter 5.0. Specific discussion relating to the water supply assessment for Uptown is presented below.

### 6.13.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, impacts related to water, sewer, solid waste, energy, and communications would be significant if the proposed Uptown CPU and associated discretionary actions would:

- 1) Result in the use of excessive amounts of water beyond projected available supplies;
- 2) Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives;
- 3) Result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341.

## 6.13.3 Impact Analysis

### Issue 1 Water Supply

*Would the project use excessive amounts of water beyond projected available supplies?*

A WSA was prepared for the proposed Uptown CPU and associated discretionary actions to assess whether sufficient water supplies are, or will be, available to meet the projected water demands of the proposed Uptown CPU and associated discretionary actions. Because no subdivision of land is proposed as part of this project, this WSA was prepared in compliance with the requirements of Senate Bill 610. The WSA includes, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the proposed CPU; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSA evaluated water supplies that are, or will be, available during a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated demands of the proposed Uptown CPU and associated discretionary actions.

Metropolitan Water District (MWD) and the San Diego County Water Authority (SDCWA) have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan, and the SDCWA's 2010 Urban Water Management Plan (UWMP) and annual water supply report include water infrastructure projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water.

As discussed in the WSA, the City's 2010 UWMP demonstrates that there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur by 2035. Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection will meet the City's projected water demand of 240,472 acre-feet in 2015; 260,211 acre-feet in 2020; 276,375 acre-feet in 2025; 288,481 acre-feet in 2030; and 298,860 acre-feet in 2035. Based on a single-dry year forecast, the estimated water supply will meet the projected water demand of 255,040 acre-feet in 2015; 276,526 acre-feet in 2020; 293,895 acre-feet in 2025; 307,230 acre-feet in 2030; and 318,586 acre-feet in 2035. Based on a multiple-dry year, third year supply, the estimated water supply will meet the projected demands of 281,466 acre-feet in 2015; 303,004 acre-feet in 2020; 322,166 acre-feet in 2025; 334,720 acre-feet in 2030; and 346,823 acre-feet in 2035.

As demonstrated in the WSA (Appendix K to this PEIR), there is sufficient water planned to supply the proposed Uptown CPU's estimated annual average usage. The projected water demands of the project are 7,879,499 gallons per day (gpd) or 8,825 acre feet per year. In the City's 2010 UWMP, the planned water demands of this project site are 7,879,499 gpd or 8,825 acre feet per year. As a result, the water demand resulting from the proposed Uptown CPU would result in no unforeseen demands.

In summary, the WSA concluded that the proposed Uptown CPU is consistent with the water demands assumptions included in the regional water resource planning documents of the SDCWA

and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD to serve the projected demands of the proposed Uptown CPU area, in addition to existing and planned future water demand of the PUD. Therefore, impacts related to water supply would be less than significant.

## Issue 2 Utilities

*Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?*

The City's General Plan calls for future growth to be focused into mixed-use activity centers linked to the regional transit system. Implementation of the proposed Uptown CPU would result in infill and redevelopment occurring in selected areas within the CPU area. The City's existing built areas are currently served by storm water, wastewater, and water infrastructure, and various communications systems; however, some of the City's built areas, including those within the Uptown community, have existing infrastructure deficiencies and would require capacity improvements to serve the existing and projected population. The following is a program-level analysis of the significance of impacts for each applicable utility.

### a. Storm Water

Because the Uptown CPU area is highly impervious, the volume or rates of runoff are not likely to be increased by new development. It is more likely that the volume and rate of runoff could be slightly decreased due to implementation of new storm water quality regulations as new development occurs, which requires implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

No storm drains, or other community-wide drainage facilities, are proposed for construction in conjunction with adoption of the proposed Uptown CPU and associated discretionary actions. However, plans and programs are in place Citywide to maintain and upgrade the storm water system. As individual development projects are implemented in accordance with the proposed Uptown CPU and associated discretionary actions, localized improvements to the storm water system would be required as part of the project design and review. All storm water facilities constructed in conjunction with future development would be reviewed for consistency with the City's Storm Water Standards and other applicable requirements.

All future projects would be required to adhere to General Plan and proposed Uptown CPU policies and implementing regulations, and are required to comply with the City's Storm Water Standards in place at the time future development is proposed. Proposed Uptown CPU policies include those implementing Best Management Practices (BMPs) and Low Impact Development (LID) strategies to manage storm water and urban runoff, as well as those promoting proper maintenance of existing storm water infrastructure, thus reducing potential strains on the City's storm water system and ensuring the long-term viability of existing facilities. While the details of storm water infrastructure improvements would depend on the actual design of a future project, strict adherence to existing

storm water regulations, conformance with General Plan and proposed Uptown CPU policies, and project-specific review under California Environmental Quality Act (CEQA) for discretionary projects would assure that significant adverse effects to the City's storm water system, as well as significant impacts associated with the installation of new storm water infrastructure, would be avoided.

### **b. Sewer**

The proposed Uptown CPU and associated discretionary actions does not propose any specific development but provides the framework for future growth. No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed Uptown CPU and associated discretionary actions. Any future development would be required to comply with the City's Municipal Code regulations regarding sewers and wastewater facilities (Chapter 6, Article 4) and would be required to follow the City's Sewer Design Guidelines. Adherence to existing regulations and standards would ensure that flows from new projects would not adversely affect downstream conveyance systems and that previous studies have accounted for those flows in the design of the downstream conveyance system.

Given ongoing and planned improvements to the system, existing regulations and guidelines to ensure adequate capacity, and proposed Uptown CPU policies to support capital improvements, impacts associated with the wastewater system would be less than significant.

### **c. Water Distribution**

The potable water distribution system is continually upgraded and repaired on an ongoing basis through the City's Capital Improvements Program. These improvements are determined based on continued monitoring by the Public Works Department (PWD) Engineering Division to determine remaining levels of capacity. The PWD Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. Such improvements would be required of the water system regardless of the implementation of the proposed Uptown CPU and associated discretionary actions.

As future development takes place in the Uptown CPU area, demand for water is likely to increase and create a potential need to increase sizing of existing pipelines and mains. This would be reviewed on a project-by-project basis. Additionally, the proposed Uptown CPU contains policies supporting water conservation and water-wise practices. All proposed public water facilities would be required to be designed and constructed in accordance with established criteria in the City's Water Facility Design Guidelines, Land Development Code, and any other applicable regulations, standards, or practices. Future development under the proposed Uptown CPU and associated discretionary actions would be generally consistent with the existing urban growth patterns and the necessary infrastructure improvements to the water system would be consistent with what is necessary for new development and to maintain the existing system. The proposed Uptown CPU contains a policy (PF-1.9) to support the systematic improvement and gradual replacement of water facilities.



Given that future improvements to water facilities in accordance with the proposed Uptown CPU would be consistent with existing development and capital improvements planning, impacts would be less than significant.

#### **d. Communications**

Private utility companies currently provide communications systems within the Uptown CPU area. Future siting of communications infrastructure would be in accordance with the Land Development Code, including section 141.0420 regulating wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which seek to minimize visual impacts. Adhering to General Plan policies supporting the City's undergrounding program would also ensure that visual impacts of new facilities are minimized. Similarly, the proposed Uptown CPU contains policies supporting utility undergrounding and undergrounding is currently underway in the Uptown community. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Thereby, impacts associated with communications facilities from build-out of the proposed Uptown CPU and associated discretionary actions would be less than significant.

### **Issue 3 Solid Waste and Recycling**

*Would the proposed project result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?*

The California Department of Resources Recycling and Recovery (CalRecycle) provides estimates of solid waste generation rates for different types of land uses. These rates estimate the amount of solid waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation rates include all materials discarded, whether or not they are later recycled or disposed of in a landfill, since under state law the total amount of waste "generated" is considered to be the sum of the waste "disposed of" plus the waste "diverted" from disposal. Waste generation rates can be used to estimate the impact of new development on the local solid waste infrastructure, although it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste but whether any increase would require the development of new facilities. Since the majority of waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services. Furthermore, it is specifically the amount of waste remaining for disposal that is considered for compliance with the City's Climate Action Plan and has the greatest potential for impacts associated with greenhouse gas emissions.

Future projects that could occur in the Uptown community with the implementation of the proposed Uptown CPU and associated discretionary actions would be required to comply with City regulations, including the City's Recycling Ordinance (updated July 2015). In addition, a Waste Management Plan (WMP) would be required for any project which exceeds the City's threshold, currently the generation of 60 or more tons of solid waste for projects of 40,000 square feet or more. The WMP

shall include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.0801 et seq. of the Land Development Code, which outlines the requirements for refuse and recyclable materials storage.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and diversion of materials in PF-I.2. The proposed Uptown CPU would result in a less than significant impact to existing recycling operations within the proposed Uptown CPU area and surrounding areas, and would not affect the City's overall ability to attain a 75 percent recycling target as required under Assembly Bill 341. Additionally, the City has adopted a Zero Waste Plan, which would result in 70 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040. Furthermore, mandatory compliance with the San Diego Municipal Code and Recycling Ordinance for all new development projects would continue to reduce solid waste generation and increase recycling efforts, thereby resulting in a less than significant impact.

## **Cumulative Impacts**

### **a. Water Supply**

The WSA prepared for the proposed Uptown CPU and associated discretionary actions concluded that the proposed Uptown CPU and associated discretionary actions would be consistent with the water demand assumptions included in the regional water resource planning documents of the SDCWA and the MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD to serve the projected demands of the proposed Uptown CPU area, in addition to existing and planned future water demand of the City. Additionally, the proposed Uptown CPU contains policies intended to ensure that no excessive water use takes place, encourage water conservation and reclamation, and ensure the continued operability of existing infrastructure. Thus, cumulative impacts related to water supply would be less than significant.

### **b. Utilities**

Implementation of the General Plan and proposed Uptown CPU policies and compliance with federal, state, and local regulations would preclude incremental impacts associated with new construction of, or improvements to, public utilities infrastructure. These requirements would apply to development within the Uptown CPU area and surrounding communities to ensure that adverse impacts related to the provision of utilities does not occur. Mandatory compliance with City standards for the design, construction, and operation of storm water, water, and wastewater infrastructure (including environmental review) would preclude significant cumulative environmental impacts. As a result, the proposed Uptown CPU and associated discretionary actions would result in a less than significant cumulative impact associated with storm water, water, wastewater, and communication systems.

### **c. Solid Waste**

Build-out of the proposed Uptown CPU and associated discretionary actions combined with build-out of surrounding communities would generate solid waste through demolition/construction and ongoing operations that would increase the amount of solid waste generated within the region. Future projects within the Uptown CPU area and Citywide, would be required to comply with City regulations regarding solid waste, including those intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with the Municipal Code and consistency with the General Plan and applicable Community Plan policies promoting waste diversion would serve to preserve solid waste capacity. Discretionary projects generating more than 60 tons of waste would be required to develop and implement WMPs targeting 75 percent waste diversion. Therefore, cumulative solid waste impacts would be less than significant.

## **6.13.4 Significance of Impacts**

### **6.13.4.1 Water Supply**

Based on the findings of the WSA, there is sufficient water supply to serve existing and projected demands of the proposed Uptown CPU and associated discretionary actions, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, no significant impacts to water supply are anticipated for the implementation of the proposed Uptown CPU and associated discretionary actions.

### **6.13.4.2 Utilities**

#### **a. Storm Water**

Future projects would be required to exercise strict adherence to existing storm water regulations and conformance with General Plan and proposed Uptown CPU policies. Project-specific review under the Municipal Storm Water Permit and CEQA would assure that significant adverse effects related to the storm water system and the installation of storm water infrastructure would be avoided. Thus, impacts related to storm water facilities would be less than significant.

#### **b. Sewer and Water Distribution**

The proposed Uptown CPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the PWD and are handled on project-by-project basis. Because future development of properties under the proposed Uptown CPU and associated discretionary actions would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. The proposed Uptown CPU takes into consideration the existing patterns of development, and the update is a response to the community's needs and goals for the future. The necessary infrastructure improvements to storm water, wastewater, and water infrastructure would be standard practice for new development to maintain or improve the existing system in adherence to sewer and water regulations and conformance with General Plan and proposed Uptown CPU policies. Additionally, future discretionary projects would be required to

undergo project-specific review under CEQA that would assure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance. Therefore, impacts to sewer and water utilities would be less than significant.

### **c. Communications**

Given the number of private utility providers available to serve the proposed Uptown CPU area, there is capacity to serve the area. Impacts would be less than significant.

#### **6.13.4.3 Solid Waste and Recycling**

To ensure that waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a WMP shall be prepared for any project proposed under the proposed Uptown CPU and associated discretionary actions exceeding the threshold of 40,000 square feet or more. Implementation of these WMPs would ensure that future development project impacts would be considered less than significant. Non-discretionary projects proposed under the proposed Uptown CPU and discretionary actions, and discretionary projects that would fall below the 60 ton thresholds, would be required to comply with the San Diego Municipal Code sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection. Therefore, at this program level of review, the proposed Uptown CPU and associated discretionary actions would not require increased landfill capacity, and impacts associated with solid waste would be less than significant.

#### **6.13.5 Mitigation Framework**

All public utilities impacts would be less than significant; thus, no mitigation is required.

## 6.14 Health and Safety

This section describes potential human health and public safety issues related to the presence of hazardous materials and other hazards within the Uptown Community Plan Update (CPU) area, identifies pertinent regulatory standards, and evaluates potential impacts and associated mitigation requirements related to implementation of the proposed Uptown CPU and associated discretionary actions. KLR Planning conducted a GeoTracker search (May 2016) within the proposed Uptown CPU area. The results of that search are summarized in this section and included in Appendix L of this Program Environmental Impact Report (PEIR). Additionally, KLR Planning conducted a California Environmental Protection Agency (Cal EPA) search (May 2016) of Cortese List Data Resources, the results of which are included in this section as Table 6.14-1.

### 6.14.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

A search of federal, state, and local environmental regulatory agency databases was conducted in order to identify sites within the Uptown area that may have been impacted by hazardous materials or wastes. The search identified 68 documented release cases within Uptown, of which, only three cases are open (see Table 6.14-1). All of the identified sites were the site of either leaking underground storage tanks (LUSTs) or a cleanup program. LUST systems can pose a significant threat to groundwater quality.

The Site Cleanup Program regulates and oversees the investigation and cleanup of “non-federally owned” sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not from strictly petroleum underground storage tanks (USTs). The types of pollutants encountered at the sites are diverse and include solvents, pesticides, heavy metals, and fuel constituents to name a few. Properties with open cases represent a moderate to high risk of encountering contaminated soils or groundwater during potential future redevelopment. Closed release cases represent a low to moderate risk of encountering contaminated soils or groundwater during potential future redevelopment. However, cases which were closed in the 1990s may not meet current standards and may require additional investigation and/or remediation prior to redevelopment.

| <b>Table 6.14-1<br/>Hazardous Materials Sites in Uptown</b> |                             |                      |             |
|-------------------------------------------------------------|-----------------------------|----------------------|-------------|
| Site                                                        | Address                     | Program/Site Type    | Status      |
| William W. Newkirk (Mobil Oil)                              | 1809 Washington Street      | LUST                 | Closed      |
| J M A N at the Charmer LLC                                  | 3625 India Street           | LUST                 | Closed      |
| UNOCAL Serv Station #5738                                   | 3585 India Street           | LUST                 | Closed      |
| India Chevron                                               | 3535 India Street           | LUST                 | Closed      |
| 7-Eleven Food Store #19974                                  | 3070 Reynard Way            | LUST                 | Closed      |
| Streicher & Seeman Inc.                                     | 2553 State Street           | LUST                 | Closed      |
| Harbor View Medical Center                                  | 120 Elm Street              | LUST                 | Closed      |
| New Palace Associates                                       | 1814 5 <sup>th</sup> Avenue | LUST                 | Closed      |
| First International Bank/Land                               | 2201 4 <sup>th</sup> Avenue | LUST                 | Closed      |
| Resident                                                    | 135 W Kalmia Street         | LUST                 | Closed      |
| Fifth & Laurel St. Apts                                     | 2400 5 <sup>th</sup> Avenue | LUST                 | Closed      |
| Fifth & Laurel St. Apts                                     | 2400 5 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| Fifth Avenue Financial Center                               | 2550 5 <sup>th</sup> Avenue | LUST                 | Closed      |
| Park Laurel Condominiums                                    | 2500 6 <sup>th</sup> Avenue | LUST                 | Closed      |
| Albert H Bennett                                            | 2961 1 <sup>st</sup> Avenue | LUST                 | Closed      |
| Jeff & Cindy Cavnac                                         | 4314 Altamirano Way         | LUST                 | Closed      |
| 925 Fort Stockton                                           | 925 Fort Stockton           | LUST                 | Closed      |
| SDCITY-Fire Station #8                                      | 3974 Goldfinch Street       | LUST                 | Closed      |
| SDCITY-Fire Station #8                                      | 3974 Goldfinch Street       | Cleanup Program Site | Closed      |
| Sam Lee Auto Repair                                         | 724 W Washington Street     | LUST                 | Closed      |
| Sam Lee Auto Repair                                         | 724 W Washington Street     | Cleanup Program Site | Closed      |
| Mission Hills Automotive                                    | 308 W Washington Street     | LUST                 | Closed      |
| Mission Hills Automotive                                    | 308 W Washington Street     | Cleanup Program Site | Closed      |
| Hillcrest Smog & Repair                                     | 3864 1 <sup>st</sup> Avenue | LUST                 | Closed      |
| UCSD Medical Center                                         | 200 W Arbor Drive           | LUST                 | Closed      |
| UCSD Medical Center                                         | 200 W Arbor Drive           | LUST                 | <b>Open</b> |
| San Diego Hospice                                           | 4311 3 <sup>rd</sup> Avenue | LUST                 | Closed      |
| San Diego Hospice                                           | 4311 3 <sup>rd</sup> Avenue | Cleanup Program Site | Closed      |
| Mission Dry Cleaners                                        | 105 Washington Street       | LUST                 | Closed      |
| Great Western Bank – Mission Hills                          | 333 Washington Street       | LUST                 | Closed      |
| Hillcrest Shell                                             | 330 Washington Street       | LUST                 | Closed      |
| 7-Eleven Food Store #19526                                  | 3792 4 <sup>th</sup> Avenue | LUST                 | Closed      |
| Phil & Daniels Properties                                   | 5 <sup>th</sup> Avenue      | LUST                 | Closed      |
| UNOCAL Service Stn #2196                                    | 3795 6 <sup>th</sup> Avenue | LUST                 | Closed      |
| UNOCAL Service Stn #2196                                    | 3795 6 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| Chevron Standard Stations                                   | 3806 6 <sup>th</sup> Avenue | LUST                 | Closed      |
| AT&T Communications Inc.                                    | 3940 4 <sup>th</sup> Avenue | LUST                 | Closed      |
| Aladrays A-N-A                                              | 711 University Avenue       | LUST                 | Closed      |
| Aladrays A-N-A                                              | 711 University Avenue       | Cleanup Program Site | Closed      |
| SDCITY-Fire Station #05                                     | 3902 9 <sup>th</sup> Avenue | LUST                 | Closed      |
| William/Sidney Price                                        | 1060 University Avenue      | LUST                 | Closed      |
| 7-Eleven Food Store #20551                                  | 1602 University Avenue      | LUST                 | Closed      |
| Phil Maestas Chev-SVC #91362                                | 4180 Park Boulevard         | LUST                 | Closed      |
| Phil Maestas Chev-SVC #91362                                | 4180 Park Boulevard         | Cleanup Program Site | Closed      |
| Wells Fargo Bank                                            | 3830 Park Boulevard         | LUST                 | Closed      |
| Wells Fargo Bank                                            | 3830 Park Boulevard         | Cleanup Program Site | Closed      |
| Thao Auto Repair                                            | 3752 Park Boulevard         | LUST                 | Closed      |

| Table 6.14-1<br>Hazardous Materials Sites in Uptown                         |                             |                      |             |
|-----------------------------------------------------------------------------|-----------------------------|----------------------|-------------|
| Site                                                                        | Address                     | Program/Site Type    | Status      |
| Exclusive Cleaners                                                          | 3740 Park Boulevard         | LUST                 | Closed      |
| Exclusive Cleaners                                                          | 3740 Park Boulevard         | Cleanup Program Site | Closed      |
| SDUSD, Print Services                                                       | 4100 Normal Street          | LUST                 | Closed      |
| San Diego Smog and Auto Repair                                              | 4664 Park Boulevard         | LUST                 | Closed      |
| Sharp Rees-Stealy Downtown Medical Center                                   | 1900 4 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| Mr. Robinson                                                                | 3752 Park Boulevard         | Cleanup Program Site | Closed      |
| Sears Roebuck & Co.                                                         | 1290 Cleveland Avenue       | Cleanup Program Site | Closed      |
| Uptown Cleaners                                                             | 1020 University Avenue      | Cleanup Program Site | Closed      |
| Uptown District Shopping Center                                             | 940-1092 University Avenue  | Cleanup Program Site | <b>Open</b> |
| Jerry Pinto                                                                 | 4014 Coutts Street          | Cleanup Program Site | Closed      |
| Private Residence                                                           | 1819 Sheridan Avenue        | Cleanup Program Site | Closed      |
| Capital Service                                                             | 1111 Fort Stockton Drive    | Cleanup Program Site | Closed      |
| The Fort                                                                    | 1011 Fort Stockton Drive    | Cleanup Program Site | <b>Open</b> |
| Residence                                                                   | 4066 Albatross Street       | Cleanup Program Site | Closed      |
| Liberty Cleaners                                                            | 333 East University Avenue  | Cleanup Program Site | Closed      |
| Dry Cleaner                                                                 | 335 University Avenue       | Cleanup Program Site | Closed      |
| Hillcrest Square Ltd                                                        | 500 University Avenue       | Cleanup Program Site | Closed      |
| Broadstone Balboa Park                                                      | 3235 4 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| Cambridge Square                                                            | 2720 4 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| Merrill Gardens at Bankers Hill, LLC                                        | 2567 2 <sup>nd</sup> Avenue | Cleanup Program Site | Closed      |
| Calcare-Western/St Pauls Villa                                              | 2340 4 <sup>th</sup> Avenue | Cleanup Program Site | Closed      |
| LUST = leaking underground storage tank.<br><b>Bold</b> text = open status. |                             |                      |             |

## 6.14.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed Uptown CPU and associated discretionary actions, a significant health and safety impact would occur if implementation of the proposed Uptown CPU and associated discretionary actions would:

- 1) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands;
- 2) Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school;
- 3) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan;



- 4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment; or
- 5) Expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operations accidents.

## 6.14.3 Impact Analysis

### Issue 1 Wildfire Hazards

*Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The City of San Diego receives limited precipitation; therefore, the potential for wildland fires represents a hazard, particularly on undeveloped properties or where development exists or can occur adjacent to open space or within close proximity to wildland fuels. As the proposed Uptown CPU and associated discretionary actions would maintain natural open space within undeveloped canyons, any development adjacent to this open space would be subject to a risk of fire hazards. Existing City policies and regulations would help reduce, but not eliminate, risks from wildfires. The City's General Plan contains goals and policies aimed at reducing the risks of wildfires that would be implemented by the City's Fire-Rescue Department.

The proposed Uptown CPU Public Facilities Services and Safety Element includes policies intended to reduce the risk of wildfire hazards. Policies are included that would prioritize the maintenance of a high level of fire protection throughout the community, particularly in the neighborhoods adjacent to natural open space and would emphasize modernization and/or replacement of facilities and equipment to meet the needs of the community or as firefighting technology becomes available. Policies would also support efforts by the City to educate and inform the community regarding fire prevention technique, particularly those related to brush management and wildland fires.

Regulations regarding brush management are summarized in Chapter 5.0 Regulatory Framework (Section 5.14) of this PEIR. Future development proposals would be reviewed for compliance with all City and Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards. Brush management regulations (San Diego Municipal Code Section 142.0412) would ensure that brush management is completed within 100 feet of a structure and requires new development to prepare brush management plans to demonstrate a 100-foot brush management area and identification of Zone 1 and Zone 2 brush management zones. Zone 1 is the area adjacent to structures where pavement or irrigated vegetation occurs and flammable materials are limited. Zone 2 is the area that extends beyond Zone 1 and typically consists of thinned native or naturalized vegetation. Implementation of the City's Brush Management Regulations would ensure future development that occurs within the Uptown CPU area would not expose people or structures to a risk of loss, injury or death involving wildfires. Impacts due to wildland fires would be less than significant.

## Issue 2 Schools

*Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?*

A GeoTracker search was undertaken (May 2016) to determine what, if any, potential exposure to hazardous materials occurs within one-quarter-mile of the existing schools. Four public schools are located within the Uptown community:

- Grant Elementary (K-8) located at 1425 Washington Place
- Florence Elementary (K-5) located at 3914 First Avenue
- Birney Elementary (K-5) located at 4345 Campus Avenue
- Roosevelt Junior High (6-8) located at 3366 Park Boulevard

The GeoTracker search identified one hazardous materials site in the Uptown CPU area which falls within one-quarter-mile of one of the community schools. Cleanup on the site is complete, and is marked as closed (see Appendix L for detailed GeoTracker site information). The identified and closed site is a private residence located near Grant Elementary School. In addition, the GeoTracker search identified Roosevelt Junior High as a Small Generator by Resource Conservation and Recovery Act Information (RCRAInfo). Hazardous waste information is contained in the RCRAInfo, a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn, pass on the information to regional and national Environmental Protection Agency (EPA) offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

There are three “open” sites within the Uptown CPU area, and none are within one-quarter mile of any schools. However, in addition to the public schools within the Uptown CPU area, there are numerous other private schools, charter schools, and day cares that could be located within one-quarter mile of a potentially contaminated site. However, any existing contaminated site identified within the hazardous materials database search would be required to undergo cleanup in accordance with applicable regulatory oversight agencies and any new development that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations of local, state, and or federal requirements. No construction would be permitted to occur at such sites until a “no further action” clearance letter from the County Department of Environmental Health, or similar determination is issued by the City’s Fire Rescue Department, California Department of Toxic Substances Control, Regional Water Quality Control Board, or other responsible agency. The current regulatory environment of City, state, and federal requirements provides a high level of protection from new hazardous uses that may be sited near schools or other sensitive receptors. Additionally, existing conditions in the Uptown CPU area show no conflict between existing school sites and open hazardous materials sites. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would result in a less than significant impact related to hazardous emissions or contaminated sites near schools. .

### Issue 3 Emergency Evacuation and Response Plans

*Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

There are no objectives or policies contained in the proposed Uptown CPU or associated discretionary actions that would interfere with or impair implementation of an adopted emergency response or evacuation plan. The Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, Annex Q, Evacuation (County of San Diego 2014) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the County as primary transportation routes for evacuation. The land uses identified in the proposed Uptown CPU would not physically interfere with any known adopted emergency plans because development would occur on infill sites and the community is largely built-out with existing major roads and means for emergency evacuation.

Local Emergency Operations Plans are intended to help local jurisdictions respond to emergency situations with a coordinated system of emergency service providers and facilities. San Diego recently updated its 1995 Multi-Hazard Functional Plan and modernized its Emergency Operations Center. The City will continue to make regular modifications to the Multi-Hazard Functional Plan and Emergency Operations Center as hazards, threats, population and land use, or other factors change. The Multi-Hazard Functional Plan identifies resources available for emergency response and establishes coordinated action plans for specific emergency situations including earthquake, fire, major rail and roadway accidents, flooding, hazardous materials incidents, terrorism and civil disturbances (City of San Diego 2008). Implementation of the proposed Uptown CPU and associated discretionary actions would not impede implementation of existing emergency plans and would not impede future updates to emergency plans. Thus, impacts related to emergency evacuation and emergency response plans as a result of implementation of the proposed Uptown CPU and associated discretionary actions would be less than significant.

### Issue 4 Hazardous Materials Sites and Health Hazards

*Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment?*

Hazardous materials are typically utilized by land uses such as industrial, retail/office, commercial, residential, agriculture, medical, and recreational uses, among other activities. According to a search of federal, state, and local regulatory databases, 61 documented hazardous material release cases were identified within Uptown, of which three are open, as shown in Table 6.14-1. Development of sites with existing contamination within the Uptown CPU area could potentially pose a hazard to the public or environment by placing sensitive receptors on, or adjacent to, known hazardous materials sites.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. In accordance with local City and County, state, and federal requirements, any new development that involves contaminated

property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted at such locations until a “no further action” clearance letter from the County Department of Health, or similar determination is issued by the City’s Fire Rescue Department, California Department of Toxic Substances Control, Regional Water Quality Control Board, or other responsible agency. Because the Uptown CPU area does not historically have a large quantity of hazardous materials sites, and because the proposed Land Use Plan would not support a significant increase in land uses that have potential to result in hazardous emissions or contamination, there are no policies in the proposed Uptown CPU relative to hazardous materials. However, the General Plan includes policies to protect the health, safety, and welfare of residents relating to industrial land uses, documentation of hazardous materials investigations, and requires a site investigation for potential contaminants and soil remediation, if needed, if existing land uses change from industrial or heavy commercial to residential or mixed residential development. In addition, pesticide use would not pose a significant hazards as there are no major agricultural uses within the Uptown CPU area. Uptown is a built-out community located in the urbanized area of the City. Nominal amounts of pesticides and/or herbicides may be used by residents and other establishments for gardening or landscaping activities. These uses would not introduce significant risk of exposure to people in the Uptown CPU area. Therefore, impacts related to hazardous materials sites and health hazards would be less than significant.

## Issue 5 Aircraft Related Hazards

*Would the project expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?*

As concluded in Section 6.1 of this PEIR, impacts relative to safety hazards for people residing in or working in a designated airport influence area would be less than significant. Additionally, there are no private airports or heliport facilities within or near the Uptown CPU area. Thus impacts related to exposure of people or structures to aircraft hazards would be less than significant.

## Cumulative Impact Analysis

As discussed in this section, compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts. Potential health and safety impacts associated with wildfire, hazardous substances, emergency response and evacuation plans, and aircraft hazards would not combine to create cumulative impacts when viewed together with the potential growth that could occur within the Uptown, North Park, and Golden Hill CPU areas. Wildlife impacts in these communities are limited to the canyon areas which are localized and would not be exacerbated by cumulative development in adjacent communities. Additionally, future projects implemented in accordance with the CPUs are required to follow the City’s Brush Management regulations and the City and Fire Code requirements. Similarly, potential hazards associated with hazardous material sites are site specific and would not combine with hazards in other CPU areas to create a cumulative impact. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a cumulatively significant impact related to health and safety issues.

### 6.14.4 Significance of Impacts

Existing policies and regulations would help reduce, but not completely abate, the potential risks of wildland fires. The General Plan and proposed Uptown CPU contain goals and policies to be implemented by the City's Fire-Rescue Department, and through land use compatibility, training, sustainable development, and other measures, these goals and policies are aimed at reducing the risk of wildland fires.

Public education, firefighter training, and emergency operations efforts would reduce the potential impacts associated with wildfire hazards. Additionally, future development would be subject to conditions of approval that require adherence to the City's Brush Management Regulations and requirements of the California Fire Code. As such, impacts relative to wildland fire hazard would be less than significant

The proposed Uptown CPU and associated discretionary actions would not result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. Impacts to schools would be less than significant. No mitigation is required.

The proposed Uptown CPU and associated discretionary actions would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant, and no mitigation would be required.

Although there are closed LUST and Cleanup Program sites and there is one open LUST and two open Cleanup Program sites within the Uptown CPU area, there are local, state, and federal regulations and programs in places that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites and no mitigation is required.

Impacts relative to safety hazards related to being located within an airport influence area are less than significant. No mitigation is required.

### 6.14.5 Mitigation Framework

All impacts related to health and safety would be less than significant; including, wildfire hazards, exposure of schools or other sensitive receptors to hazardous materials, emergency evacuation, and aircraft related hazards. Thus, no mitigation is required.



## **Chapter 7.0**

### **Effects Found Not to be Significant**

California Environmental Quality Act (CEQA) Guidelines §15128 requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and therefore would not be discussed in detail in the EIR. The impacts associated with the following environmental issue areas were found to not be significant as a result of the proposed Uptown Community Plan Update (CPU) and associated discretionary actions: Agricultural Resources, Mineral Resources, and Population and Housing.

#### **7.1 Agricultural Resources**

##### **7.1.1 Farmland Mapping and Monitoring Program**

Based on the farmland maps prepared by the California Department of Conservation (2010), the proposed Uptown Community Plan area is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. While there is a 0.5-acre community garden, which is identified as an agricultural use, this property is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore there would be no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

##### **7.1.2 Agricultural Zoning/Williamson Act**

The Uptown CPU area is not zoned for agriculture and there are no lands under a Williamson Act contract. Therefore, no impact is identified for this issue area.

### 7.1.3 Forest, Timberland, Timberland Production Zone

The Uptown CPU area is located within an urbanized area. There are no existing forestlands, timberlands, or timberland for Timberland Production Zone either within the CPU area or in the immediate vicinity that would conflict with existing zoning or the proposed rezoning (Forest Service 2007). Therefore, no impact is identified for this issue area.

### 7.1.4 Loss of Forest Land

The proposed Uptown CPU area is located within an urbanized area. There are no existing forestlands either within the CPU area or in the immediate vicinity (USDA 2016). The implementation of proposed CPU and associated discretionary actions would not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

### 7.1.5 Natural Conversion of Farmland or Forest

The proposed Community Plan area is located within an urbanized area; there are no existing forestland uses either on-site or in the immediate vicinity (Forest Service 2007). While there is a 0.5-acre community garden, which is identified as an agricultural use, this area would not be impacted by the proposed Uptown CPU and associated discretionary actions in the Uptown CPU area. The implementation of proposed CPU and associated discretionary actions would not involve any other changes that could result in conversion of farmland to non-agricultural use (i.e., increase in population) or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

## 7.2 Mineral Resources

According to the California Department of Conservation (CDC), Division of Mines and Geology, the area of the proposed Uptown CPU is designated as the following Mineral Land Classification:

**MRZ-3:** Areas containing mineral deposits the significance of which cannot be evaluated from available data (CDC 1996).

According to the California Geological Survey Open File Report 96-04, areas mapped as Mineral Resource Zone 1, 2, 3, and 4 (MRZ-1 through MRZ-4) have been mapped for the City of San Diego. MRZ-1 areas are locations in San Diego County that have been identified as having no significant mineral deposits. Areas mapped in MRZ-2 are considered to have extractable aggregate deposits. Areas mapped in MRZ-3 contain mineral deposits that may qualify as mineral resources. MRZ-4 areas are those where geologic information does not rule out either the presence or absence of mineral resources. Based on a review of referenced data, the proposed CPU area is in an urban area where the potential for loss of mineral deposits due to further development is considered low (CDC 2010).



In addition, the proposed CPU area is located entirely within a developed urban area and does not require the acquisition of additional land. There are no identified mineral resources that would be affected or “lost” as a result of the implementation of the proposed Uptown CPU and associated discretionary actions. Thus, the buildout of the proposed Uptown CPU and associated discretionary actions would not result in a loss of availability of a locally important mineral resource recovery site delineated on any local or general plan. Therefore, no impact is identified for this issue area.

## **7.3 Population and Housing**

While population projections for the Uptown Community Plan area indicate that population will increase over time, the population growth would not introduce an impact. The proposed Uptown CPU would serve as a comprehensive, long-term plan for the physical development of the Uptown Community Plan area and is intended to manage and address future growth in it. The proposed Uptown CPU and associated discretionary actions would not displace people or existing housing, as the CPU and associated discretionary actions would designate planned land uses and zoning that would accommodate future development within the CPU area. Therefore no impact would occur.



## Chapter 8.0

# Growth Inducement

This Program Environmental Impact Report (PEIR) must examine the potential growth-inducing impacts of the proposed Uptown CPU and associated discretionary actions. More specifically, California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an EIR:

Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

According to the City's Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment." In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects."

The General Plan PEIR (2008a) notes that "population in San Diego will grow whether or not the Draft General Plan is adopted..." and although a number of the General Plan policies are in place to "...encourage business, education, employment and workforce development...preserve and protect valuable employment land, especially prime industrial land, from conversion to other uses...and facilitate expansion and new growth of high quality employment opportunities in the City." The

General Plan incorporates the previously adopted City of Villages strategy, which notes that a “village” is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use area, that are pedestrian-friendly and linked to the regional transit system (City of San Diego 2008b). Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. Implementation of the City of Villages strategy relies on the future designation and development of village sites through comprehensive community plan updates.

As detailed in the Project Description, Table 3-9, there is a current estimate of 36,750 residents in the Uptown CPU area. Under the adopted Uptown Community Plan the City estimates that the forecasted population would be 58,870 in year 2035; under the proposed CPU, by the year 2035, this population is projected to be 55,700 residents. While the expected build-out of the Uptown Community would be less than projected under the adopted Community Plan, the proposed CPU and associated discretionary actions serve as a comprehensive long-term plan for the physical development of the CPU area, and are intended to manage and address future growth through to build-out of the community.

The proposed Uptown CPU incorporates the City of Villages Strategy by designating a Community Village in the Hillcrest neighborhood, generally centered around Second, Third, Fourth, Fifth, and Sixth avenues between Front Street, Washington Street, State Route 163, and Walnut Street. Four neighborhood villages are also proposed at the following locations: one at Goldfinch Street and Washington Street in Mission Hills; one centered around Laurel Street and Third, Fourth, Fifth, and Sixth avenues between Nutmeg Street and Kalmia Street; a third in the Five Points area centered around India Street and Washington Street, and one in the eastern portion of the Hillcrest neighborhood within the vicinity of Park Boulevard, Washington Street, Richmond Street, and Essex Street. The community and neighborhood village concept draw upon the character and strength of the proposed CPU area setting, commercial centers, transit corridors, institutions, and employment centers. These areas are planned to be vibrant pedestrian neighborhoods with enhanced connectivity that reflect the types of public spaces, structures, public art, connections, and land uses that are influenced by the heterogeneous character of the community's population. The proposed Uptown CPU policy directs housing growth to areas suitable for infill and redevelopment that are integrated into the mixed-use cores of the community.

The proposed Uptown CPU and associated discretionary actions are intended to provide guidance on orderly growth and redevelopment in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the proposed CPU would reinforce a mixed-use urban environment that supports transit and pedestrian activity. The proposed Uptown CPU would designate land uses to accommodate growth, although additional housing units would not be built without demand. The proposed CPU includes an Impact Fee Study that would allow the maintenance and improvements in infrastructure capacity and public services to coincide with future development. Other potential environmental impacts associated with population growth in the proposed CPU area (e.g., transportation/traffic, air quality, noise, greenhouse gas emissions) are addressed in the relevant sections of this PEIR.

As stated above, the population in the proposed Uptown CPU area will grow whether or not the proposed Uptown CPU and associated discretionary actions are adopted. The proposed Uptown CPU promotes infill residential, commercial, and office development and encourages the use of local and state programs to incentivize business retention and expansion. Additional policies are intended to facilitate economic wellbeing of locally owned and operated businesses and create ample job opportunities for residents in the proposed Uptown CPU area. These policies serve to facilitate expansion and new growth of high-quality employment opportunities. Therefore, the proposed Uptown CPU and associated discretionary actions would provide comprehensive planning for the management of population growth and necessary economic expansion to support the development efforts and allow an appropriate balance of managed population, housing, and economic growth to accommodate community development while maintaining related community and environmental standards.



## **Chapter 9.0**

# **Significant Unavoidable Impacts/Significant Irreversible Environmental Changes/Energy Conservation**

## **9.1 Significant and Unavoidable Impacts**

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the Program Environmental Impact Report (PEIR). For the proposed Uptown Community Plan Update (CPU) and associated discretionary actions, impacts related to transportation and circulation (cumulative impacts to roadway segments, intersections, freeway segments and freeway ramps), noise (ambient and vehicle noise impacts), historical resources (historic and archeological resources), and paleontological resources would remain significant and unavoidable effects (refer to Chapter 6.0, Environmental Analysis, of this PEIR for further detail). All other significant impacts identified in Chapter 6.0 of this PEIR can be reduced to below a level of significance with implementation of the Mitigation Framework identified as well as through compliance with adopted General Plan and proposed Uptown CPU policies.

## **9.2 Significant Irreversible Environmental Impacts**

Section 15126.2(c) of the CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the proposed Uptown CPU and associated discretionary actions be implemented. Irreversible changes typically fall into one of three categories:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with buildout of the proposed Golden Hill and North Park CPUs and associated discretionary actions.

Section 15126.2(c) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant irreversible impacts to agricultural land, biological resources, energy, historic resources, mineral deposits, or water bodies. Although some sensitive biological resources are identified within the canyons and areas designated as open space in the CPU area, direct and indirect impacts can be offset through strict compliance with CPU policies, regulatory compliance (Multiple Species Conservation Program [MSCP] and Environmentally Sensitive Lands [ESL] Regulations of the Land Development Code [LDC]). Similarly, future development pursuant to the proposed Uptown CPU and associated discretionary actions could impact important historical or archaeological resources given the presence of known and potential historical and archaeological resources within the communities. The potential archaeological resource impacts can be mitigated through strict adherence to CPU policies, regulatory compliance (LDC Historical Resource Regulations), and implementation of the Mitigation Framework further detailed in Section 6.7 of this PEIR. Impacts to historical and archeological resources would, however, remain significant and unavoidable. As evaluated in Chapter 8.0, Effects Not Found to be Significant, of this PEIR, implementation of the proposed Uptown CPU and associated discretionary actions would not result in significant irreversible impacts to agricultural and forestry or mineral resources. Finally, no water bodies are present within the communities, and no downstream receiving waters would be impacted by buildout of the CPU.

The Uptown community is almost completely built out and is accessible via regional transportation facilities (e.g., Interstates 5 and 8, State Route 163). No new freeways or roadways are proposed that would provide access to currently inaccessible areas. Therefore, implementation of the proposed Uptown CPU and associated discretionary actions would not result in a significant irreversible commitment with regard to unplanned land use.

Construction of development implemented in accordance with the proposed Uptown CPU and associated discretionary actions would require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from nonrenewable sources, such as fossil fuels, would be consumed during construction and as a result of operational lighting, heating, cooling, and transportation uses. The proposed Uptown CPU includes policies aimed at improving energy efficiency, reducing water use, and minimizing impacts on other natural resources. For example, the village/neighborhood center concepts would reduce dependence on fossil fuel energy sources by

integrating housing units in close proximity to transit corridors. These policies would serve to reduce irreversible water, energy, and building materials consumption associated with construction, occupation, and operation. Energy consumption is discussed in greater detail in Section 9.3 below.

With respect to environmental accidents potentially associated with buildout of the proposed Uptown CPU and associated discretionary actions, and as further discussed in Section 6.14 of this PEIR, potential impacts related to hazardous materials and associated health hazards from implementation of the proposed Golden Hill and North Park CPUs and associated discretionary actions would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes. The North Park and Golden Hill CPU areas contain undeveloped land in the form of canyons that is occupied by a variety of native and non-native plant communities. Due to the amount of natural, unmaintained open space in the Uptown CPU area, there is a high risk for wildfires. Development pursuant to the proposed Uptown CPU and associated discretionary actions, however, would be subject to applicable state and City regulatory requirements related to fire hazards and prevention. Accidents related to flood hazards would not be significant because the CPU area does not contain mapped floodplains.

### **9.3 Energy Conservation**

Section 15126.4 (a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures, which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy. CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project.

Because the proposed action is the adoption of a community plan and associated discretionary regulatory actions, and does not specifically address any particular development project(s), impacts to energy resources are addressed generally, based on projected buildout of the proposed Uptown CPU and associated discretionary actions. Implementation of the proposed Uptown CPU and associated discretionary actions have the potential to result in impacts to energy supply due to development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

Energy resources would be consumed during construction of future development. Energy also would be consumed to provide operational lighting, heating, cooling, and transportation for future development.



### **9.3.1 Construction-Related Energy Consumption**

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. The majority of energy to be used in conjunction with construction activities would be supplied by San Diego Gas & Electric (SDG&E).

In compliance with the City's Thresholds of Significance, future discretionary projects exceeding the 60-ton solid waste threshold would be required to develop waste management plans targeting at least 75 percent waste reduction, including construction waste. Even though exact details of the projects implemented in accordance with the proposed Uptown CPU and associated discretionary actions are not known at this time, there are no conditions in the CPU areas that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development pursuant to the proposed Uptown CPU and associated discretionary actions would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects.

### **9.3.2 Long-Term Operation-Related Energy Consumption**

Long-term operational energy use associated with the proposed Uptown CPU and associated discretionary actions includes fuel consumption of vehicles and electricity and natural gas consumption by residents and commercial operations, and energy consumption related to obtaining water. However, the use of these resources would still be used daily as essential energy sources and utilities regardless of implementation of the proposed Uptown CPU and associated discretionary actions. As such, although long-term operational energy use would result from future development, such changes would not be considered significant in comparison to the energy use of other cities in the region. The proposed Uptown CPU and associated discretionary actions would not result in any unusual characteristics that would result in excessive long-term operational building energy demand.

At a minimum, development under the proposed Uptown CPU and associated discretionary actions would be required to meet the mandatory energy standards of the current California Energy Code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available, but not covered under Title 24. Development would be required to comply with the proposed Uptown CPU Conservation Element which contains a number of Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design.

Policies proposed in the Uptown CPU would further address energy consumption. Specifically, proposed Conservation Element and Urban Design Element policies would reduce local dependence on automobile transportation, support incorporation of sustainable building and development

practices, adhering to standardized measures outlined in the City's Climate Action Plan, and encouraging street light retrofits and energy efficient outdoor lighting.

Although these policies would decrease the overall per capita energy use in the CPU areas, they would not ensure that energy supplies would be available when needed. Future projects would be subject to review for measures that would further reduce energy consumption in conformance to existing regulations. Furthermore, the City's Climate Action Plan, adopted by City Council in December 2015, includes 2020 and 2035 targets that are on the trajectory for meeting the 2050 greenhouse gas reduction goals established by Executive Order S-3-05. Future projects would be reviewed for consistency with the Climate Action Plan and applicable implementation measures.

Future operational energy use related to roadways would consist of the transportation fuels consumed to transport area residents, workers, and visitors. The total estimated daily vehicle trips at full buildout are estimated to be 584,112 for the proposed Uptown CPU, as detailed in the traffic impact analysis prepared for the CPUs (Kimley-Horn 2015). The proposed Uptown CPU Mobility Element also contains policies that would reduce vehicle miles travelled and associated fuel consumption. These include policies to improve the pedestrian environment and neighborhood walkability; improving bicycle infrastructure and facilities, encouraging implementation of transportation demand management strategies, and parking management policies that support installation of electric vehicle charging stations and measures to reduce parking demand.

In conclusion, development under the proposed Uptown CPUs and associated discretionary actions would result in increased energy use, in the form of new buildings and transportation. Residential and nonresidential development use electricity, natural gas, and petroleum products for power, lighting, and heating and vehicles use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. This represents an irreversible environmental change.

As described in this PEIR, the proposed Uptown CPU contains policies aimed at improving energy efficiency, reducing water use, and minimizing impacts to natural resources, which serve to reduce irreversible consumption of building materials, water, and energy use.



## Chapter 10.0 Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a “reasonable range of alternatives” to the effects of a project. The CEQA Guidelines further specify that the alternatives selected should attain most of the basic project objectives, and avoid or substantially lessen one or more significant effects of the project. The “range of alternatives” is governed by the “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines “feasible” to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

As discussed in Chapter 6.0, the proposed Uptown Community Plan Update (CPU) and associated discretionary actions would result in significant and/or cumulative environmental impacts related to transportation, noise, historical resources, and paleontological resources. In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the proposed Uptown CPU and associated discretionary actions and the potential to eliminate or substantially reduce significant environmental impacts (as identified in Chapter 6.0 of this Program EIR [PEIR]).

The following specific objectives for the proposed Uptown CPU and associated discretionary actions support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the proposed CPU are to:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.

- Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.
- Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
- Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
- Identify significant historic and cultural resources within the community and provide for their preservation, protection, and enhancement.
- Provide increased recreation opportunities and new public open spaces.
- Preserve, protect, and enhance the community's natural landforms, including canyons and environmentally sensitive lands.
- Include financing strategies that can secure infrastructure improvements concurrent with development.

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the proposed Uptown CPU;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the proposed Uptown CPU and associated discretionary actions. The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers the following project alternatives:

- No Project (Adopted Community Plan) Alternative;
- Adopted Community Plan with Removal of the Height Ordinance Alternative;
- Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative;
- Density Redistribution Alternative; and
- Lower-Density Alternative.

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce significant environmental impacts associated with the proposed Uptown CPU and associated discretionary actions, are provided in the following subsections. Table 10-1, Matrix Comparison of Project Alternatives and Proposed CPU for Uptown, provides a side-by-side comparison of the potential impacts of the alternatives to the impacts of the proposed Uptown CPU and associated discretionary actions.

| <b>Table 10-1<br/>                     Matrix Comparison of Project Alternatives and Proposed Uptown CPU</b>                                                                                                                                                                       |                                                             |                                                                     |                                                                             |                                                                            |                                                                     |                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| Environmental Issue Area                                                                                                                                                                                                                                                           | Proposed Uptown CPU and Associated Discretionary Actions    | No Project (Adopted Community Plan) Alternative                     | Adopted Community Plan with Removal of Interim Height Ordinance Alternative | Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative | Density Redistribution Alternative                                  | Lower-Density Alternative                                           |
| Land Use                                                                                                                                                                                                                                                                           | LS                                                          | LS (>)                                                              | LS (>)                                                                      | LS (=)                                                                     | LS (>)                                                              | LS (>)                                                              |
| Visual Effects and Neighborhood Character                                                                                                                                                                                                                                          | LS                                                          | LS (>)                                                              | LS (>)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Transportation and Circulation                                                                                                                                                                                                                                                     | SU - Traffic Circulation<br>LS - Alternative Transportation | SU (>) - Traffic Circulation<br>LS (>) - Alternative Transportation | SU (>) - Traffic Circulation<br>LS (>) - Alternative Transportation         | SU (>) - Traffic Circulation<br>LS (=) - Alternative Transportation        | SU (<) - Traffic Circulation<br>LS (>) - Alternative Transportation | SU (=) - Traffic Circulation<br>LS (>) - Alternative Transportation |
| Air Quality                                                                                                                                                                                                                                                                        | LS                                                          | LS (>)                                                              | LS (>)                                                                      | LS (>)                                                                     | LS (<)                                                              | LS (=)                                                              |
| Greenhouse Gas Emissions                                                                                                                                                                                                                                                           | LS                                                          | SU (>)                                                              | SU (>)                                                                      | LS (>)                                                                     | LS (>)                                                              | LS (>)                                                              |
| Noise                                                                                                                                                                                                                                                                              | SU                                                          | SU (=)                                                              | SU (=)                                                                      | SU (=)                                                                     | SU (=)                                                              | SU (=)                                                              |
| Historical Resources                                                                                                                                                                                                                                                               | SU                                                          | SU (>) - Historic<br>SU (=)<br>Archeological                        | SU (>) - Historic<br>SU (=) Archeological                                   | SU (=)                                                                     | SU (=)                                                              | SU (<)(=)                                                           |
| Biological Resources                                                                                                                                                                                                                                                               | LS                                                          | LS (>)                                                              | LS (>)                                                                      | LS (>)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Geologic Conditions                                                                                                                                                                                                                                                                | LS                                                          | LS (=)                                                              | LS (=)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Paleontological Resources                                                                                                                                                                                                                                                          | SU                                                          | SU (=)                                                              | SU (=)                                                                      | SU (=)                                                                     | SU (=)                                                              | SU (=)                                                              |
| Hydrology / Water Quality                                                                                                                                                                                                                                                          | LS                                                          | LS (=)                                                              | LS (=)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Public Services and Facilities                                                                                                                                                                                                                                                     | LS                                                          | LS (=)                                                              | LS (=)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Public Utilities                                                                                                                                                                                                                                                                   | LS                                                          | LS (=)                                                              | LS (=)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Health and Safety                                                                                                                                                                                                                                                                  | LS                                                          | LS (=)                                                              | LS (=)                                                                      | LS (=)                                                                     | LS (=)                                                              | LS (=)                                                              |
| Notes: SU = Significant and Unavoidable (for the issue that results in the impact); LS = Less than Significant<br>Comparison of Impacts: = Impacts the same/similar to the Proposed Project; < Impact less than the Proposed Project; > Impacts greater than the Proposed Project. |                                                             |                                                                     |                                                                             |                                                                            |                                                                     |                                                                     |

## 10.1 No Project (Adopted Community Plan) Alternative

### 10.1.1 Description

Under the No Project Alternative, the adopted Uptown Community Plan would continue to guide development and would be implemented with the zoning program which includes Mid-City Communities Plan District, West Lewis Plan District, and the Interim Height Ordinance. Last updated in 1988, the current Community Plan identifies the following issues that are the most important to be addressed in the community plan through policies and regulations:

- Provision of a wide variety of housing types for all age, income and social groups.
- Revitalization of certain neighborhood commercial districts.
- Establishment and maintenance of a high level of public facilities and services to meet the needs of the community.
- Promotion of a clean and healthful environment.
- Preservation of significant historic structures.
- Preservation of community character and historical, architectural, and cultural resources.
- Reduction in development that encroaches into open space areas.
- Establishment of urban design standards and criteria for the various neighborhoods.
- Encouragement of mixed land use in appropriate areas to improve land utilization and encourage redevelopment.
- Discrepancies between actual zoning and community plan land use recommendations.
- Preservation of pedestrian-oriented commercial areas.
- Noise generated by air traffic utilizing Lindbergh Field (San Diego International Airport) and by automobile traffic on Interstate 5 and State Route 163.
- Inadequate freeway access.

The No Project Alternative would consist of the current Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1988 to the most recent amendment in 2008. Table 10-2 describes the history of amendments to the Uptown Community Plan that are considered part of the No Project Alternative.

| Amendment                        | Date Adopted by City Council | Resolution Number |
|----------------------------------|------------------------------|-------------------|
| Rezone amendment by City Council | May 2, 1989                  | R-273376          |
| Uptown Implementation Program    | October 3, 1989              | R-274502          |
| Nob Hill Place Amendment         | May 7, 2002                  | R-296458          |
| Bankers Hill Townhomes           | November 29,2005             | R-301088          |
| Scripps Mercy Hospital           | May 20, 2008                 | R-303732          |

Adopted community plan land use designations seek to promote a balance of land uses. The majority of the land use is designated as Low-Density Residential at 5 to 10 units per acre. The adopted plan locates higher residential density away from the single family neighborhoods and focuses development on the major transportation corridors: Washington; University; Park Blvd; 4th, 5th and 6th Avenue. Mixed-use development is encouraged in selected areas with residential use over street-level retail use. In Uptown, the Hillcrest and Bankers Hill Neighborhoods are identified for the highest intensity within the community with up to 110 dwelling units per acre (du/ac) along 5th and 6th Avenue and within the Hillcrest core. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

Figure 10-1 shows the No Project (Adopted Community Plan) land use map. Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the existing Community Plan. Specifically, as shown in Table 10-3, the proposed Uptown CPU could have approximately 32,700 dwelling units at build-out, while the No Project Alternative could have approximately 34,600 dwelling units at build-out, or 1,900 more units compared to the proposed Uptown CPU. Table 10-3 presents a build-out comparison of the No Project (Adopted Community Plan) Alternative and the proposed Uptown CPU including acreage by generalized land use, dwelling units, floor area, and projected household population at build-out.

With the proposed Uptown CPU, the Mid-City Communities Plan District, West Lewis Plan District and the Interim Height Ordinance would be rescinded and the proposed Uptown CPU would incorporate new building height limits through use of citywide zones and the Community Plan Implementation Overlay Zone (CPIOZ) in geographically specific areas as described in the Project Description, Chapter 3 and shown on Figures 3-7 and 3-8 of this PEIR. The proposed CPIOZ-Type A identifies areas within the community where development up to 50 feet is allowed with a ministerial approval (in Mission Hills) and up to 65 feet (in Hillcrest and Bankers Hill/Park West). The proposed CPIOZ-Type B identifies areas within the community where development up to 150 feet in Bankers Hill/Park West, up to 120 feet in central Hillcrest, and up to 100 feet in Hillcrest east of the SR-163 would be allowed with discretionary approval of a Process 3 Site Development Permit. The CPIOZ would generally allow greater heights in Mission Hills and Hillcrest compared to building heights that would be allowed under the No Project Alternative with the retention of the Interim Height Ordinance. In Bankers Hill/Park west, development under the Interim Height Ordinance of the No Project Alternative of up to 150 feet would be allowed ministerially; however, under the proposed Uptown CPU, the same height limit could be achieved but would require a discretionary approval. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative.



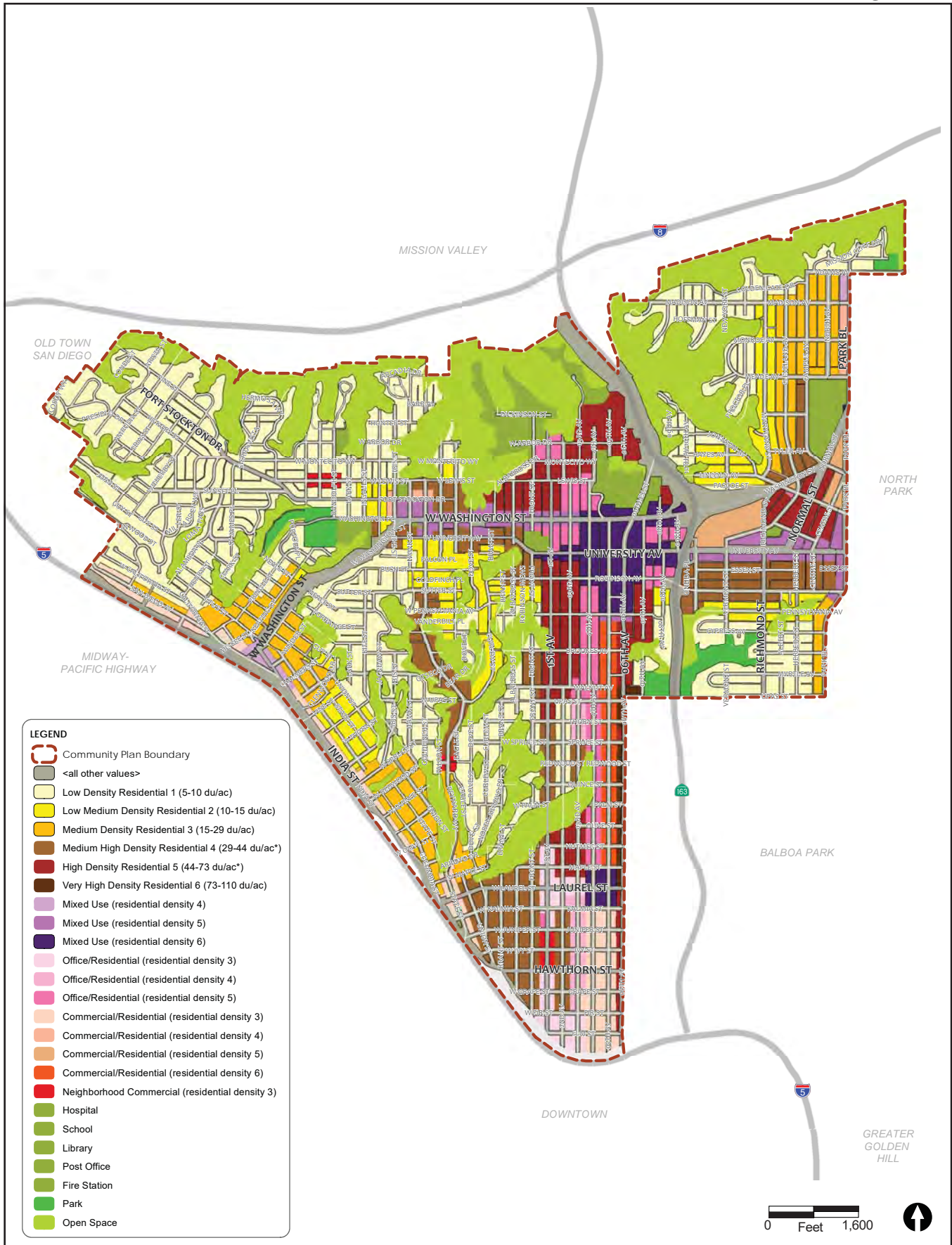
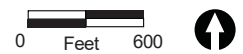
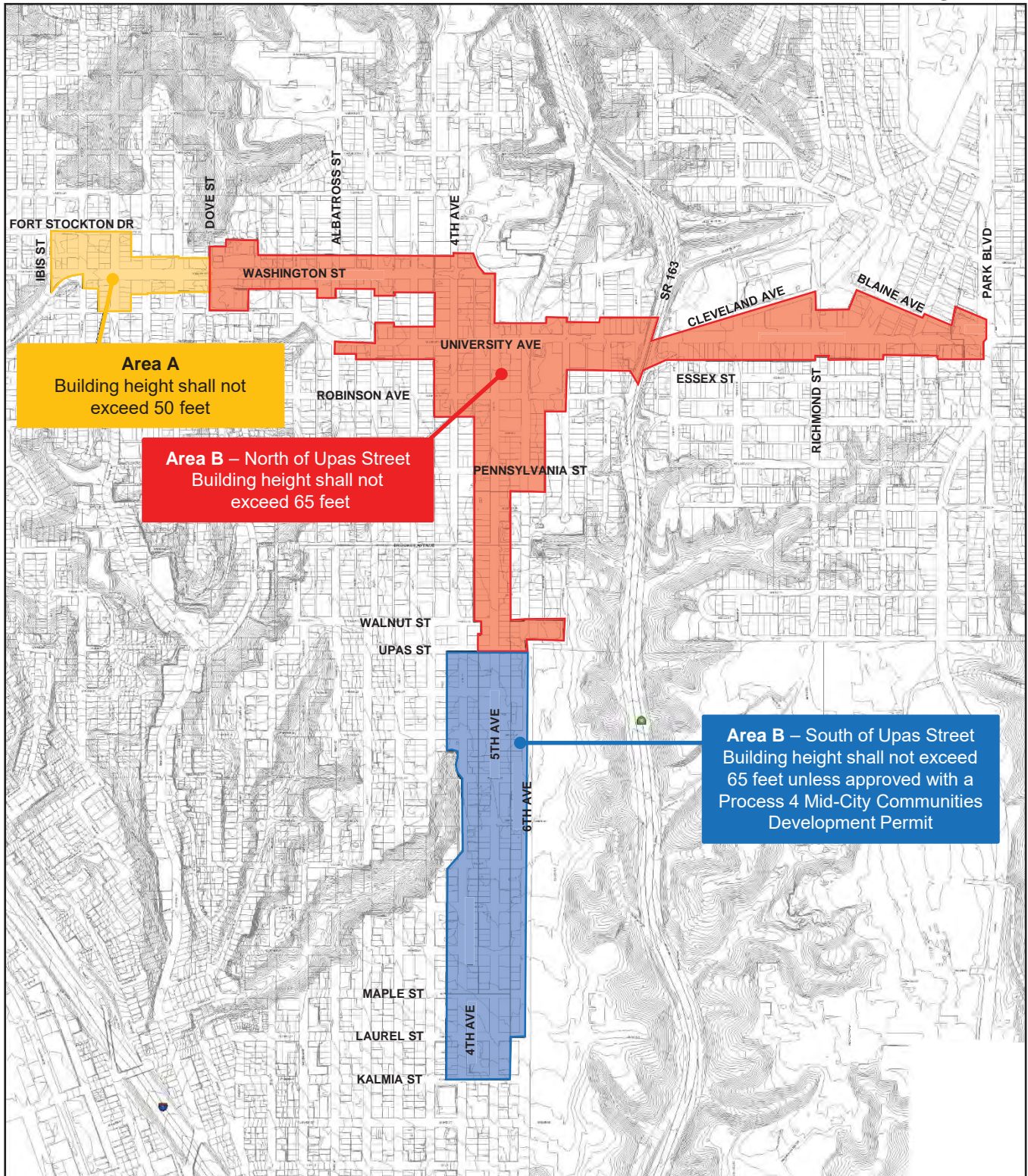


FIGURE 10-1  
No Project Alternative: Adopted Uptown Community Plan





**FIGURE 10-2**  
Maximum Building Heights under  
the Existing Interim Height Ordinance

| Generalized Land Use | No Project (Adopted Community Plan) Alternative |                |                  | Proposed Uptown CPU |                |                  |
|----------------------|-------------------------------------------------|----------------|------------------|---------------------|----------------|------------------|
|                      | Acres                                           | Dwelling Units | Floor Area       | Acres               | Dwelling Units | Floor Area       |
| Agriculture          | 0.5                                             |                |                  | 0.5                 |                |                  |
| Education            | 29                                              |                | 364,200          | 29                  |                | 364,200          |
| Institutional        | 90                                              |                | 1,950,700        | 100                 |                | 2,121,500        |
| Multi Family         | 388                                             | 29,060         |                  | 380                 | 27,180         |                  |
| Office Commercial    | 31                                              |                | 1,586,000        | 32                  |                | 1,598,700        |
| Open Space           | 415                                             |                |                  | 398                 |                |                  |
| Parks                | 28                                              |                |                  | 48                  |                |                  |
| Recreational         | 3                                               |                | 31,100           | 3                   |                | 31,100           |
| Retail Commercial    | 184                                             |                | 3,197,000        | 179                 |                | 3,186,500        |
| Roads                | 761                                             |                |                  | 761                 |                |                  |
| Single Family        | 725                                             | 5,540          |                  | 726                 | 5,520          |                  |
| Visitor Commercial   | 2                                               |                | 174,000          | 2                   |                | 174,000          |
| <b>Grand Totals</b>  | <b>2,656</b>                                    | <b>34,600</b>  | <b>7,303,000</b> | <b>2,656</b>        | <b>32,700</b>  | <b>7,476,000</b> |
| Population           |                                                 | 58,870         |                  |                     | 55,700         |                  |

## 10.1.2 Analysis of No Project Alternative

### a. Land Use

The No Project (Adopted Community Plan) Alternative would retain the adopted Uptown Community Plan land use map and the current Interim Height Ordinance. Land use impacts under this alternative would be similar or greater than the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because it would not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. The No Project Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code that would provide supplemental development regulations pertaining to potential historic districts under the proposed Uptown CPU.

The adopted Community Plan also incorrectly designates parts of residential areas as Multi-Habitat Planning Area (MHPA). The No Project Alternative would not benefit from the proposed communitywide MHPA boundary line correction that would add environmentally sensitive lands to the MHPA and removed existing developed land from the MHPA. Thus, the No Project Alternative would not support the Multiple Species Conservation Program (MSCP) Subarea Plan to the same degree as the proposed Uptown CPU.

Although the adopted community plan would not conflict with adopted land use plans, policies, or ordinances, and would result in a less than significant land use impact overall, the No Project Alternative would be less compatible than the proposed Uptown CPU when viewed in relation to

applicable land use plans and policies. Thus, the land use impacts of the No Project Alternative would be slightly greater than the proposed Uptown CPU.

## **b. Visual Effects and Neighborhood Character**

Potential visual effects and impacts to neighborhood character under the No Project Alternative would be similar to those anticipated under the proposed Uptown CPU except that the No Project Alternative would allow reduced building heights when compared to the proposed Uptown CPU and associated discretionary actions. Particularly in Mission Hills and Hillcrest, development under the No Project Alternative would be limited to building heights of 50 and 65 feet, respectively. The reduced building heights could reduce potential neighborhood character impacts; however, the No Project Alternative would also not benefit from the proposed Uptown CPU policies that are intended to ensure compatible development and design that enhances and is sensitivity to neighborhood character.

Additionally, the No Project Alternative would not provide supplemental development regulations to preserve potential historic districts, which could result in additional conflicts with existing historic preservation policies of the General Plan compared to the proposed Uptown CPU and associated discretionary actions. Under the No Project Alternative, all future development would be required to comply with existing regulations regarding grading activities and lighting design. Thus, despite the reduced building heights compared to the proposed Uptown CPU, impacts of the No Project Alternative would be slightly greater than impacts compared to the proposed Uptown CPU due the lack of application of proposed Uptown CPU policies that support protection of public views and neighborhood character.

## **c. Transportation and Circulation**

The No Project Alternative would generate more vehicular trips than the proposed Uptown CPU and associated discretionary actions as it allows for more residential units than the proposed Uptown CPU and associated discretionary actions. ~~Moreover~~ However, the No Project Alternative would not contain the proposed Uptown CPU and associated discretionary actions policies intended to promote a multimodal network that encourage walking, bicycling, and transit. Impacts to individual intersections and roadway segments would be slightly greater under the No Project Alternative due to the increased development potential. Similar to the proposed Uptown CPU, the No Project Alternative would result in significant and unavoidable impact to streets, intersections and freeway segments and ramp meters. Compared to the proposed Uptown CPU, impacts to roadway and freeway facilities would be slightly more severe.

Regarding consistency with applicable plans and policies related to alternative transportation, the No Project Alternative would not include the proposed CPU policies that support increasing multi-modal opportunities within the CPU area consistent with the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP), the City's General Plan, or the City's Climate Action Plan (CAP). Thus, while the No Project Alternative would not result in significant impacts related to conflicts with plans and policies addressing alternative transportation, the No Project Alternative would not achieve the level of consistency with these applicable plans and policies that the

proposed Uptown CPU would achieve. Thus, impacts related to alternative transportation would be slightly greater.

#### **d. Air Quality**

The No Project Alternative would retain the existing Uptown Community Plan. Air Quality impacts under this alternative would be slightly greater than the anticipated impacts of the proposed Uptown CPU due to slightly greater density. Like the proposed Uptown CPU, the No Project Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation because the land uses under existing community plan would be consistent with the Regional Air Quality Strategy (RAQS). However, the No Project Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

#### **e. Greenhouse Gas Emissions**

The No Project Alternative would result in ~~535,684,488,993~~ metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>E) GHG emissions, which would be slightly greater than the estimated ~~523,925,478,184~~ MT CO<sub>2</sub>E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the No Project Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the No Project Alternative would be significant and unavoidable and greater than the proposed Uptown CPU.

#### **f. Noise**

The No Project Alternative would retain the adopted Uptown Community Plan. Noise impacts under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because, like the proposed Uptown CPU, it would permit development that would be subject to ambient noise increases and traffic noise as the planning area is built out. Although the No Project Alternative would result in slightly greater development potential, the increase in traffic noise would not likely be perceptible compared to the proposed Uptown CPU and associated discretionary actions. While the No Project Alternative does not contain the proposed Uptown CPU policy changes intended to improve compatibility with and implement the General Plan policies, future development implemented under both the No Project Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with applicable City and State noise regulations including Title 24 building code requirements. The noise impacts of the No Project Alternative would be similar to the proposed Uptown CPU and both would result in significant and unavoidable impacts related to ambient noise increases, traffic noise exposure, and construction vibration impacts.

#### **g. Historical Resources**

The No Project Alternative would retain the existing Uptown Community Plan, with no additional regulations addressing Potential Historic Districts (refer to Section 6.7, Historical Resources for



details on the proposed Uptown CPU protections for historical resources). While the City's Historical Resources Regulations provide for the regulation and protection of historical resources, it is impossible to ensure the successful preservation of all historical resources within the plan area. Therefore, potential impacts to the Historic Districts remain significant and unavoidable. ~~Under the No Project Alternative the proposed supplemental regulations to the Historical Resources Regulations of the Land Development Code addressing potential historic districts would not be implemented.~~ Therefore, the potential loss of historical resources would be the same greater under the No Project Alternative compared to that of the proposed Uptown CPU and associated discretionary actions.

As with the proposed Uptown CPU, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the No Project Alternative would result in potentially significant impacts related to archaeological resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

## **h. Biological Resources**

Under the No Project Alternative the MHPA boundary corrections proposed in the proposed Uptown CPU and associated discretionary actions would not be implemented, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the No Project Alternative would result in reduced protections for MHPA lands and environmentally sensitive resources and thus, greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the No Project Alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Other than the greater impacts to MHPA lands and environmentally sensitive lands due to lack of implementation of MHPA boundary corrections, all other biological resource impacts of the No Project Alternative would be the same as the proposed Uptown CPU and associated discretionary actions and all impacts would be less than significant.

## **i. Geologic Conditions**

Geologic impacts from implementation of the No Project Alternative would be similar to those of the proposed Uptown CPU and associated discretionary actions. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading

requirements, and, compliance with applicable state and/or federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. These requirements would apply equally to both the No Project Alternative and the Proposed Uptown CPU and associated discretionary actions, thus impacts of this alternative would be similar to the project.

### **j. Paleontological Resources**

As with the proposed Uptown CPU and associated discretionary actions, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the No Project Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the No Project Alternative would result in potentially significant impacts related to paleontological resources at the program level because adherence to the mitigation framework cannot be guaranteed for ministerial projects that only require a grading permit. Thus impacts of the No Project Alternative would be significant and unavoidable and similar to the proposed Uptown CPU and associated discretionary actions.

### **k. Hydrology and Water Quality**

The land use pattern and distribution for the No Project Alternative is generally the same as for the proposed Uptown CPU. Future development under both the No Project Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for hydrology and water quality impacts. Thus impacts of the No Project Alternative would be less than significant and would be similar to the proposed Uptown CPU and associated discretionary actions.

### **l. Public Services and Facilities**

The No Project Alternative would retain the existing Uptown Community Plan. Impacts to Public Services and Facilities under this alternative would be similar to the anticipated impacts associated with the proposed Uptown CPU because the anticipated population at build-out of the No Project Alternative would be only marginally more than the anticipated population for the build-out of the proposed Uptown CPU and would not have a measurable impact on demand for facilities. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the No Project Alternative and the proposed Uptown CPU, future projects would be required to pay required school fees which would mitigate for the potential impacts to schools to less than significant. Similarly both the No Project Alternative and the proposed Uptown CPU would include financing mechanisms to provide for libraries. However, in the case of both the No Project Alternative and the proposed Uptown CPU there would be a deficit in population based parks and the need to build new recreational facilities. For both the No Project Alternative and the



proposed Uptown CPU and associated discretionary actions, any new facilities would require a separate environmental review to identify potential impacts associated with the construction of facilities. Thus, for the No Project Alternative, public facilities and services impacts would be less than significant and the same as the proposed Uptown CPU.

### **m. Public Utilities**

The No Project Alternative would retain the existing Uptown Community Plan. Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Although the proposed Uptown CPU would have a slightly lower anticipated population than the No Project Alternative (see Table 10-3), implementation of the No Project Alternative would have similar impacts related to storm water, sewer, water, communications, solid waste and recycling, or energy as the proposed Uptown CPU.

### **n. Health and Safety**

Impacts of build-out of the No Project Alternative would be similar to the potential impacts of build-out of the proposed Uptown CPU and associated discretionary actions. Future development under the No Project Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. However, land uses under the No Project alternative would be similar to the land uses under the proposed Uptown CPU. Additionally, there would not be any areas of change or land use changes that would increase potential exposure to hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also reduce impacts for development under the No Project alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

## **10.2 Adopted Community Plan with Removal of the Interim Height Ordinance Alternative**

### **10.2.1 Description**

Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative, the adopted Uptown Community Plan and zoning program which includes Mid-City Communities Plan District and West Lewis Plan District would continue to guide development with the exception that the Interim Height Ordinance (O-20329) that limits structure heights in specific areas to 50 and 65 feet would not be applied. Height limits of the base zones would be applied in these areas as described in Figure 10-3. As a result, those areas now subject to the Interim Height Ordinance would allow buildings up to the height permitted by the Mid-City Communities Plan District. In the case of areas in Mission Hills currently limited to 50 feet, structures would be permitted up to 150 feet. In the areas of Hillcrest limited to 65 feet, structures would be permitted to 200 feet.

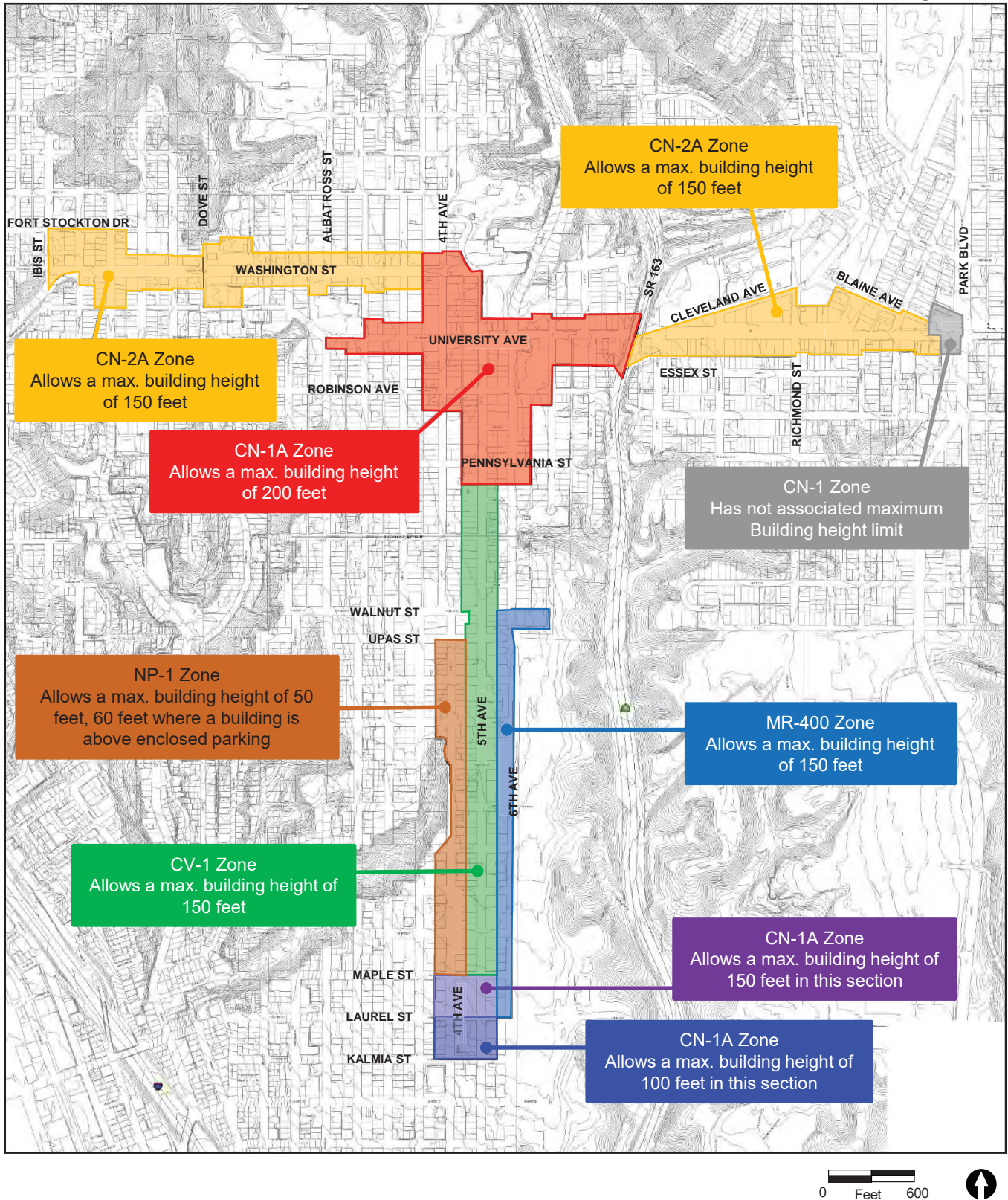


FIGURE 10-3  
Maximum Building Heights of Existing Base Zones  
(Removal of the Interim Height Ordinance)

Details regarding the adopted Community Plan provided in section 10.1.1 above would also apply to this alternative, with the exception of the discussion on height limitations. Refer to Table 10-3 for a comparison of acreages, dwelling units, floor area allowances, and projected population by generalized land use categories between the adopted community plan and the proposed Uptown CPU. Compared to the proposed Uptown CPU that would include new structure height regulations in certain areas through implementation of the CPIOZ (depicted on Figures 3-7 and 3-8 of this PEIR), the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. The increased building height allowance combined with slightly higher density under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have the potential to increase the intensity of development with taller buildings compared to the proposed Uptown CPU and associated discretionary actions.

The proposed Uptown CPU would maintain land use designations generally consistent with the adopted Community Plan, with the exception of height limitations. Figure 10-1 shows the Adopted Community Plan land use map that would apply to this Alternative. Areas of proposed land use change are concentrated throughout the community where the proposed Uptown CPU would generally facilitate lower intensity mixed-use development compared to the adopted Community Plan. Specifically, as shown in Table 10-3, the proposed Uptown CPU would support 32,700 dwelling units at build-out, while the Adopted Community Plan would accommodate 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU.

## **10.2.2 Analysis of Adopted Community Plan with Removal of the Interim Height Ordinance Alternative**

### **a. Land Use**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the adopted Uptown Community Plan land use map but would not apply the existing Interim Height Ordinance. As a result, height limits as defined by the base zone would apply. Land use impacts under this alternative would be similar or greater than the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because this alternative would not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. The No Project Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code that would provide supplemental development regulations pertaining to potential historic districts under the proposed Uptown CPU. Additionally, this alternative would allow greater building heights in certain areas compared to the height limits that would be applied with the CPIOZs proposed with the Uptown CPU and associated discretionary actions. Increased building heights could create additional land use conflicts compared to the project. Thus, land use compatibility impacts would be slightly greater compared to the project.

## **b. Visual Effects and Neighborhood Character**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially greater impacts related to visual effects and neighborhood character because the alternative would retain the higher densities under the adopted Community Plan and would allow building heights up to 150 feet in areas of Mission Hills and 200 feet in areas of Hillcrest. These increased building heights combined with the absence of the proposed Uptown CPU policies that address visual effects and neighborhood character would result in the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative having greater impacts than the proposed Uptown CPU and associated discretionary actions.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code for supplemental development regulations pertaining to potential historic districts and would thus, not provide the same level of protections to the historic neighborhood character of some communities. Thus, visual and neighborhood character impacts would be slightly greater compared to the project.

## **c. Transportation and Circulation**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would generate more vehicular trips than the proposed Uptown CPU and associated discretionary actions as it allows for more residential units than the proposed Uptown CPU and associated discretionary actions. However, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not contain the proposed Uptown CPU and associated discretionary actions policies intended to promote a multimodal network that encourage walking, bicycling, and transit. Impacts to individual intersections and roadway segments would be slightly greater under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative due to the increased development potential. Similar to the proposed Uptown CPU, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in significant and unavoidable impact to streets, intersections and freeway segments and ramp meters. Compared to the proposed Uptown CPU, impacts to roadway and freeway facilities would be slightly more severe.

Regarding consistency with applicable plans and policies related to alternative transportation, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not include the proposed CPU policies that support increasing multi-modal opportunities within the CPU area consistent with the SANDAG RTP, the City's General Plan, or the City's CAP. Thus, while the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not result in significant impacts related to conflicts with plans and policies addressing alternative transportation, it would not achieve the level of consistency with these applicable plans and policies that the proposed Uptown CPU would achieve. Thus, impacts related to alternative transportation would be slightly greater.

#### **d. Air Quality**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan land uses. Air Quality impacts under this alternative would be slightly greater than the anticipated impacts of the proposed Uptown CPU due to slightly greater density. Like the proposed Uptown CPU, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation because the land uses under existing community plan would be consistent with the RAQS. However, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

#### **e. Greenhouse Gas Emissions**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in 535,684,488,993 MT CO<sub>2</sub>E GHG emissions which would be slightly greater than the estimated 523,925,478,184 MT CO<sub>2</sub>E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and greater than the proposed Uptown CPU.

#### **f. Noise**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the adopted Uptown Community Plan. Noise impacts under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because, like the proposed Uptown CPU, it would permit development that would be subject to ambient noise increases and traffic noise as the planning area is built out. Although the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in slightly greater development potential, the increase in traffic noise would not likely be perceptible compared to the proposed Uptown CPU and associated discretionary actions. While the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative does not contain the proposed Uptown CPU policy changes intended to improve compatibility with and implement the General Plan policies, future development implemented under both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with applicable City and State noise regulations including Title 24 building code requirements. The noise impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to the proposed Uptown CPU and both would result in significant and unavoidable impacts related to ambient noise increases, traffic noise exposure, and construction vibration impacts.

## **g. Historical Resources**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan, with no additional regulations addressing Potential Historic Districts (refer to Section 6.7, Historical Resources for details on the proposed Uptown CPU protections for historical resources). While the City's Historical Resources regulations provide for the regulation and protection of historical resources, it is impossible to ensure the successful preservation of all historical resources within the plan area. Therefore, potential impacts to the Historic Districts would remain significant and unavoidable. Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative the proposed supplemental regulations to the Historical Resources Regulations of the Land Development Code addressing potential historic districts would not be implemented. Therefore, the potential loss of historical resources would be greater under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative compared to that of the proposed Uptown CPU and associated discretionary actions.

As with the proposed Uptown CPU, future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially significant impacts related to archaeological resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

## **h. Biological Resources**

Under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative the MHPA boundary corrections proposed in the proposed Uptown CPU and associated discretionary actions would not be implemented, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in reduced protections for MHPA lands and environmentally sensitive resources and thus, greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Other than the greater impacts to MHPA lands and environmentally sensitive lands due to lack of implementation of MHPA boundary corrections, all other biological resource impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be the same as the proposed Uptown CPU and associated discretionary actions.



### **i. Geologic Conditions**

Geologic impacts from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those of the proposed Uptown CPU and associated discretionary actions. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, compliance with applicable State and/or Federal regulations would ensure that future grading and construction activities would avoid significant soil erosion impacts. These requirements would apply equally to both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the Proposed Uptown CPU and associated discretionary actions, thus impacts of this alternative would be similar to the project.

### **j. Paleontological Resources**

As with the proposed Uptown CPU and associated discretionary actions, future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would result in potentially significant impacts related to paleontological resources at the program level because adherence to the mitigation framework cannot be guaranteed for ministerial projects that only require a grading permit. Thus impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and similar to the proposed Uptown CPU and associated discretionary actions.

### **k. Hydrology and Water Quality**

The land use pattern and distribution for the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is generally the same as for the proposed Uptown CPU. Future development under both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for hydrology and water quality impacts. Thus impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be less than significant and would be similar to the proposed Uptown CPU and associated discretionary actions.



## **I. Public Services and Facilities**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan. Impacts to Public Services and Facilities under this alternative would be similar to the anticipated impacts associated with the proposed Uptown CPU because the anticipated population at build-out of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be only marginally more than the anticipated population for the build-out of the proposed Uptown CPU and would not have a measurable impact on demand for facilities. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU, future projects would be required to pay required school fees which would mitigate for the potential impacts to schools to less than significant. Similarly both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU would include financing mechanisms to provide for libraries. However, in the case of both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU there would be a deficit in population based parks and the need to build new recreational facilities. For both the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative and the proposed Uptown CPU and associated discretionary actions, any new facilities would require a separate environmental review to identify potential impacts associated with the construction of facilities. Thus, for the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative, public facilities and services impacts would be less than significant and the same as the proposed Uptown CPU.

## **m. Public Utilities**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would retain the existing Uptown Community Plan. Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Although the proposed Uptown CPU would have a slightly lower anticipated population than the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative (see Table 10-3), implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have similar impacts related to storm water, sewer, water, communications, solid waste and recycling, or energy as the proposed Uptown CPU.

## **n. Health and Safety**

Impacts of build-out of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be similar to the potential impacts of build-out of the proposed Uptown CPU and associated discretionary actions. Future development under the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. However, land uses under the Adopted Community Plan with Removal of the Interim Height Ordinance alternative would be similar to the land uses under the proposed Uptown CPU. Additionally, there would not be any areas of change or land use changes that would increase potential exposure to hazards. Federal,

state and local regulations that serve to reduce impacts a less-than-significant level would also reduce impacts for development under the Adopted Community Plan with Removal of the Interim Height Ordinance alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

## **10.3 Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative**

### **10.3.1 Description**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would use the adopted Uptown community plan land use map. The alternative would address neighborhood character issues by implementing the new proposed urban design policies that address objectives such as creating development transitions between new development and existing neighborhoods, increasing the urban tree canopy, and supporting sustainable development. Under this alternative, the current zoning program which includes the Mid-City Communities Plan District and the West Lewis Plan District would be retained with the exception of the Interim Height Ordinance (O-20329) which would be rescinded. Figure 10-2 shows the maximum building heights in areas affected by the Interim Height Ordinance that would apply under this alternative. The proposed project CPIOZ would reduce heights in areas of Mission Hills and Hillcrest compared to building heights that would be allowed under the Proposed CPU Policies with the Adopted Community Plan Land Use Map Alternative.

The build-out assumptions and land use map would be identical to the No Project (Adopted Community Plan) Alternative as detailed in Table 10-3 and Figure 10-1. Similar to the proposed project, this alternative would also address potential historical resource impacts by amending the Historical Resources Regulations in the Land Development Code to provide supplemental development regulations pertaining to potential historic districts. Application of the proposed Uptown CPU policies related to urban design and mobility under this alternative would provide design guidance including development transitions to new development, and would support multi-modal transportation choices.

### **10.3.2 Analysis of Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative**

#### **a. Land Use**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would retain the adopted Community Plan land uses, would apply proposed CPU policies, and retain the zoning program which includes the Mid-City Communities Plan District and the West Lewis Plan District with the exception of the Interim Height Ordinance which would be rescinded. Application of the proposed CPU policies under this alternative would ensure consistency with the City's General Plan City of Villages Strategy, the City's CAP policies, and other applicable land use plans and policies

because the proposed Uptown CPU was designed to provide consistency with and implement existing land use plans.

This alternative would result in a slight increase in development potential within areas served by transit, which would ensure consistency with the City of Villages strategy. The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would facilitate transit-oriented development and mixed use development similar to the proposed Uptown CPU. Implementation of the proposed CPU policies would improve compatibility with and implement the San Diego General Plan. Thus, potential land use impacts would be less than significant and would be similar to the project.

## **b. Visual Effects and Neighborhood Character**

Potential visual effects and impacts to neighborhood character under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those anticipated under the No Project Alternative (Adopted Community Plan). Like the proposed Uptown CPU, the Proposed CPU Policies Alternative with Adopted Community Plan Land Use Map would allow development that would be subject to proposed CPU policies addressing view sheds, neighborhood character and preservation of potential historic districts. The Proposed CPU Policies with Adopted Community Plan Land Use Map with would allow increased height structures in certain areas of Hillcrest and Mission Hills compared to the proposed Uptown CPU. However, overall the bulk and scale of development under this alternative would be similar to the proposed No Project Alternative (Adopted Community Plan) and with implementation of the proposed CPU policies, impacts related to the visual environment and neighborhood character would be similar.

## **c. Transportation and Circulation**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would generate slightly more vehicular trips than the proposed Uptown CPU due to increased development potential. While the Adopted Community Plan with Proposed CPU Policies Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit, the impacts to individual intersections and roadway segments would be greater than the proposed Uptown CPU, and like the proposed Uptown CPU these impacts would remain significant and unmitigated.

Similar to the Uptown CPU, this Alternative would incorporate policies that would support the goal of creating a multi-modal transportation network in the community that supports all users by facilitating transit-oriented development, improving pedestrian amenities to address natural challenges in topography and the existing vehicular dominated environment, and the creation of an integrated bicycle network that will facilitate bicycling and help meet the travel needs of the community. Thus, potential impacts related to alternative transportation would be less than significant and the same as the project.

#### **d. Air Quality**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would slightly increase the amount of traffic generated. Thus, air quality impacts under this alternative would be slightly greater than the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. However the Higher Density Alternative's future operational emissions would be greater than those of the proposed Uptown CPU.

#### **e. Greenhouse Gas Emissions**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in 535,684,488,993 MT CO<sub>2</sub>E GHG emissions which would be slightly greater than the estimated 523,925,478,184 MT CO<sub>2</sub>E GHG emissions for the proposed Uptown CPU. The decrease in GHGs associated with the proposed Uptown CPU is a direct result of the proposed land use changes including an increase in commercial uses and decrease in residential, which would implement CAP Strategies and the General Plan's City of Villages Strategy. Since the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not adjust the land use map, but would include the proposed CPU policies to implement associated CAP strategies, GHG impacts of the No Project Alternative would be less than significant, but would be greater than the proposed Uptown CPU.

#### **f. Noise**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in increased densities along certain commercial corridors. Noise impacts under this alternative would be similar to the anticipated impacts to the proposed community plan because like the proposed Uptown CPU the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would permit development that could impact sensitive noise receptors. There is no mechanism in place to mitigate the noise impacts of existing noise sensitive uses or to address exterior noise impacts associated with future ministerial development. Both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU would follow City noise regulations as well as state regulations such as the Code of Regulations Title 24; however, impacts would remain significant and unmitigated. Impacts of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the proposed Uptown CPU.

#### **g. Historical Resources**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where

modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of this Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

## **h. Biological Resources**

Under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative the boundary adjustments proposed in the proposed Uptown CPU would not be in place, and it is likely that the amount of preserved open space would be less than with the proposed project. Therefore, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would result in greater impacts to biological resources than those anticipated under the proposed Uptown CPU. Implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar, but slightly greater than those identified for the CPUs, because less developable land would be converted to open space/MHPA.

## **i. Geologic Conditions**

Impacts from the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, National Pollutant Discharge Elimination System (NPDES) General

Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Thus, impacts of this alternative would be similar to the proposed Uptown CPU.

## **j. Paleontological Resources**

As with the proposed Uptown CPU, future development under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 7.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant paleontological resource impacts associated with future ministerial development. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance; however, impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

## **k. Hydrology and Water Quality**

The land use pattern and distribution for the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative is generally the same as the proposed Uptown CPU. Because the alternative would not implement the boundary adjustments proposed in the Uptown CPU, it is likely that less open space would be preserved under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar to the proposed Uptown CPU.

## **l. Public Services and Facilities**

Impacts to Public Services and Facilities under the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the anticipated impacts of the proposed Uptown CPU. While the anticipated population at build-out of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be more than the anticipated population for the build-out of the proposed Uptown CPU, the change would not affect availability of services. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the

proposed Uptown CPU include financing mechanisms to provide for libraries. However, in the case of both the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative and the proposed Uptown CPU there results in a deficit in population based parks and the need to build new recreational facilities. However, like the proposed Uptown CPU and associated discretionary actions, any future construction of a public facility would require a separate environmental review to ensure impacts of construction and operation of the facility are addressed. Thus, public facilities and services impacts of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be less than significant and similar to the proposed Uptown CPU.

### **m. Public Utilities**

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative contains the proposed Uptown CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan, the anticipated population at build-out of the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative is greater than the anticipated population of the proposed Uptown CPU. As discussed in section 6.13, Public Utilities of this PEIR, implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. While it is anticipated that the population will increase, the impacts related to providing storm water, sewer, water, communications, solid waste and recycling, or energy to serve future development under this alternative would be similar to the proposed Uptown CPU and would be less than significant.

### **n. Health and Safety**

Impacts from the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would be similar to the proposed Uptown CPU. Future development under the Higher Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also cover the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative. Overall, impacts would be less than significant and similar to the impacts anticipated under the proposed Uptown CPU.

## **10.4 Density Redistribution Alternative**

### **10.4.1 Description**

The Density Redistribution Alternative uses land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario, which is lower than the adopted community plan. Under this alternative, the density of future development would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. Under this alternative, the reduction in density would be redistributed resulting in the same overall development potential as the proposed Uptown CPU. The locations and associated density decreases from the proposed Uptown CPU are shown on Figure 10-4 and are noted below:

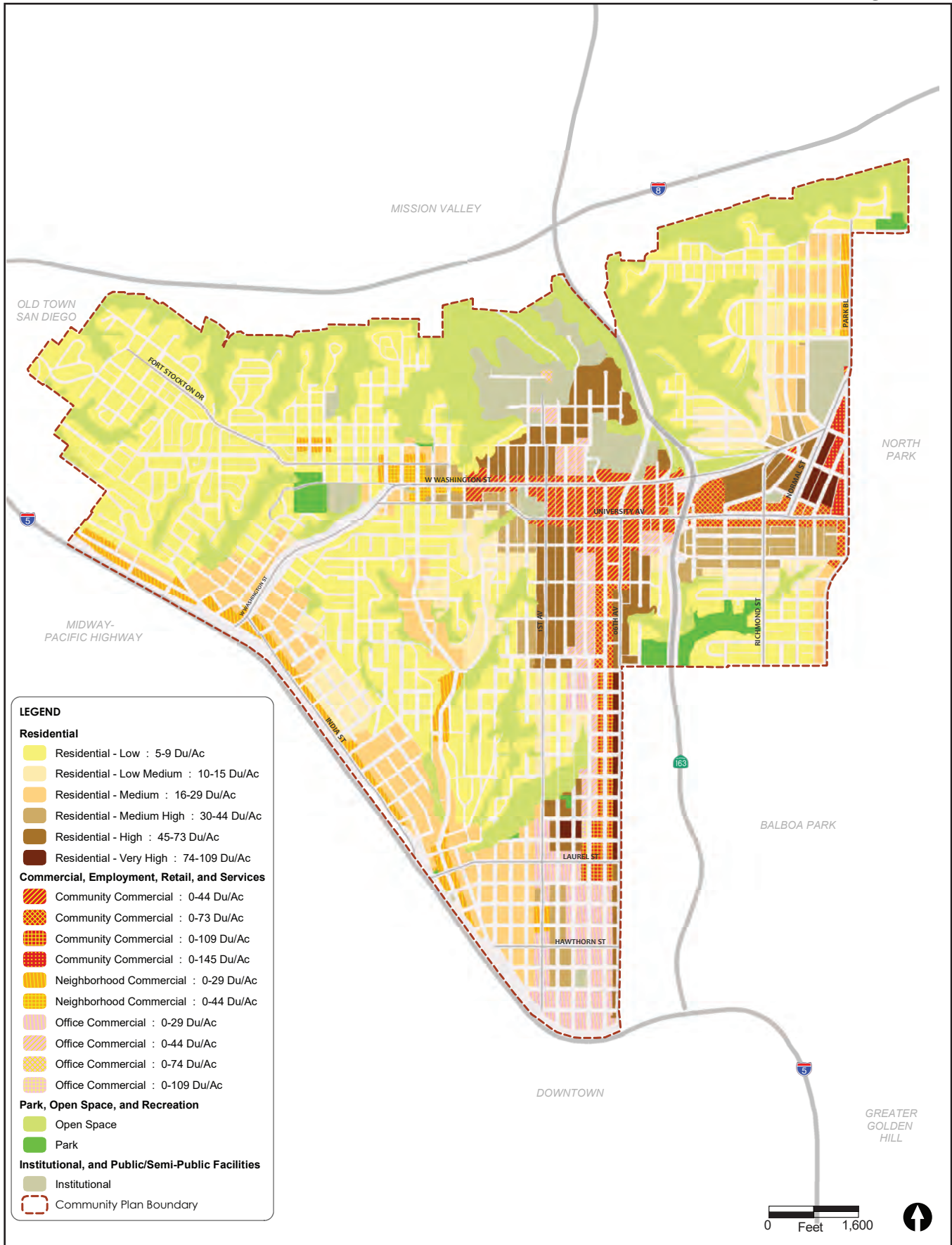


1. India Street (Neighborhood Commercial 0-29 du/ac)
2. Reynard Way (Residential Medium 16-29 du/ac and Neighborhood Commercial 0-29 du/ac)
3. 4th Avenue between Upas and Spruce (Office Commercial 0-29 du/ac)
4. 4th Avenue between Laurel and Grape (Office Commercial 0-29 du/ac)
5. Bankers Hills/Park West Neighborhood west of 1st Ave (Residential Medium 16-29 du/ac)
6. Medical Center Complex (Neighborhood Office Commercial 0-44 du/ac)
7. Washington Street near Dove (Community Commercial 0 - 44 du/ac)
8. Central Hillcrest (Community Commercial 0-44 du/ac)
9. South of Pennsylvania in Hillcrest (Community Commercial 0-73 du/ac)

When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along India Street, Reynard Way, the 4th Avenue Commercial Office areas, and Bankers Hills/Park West Neighborhood from 44 du/ac to 29 du/ac. The Density Redistribution Alternative reduces areas of the Medical Center Complex, Washington Street near Dove Street, and areas within Central Hillcrest from 73 du/ac to 44 du/ac. Additionally, the core Central Hillcrest area is reduced from 109 du/ac to 44 du/ac and Hillcrest South of Pennsylvania is reduced from 109 du/ac to 74 du/ac.

There are a few areas where the Density Redistribution Alternative includes higher density than the proposed Uptown CPU. The Normal Street corner lot along Park Blvd is reduced to Community Commercial 0-44 du/ac. The Density Redistribution Alternative increases transit corridor density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac. Figure 10-4 shows the proposed Density Redistribution Alternative land use map and Table 10-4 shows the differences between dwelling units and commercial square footage between the Density Redistribution Alternative and the proposed Uptown CPU.

| <b>Table 10-4</b>                                                                                 |                     |                       |                         |                                      |                     |                       |                         |
|---------------------------------------------------------------------------------------------------|---------------------|-----------------------|-------------------------|--------------------------------------|---------------------|-----------------------|-------------------------|
| <b>Build-out Comparison of the Density Redistribution Alternative and the Proposed Uptown CPU</b> |                     |                       |                         |                                      |                     |                       |                         |
| <b>Density Redistribution Alternative</b>                                                         |                     |                       |                         | <b>Proposed Uptown CPU</b>           |                     |                       |                         |
| <u>Land Use</u>                                                                                   | <u>Acres</u>        | <u>Dwelling Units</u> | <u>Floor Area</u>       | <u>Land Use</u>                      | <u>Acres</u>        | <u>Dwelling Units</u> | <u>Floor Area</u>       |
| <u>Agriculture</u>                                                                                | <u>0.5</u>          | <u>-</u>              | <u>-</u>                | <u>Agriculture</u>                   | <u>0.5</u>          | <u>-</u>              | <u>-</u>                |
| <u>Education</u>                                                                                  | <u>29</u>           | <u>-</u>              | <u>364,200</u>          | <u>Education</u>                     | <u>29</u>           | <u>-</u>              | <u>364,200</u>          |
| <u>Institutional</u>                                                                              | <u>100</u>          | <u>-</u>              | <u>2,121,500</u>        | <u>Institutional</u>                 | <u>100</u>          | <u>-</u>              | <u>2,121,500</u>        |
| <u>Multi family</u>                                                                               | <u>380</u>          | <u>26,505</u>         | <u>-</u>                | <u>Multi family</u>                  | <u>380</u>          | <u>27,180</u>         | <u>-</u>                |
| <u>Office Commercial</u>                                                                          | <u>32</u>           | <u>-</u>              | <u>1,598,700</u>        | <u>Office Commercial</u>             | <u>32</u>           | <u>-</u>              | <u>1,598,700</u>        |
| <u>Open Space</u>                                                                                 | <u>398</u>          | <u>-</u>              | <u>-</u>                | <u>Open Space</u>                    | <u>398</u>          | <u>-</u>              | <u>-</u>                |
| <u>Parking</u>                                                                                    | <u>3</u>            | <u>-</u>              | <u>-</u>                | <u>Parking</u>                       | <u>3</u>            | <u>-</u>              | <u>-</u>                |
| <u>Parks</u>                                                                                      | <u>48</u>           | <u>-</u>              | <u>-</u>                | <u>Parks</u>                         | <u>48</u>           | <u>-</u>              | <u>-</u>                |
| <u>Recreational</u>                                                                               | <u>3</u>            | <u>-</u>              | <u>31,100</u>           | <u>Recreational</u>                  | <u>3</u>            | <u>-</u>              | <u>31,100</u>           |
| <u>Retail Commercial</u>                                                                          | <u>175</u>          | <u>-</u>              | <u>3,186,500</u>        | <u>Retail Commercial</u>             | <u>175</u>          | <u>-</u>              | <u>3,186,500</u>        |
| <u>Roads</u>                                                                                      | <u>761</u>          | <u>-</u>              | <u>-</u>                | <u>Roads</u>                         | <u>761</u>          | <u>-</u>              | <u>-</u>                |
| <u>Single Family</u>                                                                              | <u>726</u>          | <u>5,495</u>          | <u>-</u>                | <u>Single Family</u>                 | <u>726</u>          | <u>5,520</u>          | <u>-</u>                |
| <u>Visitor Commercial</u>                                                                         | <u>2</u>            | <u>-</u>              | <u>174,000</u>          | <u>Visitor Commercial</u>            | <u>2</u>            | <u>-</u>              | <u>174,000</u>          |
| <b><u>Grand Totals</u></b>                                                                        | <b><u>2,656</u></b> | <b><u>32,000</u></b>  | <b><u>7,476,000</u></b> | <b><u>Grand Totals</u></b>           | <b><u>2,656</u></b> | <b><u>32,700</u></b>  | <b><u>7,476,000</u></b> |
| Estimated Future Population = 53,500                                                              |                     |                       |                         | Estimated Future Population = 55,700 |                     |                       |                         |



**FIGURE 10-4**  
Density Redistribution Alternative

## 10.4.2 Analysis of Density Redistribution Alternative

### a. Land Use

The Density Redistribution Alternative would retain the proposed Uptown CPU land uses, but further lowers density throughout the community with the exception of the Park Boulevard transit corridor between Washington Street, University Avenue and Normal Street. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Density Redistribution Alternative would facilitate transit-oriented development and mixed use development but to a lesser degree than the proposed Uptown CPU due to reduced density near areas accessible to transit with the exception of the Park Boulevard transit corridor. Land use changes would be compatible with the implementation of the San Diego General Plan, but to a lesser degree. Like the proposed Uptown CPU, this alternative would not conflict with adopted land use plans, policies, or ordinances; however it would achieve consistency with the General Plan City of Villages strategy to a lesser extent. Thus, land use impacts of this alternative would be slightly greater than the proposed Uptown CPU.

### b. Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Density Redistribution Alternative would be similar to those anticipated under the proposed Uptown CPU. The Density Redistribution Alternative is similar the proposed Uptown CPU densities, and like the proposed Uptown CPU would generally produce similar bulk and scale development. The Density Redistribution Alternative would also include proposed Uptown CPU policies that reduce the impact of future development on community character and related visual effects so that the overall impact in the community would be similar to the proposed Uptown CPU.

### c. Transportation and Circulation

The Density Redistribution Alternative would generate fewer vehicular trips than the proposed Uptown CPU. The Uptown Community Planning Group Proposed Residential Densities Traffic Evaluation Memo dated March 30th, 2016 produced by Kimley-Horn (included as Appendix B-3 of this PEIR), summarizes the results of the traffic evaluation to reflect residential densities proposed by this Alternative.

Specific roadway segments and intersections were selected for assessment based on the percent difference in traffic volume that would result from the updated residential densities. The selected segments and intersections and the reduction in volume are provided below and described in Appendix B-3.

#### Roadway Segments

- First Avenue between Laurel Street and Elm Street: 9-11% decrease
- Fourth Avenue between Washington Street and Elm Street: 5-7% decrease
- Fifth Avenue between Walnut Street and Elm Street: 5-6% decrease
- University Avenue between First Avenue and Park Boulevard: 7-12% decrease

#### Intersections

- Washington Street and Fourth Avenue - Decrease movements to and from the south leg of intersection by 5%
- University Avenue and Sixth Avenue - Decrease movements to and from the east and west legs of intersection by 7%

The following intersections were found to operate at LOS D or better during both peak periods in the original traffic evaluation. Volumes at these locations would be decreased with the proposed residential densities and these intersections would be expected to operate similar or better than what was previously evaluated. No further analysis was performed at these locations as there would not be a change to the conclusions or number of impacts to the vehicle network by reducing volumes at these locations.

- University Avenue and Fourth Avenue
- University Avenue and Fifth Avenue
- University Avenue and Tenth Street
- University Avenue and Normal Street
- University Avenue and Park Boulevard
- Fourth Avenue and Robinson Avenue
- Fourth Avenue and Laurel Street
- Fifth Avenue and Laurel Street
- First Avenue and Elm Street

The traffic memo (Appendix B-3) provides a comparison of roadway segment analysis between the proposed Uptown CPU land use assumptions and the CPG-preferred residential densities, which reflects the Density Redistribution Alternative. Additionally, the memo provides an updated roadway segment impact analysis when compared to existing conditions. The decrease in volumes on First Avenue would result in similar roadway operations between Laurel Street and Elm Street as the proposed Uptown CPU. The volume reductions would remove a potential impact for the segment of First Avenue between Hawthorn Street and Grape Street. The decrease in volumes on Fourth Avenue would result in similar or improved roadway operations between Washington Street and Elm Street. The volume reductions would remove a potential impact for the segment of Fourth Avenue between Walnut Street and Laurel Street.

The decrease in volumes on Fifth Avenue would result in similar roadway operations between Walnut Street and Elm Street compared to the proposed Uptown CPU. The volume reductions would not remove any potential impacts on Fifth Avenue. The decrease in volumes on University Avenue would result in similar roadway operations between First Avenue and Park Boulevard. The volume reductions would not remove any potential impacts on University Avenue. The proposed change in residential densities would remove two potential impacts to roadway segments compared to the proposed Uptown CPU.

According to analysis, the decrease in volumes at Washington Street and Fourth Avenue would result in similar operations to the proposed Uptown CPU. There would continue to be a significant impact during the afternoon peak. The decrease in volumes at University Avenue and Sixth Avenue would remove the significant impact during the afternoon peak. This intersection would no longer have a

potentially significant impact. The proposed change in residential densities would remove one potential impact to intersections.

The Density Redistribution Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit. While the impacts to individual intersections and roadway segments would be less than the proposed Uptown CPU, like the proposed Uptown CPU these impacts would remain significant and unmitigated.

#### **d. Air Quality**

The Density Redistribution Alternative would decrease the amount of traffic generated. Air Quality impacts under this alternative would be less than the anticipated impacts resulting from the proposed Uptown CPU. Like the proposed Uptown CPU, the Density Redistribution Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. The Density Redistribution Alternative's future operational emissions would be lower than those of the proposed Uptown CPU.

#### **e. Greenhouse Gas Emissions**

The Density Redistribution Alternative would decrease development potential over the proposed Uptown CPU, which could reduce GHG emissions; however, the GHG efficiencies of providing development in proximity to transit would be lost, with the exception of the density provided along Park Boulevard. The decrease in development potential would accommodate approximately 1585 fewer units within the Density Redistribution Alternative in areas where residents would have convenient access to transit and commercial services. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a Transit Priority Area (TPA) would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit. While speculative as to the availability and use of transit elsewhere, it is likely that the residents not within a transit priority area would make greater use of autos – either through not having transit available or longer commute distances – thereby increasing vehicle miles traveled as compared to the proposed Uptown CPU, and thus, GHG emission impacts associated with the Density Redistribution Alternative would be greater than the project.

#### **f. Noise**

The Density Redistribution Alternative would result in decreased densities along certain commercial corridors. Noise impacts under this alternative would be similar or lower than the anticipated impacts under the proposed Uptown CPU because like the proposed Uptown CPU, the Density Redistribution Alternative would permit development that could impact existing and future sensitive noise receptors. Both the Density Redistribution Alternative and the proposed Uptown CPU would

follow City noise regulations as well as state regulations such as the Code of Regulations Title 24. However, the resulting noise impacts for both the Density Redistribution Alternative and the proposed Uptown CPU would remain significant and unmitigated.

### **g. Historical Resources**

The Density Redistribution Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Density Redistribution Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Density Redistribution Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Density Redistribution Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Density Redistribution Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Density Redistribution Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

### **h. Biological Resources**

Like the proposed Uptown CPU, the Density Redistribution Alternative would include MHPA boundary adjustments. The Density Redistribution Alternative would result in similar impacts to biological resources as those anticipated under the proposed Uptown CPU. Implementation of the Density Redistribution Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar to those identified for the proposed Uptown CPU and would be less than significant.

### **i. Geologic Conditions**

Impacts from the Density Redistribution Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of

geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Since the regulatory framework would apply to the Density Redistribution Alternative, impacts would be the same as the proposed Uptown CPU.

## **j. Paleontological Resources**

As with the proposed Uptown CPU, future development under the Density Redistribution Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Density Redistribution Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Density Redistribution Alternative would result in potentially significant impacts related to paleontological resources at the program level. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts; however impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

## **k. Hydrology and Water Quality**

The land use pattern and distribution for the Density Redistribution Alternative is similar to the proposed Uptown CPU and the same areas would ultimately be developed. Like the Proposed Community Plan the Density Redistribution Alternative would implement the boundary adjustments proposed in the Community Plan it is likely that the same amount of open space would be preserved under the Density Redistribution Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Density Redistribution Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar as the proposed Uptown CPU.

## **l. Public Services and Facilities**

Impacts to Public Services and Facilities under the Density Redistribution Alternative would be similar to the anticipated impacts to the proposed community plan because the anticipated population at build-out of the Density Redistribution Alternative similar to the population for the build-out of the proposed Uptown CPU. For both the Density Redistribution Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly, both the Density Redistribution Alternative



and the proposed Uptown CPU include financing mechanisms to provide for libraries. Thus impacts to public facilities and services under this alternative would be similar to the proposed Uptown CPU and associated discretionary actions.

### **m. Public Utilities**

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. Like the proposed Uptown CPU, the Density Redistribution Alternative contains the proposed CPU policies intended to improve compatibility with and implement the San Diego General Plan. As discussed in section 6.13, Public Utilities, the implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. As the population in the Density Redistribution Alternative would similar to the proposed Uptown CPU, impacts to storm water, sewer, water, communications, solid waste and recycling, or energy would be similar.

### **n. Health and Safety**

Impacts from the Density Redistribution Alternative would be similar to the proposed Uptown CPU. Future development under the Density Redistribution Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level for the proposed Uptown CPU, would also address impacts under the Density Redistribution Alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

## **10.5 Lower-Density Alternative**

### **10.5.1 Description**

The Lower-Density Alternative incorporates the land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. The Lower-Density Alternative would be the same as the Density Redistribution Alternative with the exception that density would not increase along the Park Boulevard generally between Washington Street, University Avenue, and Normal Street.

Table 10-4-5 presents a summary comparison of the Proposed Uptown CPU and Lower-Density Alternative for residential capacity and reasonably anticipated non-residential development. As shown, the Lower-Density Alternative would reduce multi-family development potential and result in a slight increase in single family development potential. The total projected population under the Lower-Density Alternative would be 2,650 persons less than under the proposed Uptown CPU. Figure 10-5 shows land use designations under the Lower-Density Alternative.

| Table 10-5<br>Build-out Comparison of the Lower-Density Alternative and the Proposed Uptown CPU |              |                |                  |                                     |              |                |                  |
|-------------------------------------------------------------------------------------------------|--------------|----------------|------------------|-------------------------------------|--------------|----------------|------------------|
| Proposed Uptown CPU                                                                             |              |                |                  | Lower-Density Alternative           |              |                |                  |
| Land Use                                                                                        | Acres        | Dwelling Units | Floor Area       | Land Use                            | Acres        | Dwelling Units | Floor Area       |
| Agriculture                                                                                     | 0.5          | -              | -                | Agriculture                         | 0.5          | -              | -                |
| Education                                                                                       | 29           | -              | 364,200          | Education                           | 29           | -              | 364,200          |
| Institutional                                                                                   | 100          | -              | 2,121,500        | Institutional                       | 100          | -              | 2,121,500        |
| Multi Family                                                                                    | 380          | 27,180         | -                | Multi Family                        | 380          | 25,570         | -                |
| Office Commercial                                                                               | 32           | -              | 1,598,700        | Office Commercial                   | 32           | -              | 1,598,700        |
| Open Space                                                                                      | 398          | -              | -                | Open Space                          | 398          | -              | -                |
| Parking                                                                                         | 3            | -              | -                | Parking                             | 3            | -              | -                |
| Parks                                                                                           | 48           | -              | -                | Parks                               | 48           | -              | -                |
| Recreational                                                                                    | 3            | -              | 31,100           | Recreational                        | 3            | -              | 31,100           |
| Retail Commercial                                                                               | 175          | -              | 3,186,500        | Retail Commercial                   | 175          | -              | 3,186,500        |
| Roads                                                                                           | 761          | -              | -                | Roads                               | 761          | -              | -                |
| Single Family                                                                                   | 726          | 5,520          | -                | Single Family                       | 726          | 5,530          | -                |
| Visitor Commercial                                                                              | 2            | -              | 174,000          | Visitor Commercial                  | 2            | -              | 174,000          |
| <b>Grand Totals</b>                                                                             | <b>2,656</b> | <b>32,700</b>  | <b>7,476,000</b> | <b>Grand Totals</b>                 | <b>2,656</b> | <b>31,100</b>  | <b>7,476,000</b> |
| Estimated Future Population =55,700                                                             |              |                |                  | Estimated Future Population =53,050 |              |                |                  |

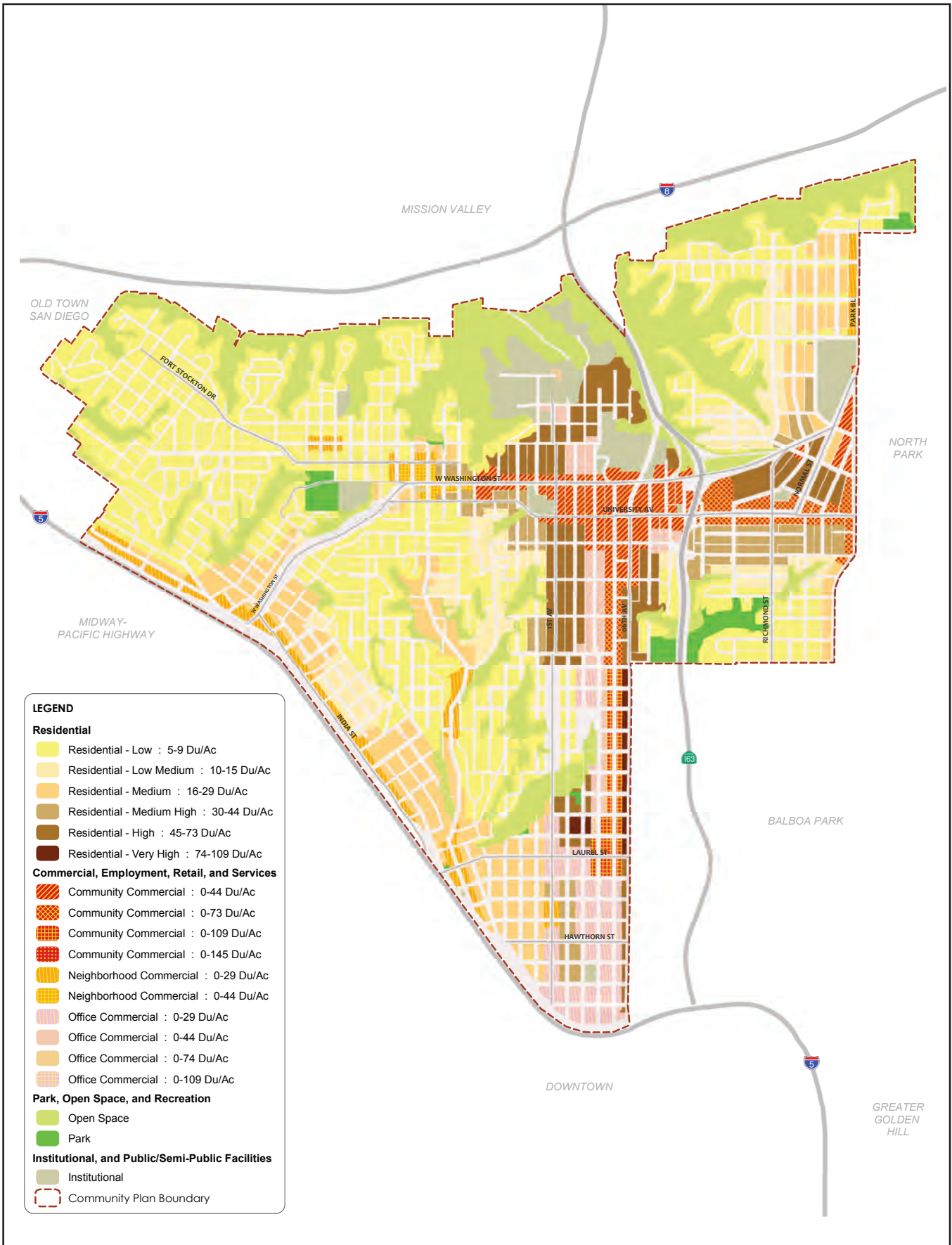


FIGURE 10-5  
Lower-Density Alternative

### **a. Land Use**

The Lower-Density Alternative would retain the proposed Uptown CPU land uses, but would lower multi-family density throughout the community along transit corridors and nodes. Land use impacts under this alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Lower-Density Alternative would facilitate transit-oriented development and mixed use development, but to a lesser degree than the proposed Uptown CPU due to reduced density near areas within proximity to transit. Land use changes would be compatible with the implementation of the General Plan, but to a lesser degree. Like the proposed Uptown CPU, it would not conflict with adopted land use plans, policies, or ordinances, but land use impacts of this alternative would be slightly greater than the proposed Uptown CPU due to reduced consistency with applicable land use plans.

### **b. Visual Effects and Neighborhood Character**

Potential visual effects and impacts to neighborhood character under the Lower-Density Alternative would be similar to those anticipated under the proposed Uptown CPU. The Lower-Density Alternative would generally produce similar bulk and scale development as the proposed Uptown CPU land uses. The Lower-Density Alternative would also include proposed Uptown CPU policies that reduce the impact of future development on community character and related visual effects so that the overall impact in the community would be similar to the proposed Uptown CPU.

### **c. Transportation and Circulation**

The Lower-Density Alternative would generate fewer vehicular trips than the proposed Uptown CPU due to reduced multi-family residential located along Park Boulevard generally between Washington Street, University Avenue, and Normal Street; however even with these reductions, this alternative would result in significant and unavoidable impacts to roadway segments and intersections, the same as the proposed Uptown CPU. Transportation and circulation impacts would likely be similar to the proposed Uptown CPU.

The Lower-Density Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however, these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit. Thus, alternative transportation impacts of the Lower-Density Alternative would be slightly greater than the proposed Uptown CPU.

### **d. Air Quality**

The Lower-Density Alternative would decrease the amount of traffic generated; however the potential decreases in traffic and associated air quality emissions associated with decreases in development potential, could be cancelled out by the fact that the reductions would occur in areas accessible to transit. Thus, air quality impacts under this alternative would likely be similar to the proposed Uptown CPU. Like the proposed Uptown CPU, the Lower-Density Alternative would not conflict with or obstruct implementation of the applicable air quality plan nor would it result in a violation of any air quality standard or contribute substantially to an existing or projected air quality

violation. The Lower-Density Alternative's future operational emissions would be similar to those of the proposed Uptown CPU.

### **e. Greenhouse Gas Emissions**

The Lower-Density Alternative would decrease development potential over the proposed Uptown CPU, which could reduce GHG emissions; however, the GHG efficiencies of providing development in proximity to transit would be lost. The decrease in development potential would accommodate approximately 1,610 fewer multi-family units within the Lower-Density Alternative in areas where residents would have convenient access to transit and commercial services. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a TPA would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit. While speculative as to the availability and use of transit elsewhere, it is likely that the residents not within a transit priority area would make greater use of autos – either through not having transit available or longer commute distances – thereby increasing vehicle miles traveled as compared to the proposed Uptown CPU, and thus, GHG emission impacts associated with the Lower-Density Alternative would be greater than the project.

### **f. Noise**

The Lower-Density Alternative would result in decreased densities along commercial mixed use transit corridors and nodes and multifamily areas. Noise impacts under this alternative would be similar to than the anticipated impacts under the proposed Uptown CPU because like the proposed Uptown CPU, the Lower-Density Alternative would permit development that could impact existing and future sensitive noise receptors. There is no mechanism in place to mitigate the noise impacts of existing noise sensitive uses or to address exterior noise impacts associated with future ministerial development. Both the Lower-Density Alternative and the proposed Uptown CPU would follow City noise regulations as well as state regulations such as the Code of Regulations Title 24; however, impacts would remain significant and unmitigated. Impacts of the Lower-Density Alternative would be similar to the proposed Uptown CPU.

### **g. Historical Resources**

The Lower-Density Alternative would retain the proposed implementation of supplemental development regulations to preserve the integrity and eligibility of potential historic districts. Like the proposed Uptown CPU, the Lower-Density Alternative would identify Potential Historic Districts that would be subject to supplemental development regulations that limit how and where modifications can be made to residential properties that could contribute to specified potential historic districts.

Like the proposed Uptown CPU, implementation of supplemental development regulations Protecting Potential Historic Districts would provide additional protection for potential historic districts, but would not ensure the successful preservation of all historical resources within the CPU area. Therefore, potential impacts to the Historic Districts from implementation of the Lower-

Density Alternative would be significant and unavoidable and would be similar to the proposed Uptown CPU.

As with the proposed Uptown CPU, future development under the Lower-Density Alternative has the potential to result in significant direct and/or indirect impacts to archaeological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.7, Historical Resources. The extent of impacts to archaeological resources resulting from implementation of the Lower-Density Alternative would be similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant impacts related to archaeological resources at the program level and impacts would be similar to the project.

## **h. Biological Resources**

Like the proposed Uptown CPU, the Lower-Density Alternative would include MHPA boundary adjustments. The Lower-Density Alternative would result in similar impacts to biological resources as those anticipated under the proposed Uptown CPU. Implementation of the Lower-Density Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as for all subsequent development project submittals under the proposed Uptown CPU. Therefore, impacts under this alternative would be similar to those identified for the proposed Uptown CPU and would be less than significant.

## **i. Geologic Conditions**

Impacts from the Lower-Density Alternative would be similar to those of the proposed Uptown CPU. Potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Storm water Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts. Since the regulatory framework would apply to the Lower-Density Alternative, impacts would be the same as the proposed Uptown CPU.

## **j. Paleontological Resources**

As with the proposed Uptown CPU, future development under the Lower-Density Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 6.10, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Lower-Density Alternative would be

similar to those identified for the proposed Uptown CPU, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the proposed Uptown CPU, implementation of the Lower-Density Alternative would result in potentially significant paleontological resource impacts associated with future ministerial development. Strict adherence to the mitigation framework would still be required to reduce potential impacts; however, impacts associated with future ministerial development would remain significant and unavoidable, the same as the proposed Uptown CPU.

## **k. Hydrology and Water Quality**

The land use pattern and distribution for the Lower-Density Alternative is generally the same as the proposed Uptown CPU. Like the Proposed Community Plan the Lower-Density Alternative would implement the MHPA boundary adjustments proposed in the Community Plan it is likely that the same amount of open space would be preserved under the Lower-Density Alternative when compared to the proposed Uptown CPU. Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the Lower-Density Alternative and the proposed Uptown CPU. Thus, impacts of this alternative would be similar to the project.

## **l. Public Services and Facilities**

Impacts to Public Services and Facilities under the Lower-Density Alternative would be similar or less than the anticipated impacts to the proposed community plan because the anticipated population at build-out of the Lower-Density Alternative would be less than the anticipated population for the build-out of the proposed Uptown CPU. For police and fire protection services the difference in population would not impact either the police or fire department in their ability to provide service, nor would the departments require the construction of new facilities. For both the Lower-Density Alternative and the proposed Uptown CPU future projects would be required to pay for any potential impacts to schools reducing these impacts to less than significant. Similarly, both the Lower-Density Alternative and the proposed Uptown CPU include financing mechanisms to provide for libraries. However, in the case of both the Lower-Density Alternative and the proposed Uptown CPU there results in a deficit in population based parks and the need to build new recreational facilities. With the anticipated population of the Lower-Density Alternative would require 7.2 acres less new park land and fewer recreational facilities than the proposed project, but a deficit remains. However, like the proposed Uptown CPU and associated discretionary actions, any future construction of a public facility would require a separate environmental review to ensure impacts of construction and operation of the facility are addressed. Thus, public facilities and services impacts of the Lower-Density Alternative would be less than significant and similar to the proposed Uptown CPU.

## **m. Public Utilities**

Impacts to Public Utilities under this alternative would be similar to the anticipated impacts of the proposed Uptown CPU. Like the proposed Uptown CPU, the Lower-Density Alternative contains the proposed community plan policies and land use changes intended to improve compatibility with and implement the San Diego General Plan, the anticipated population at build-out of the Lower-Density



Alternative is lower than the anticipated population of the proposed Uptown CPU. As discussed in section 7.13, Public Utilities, the implementation of the proposed Uptown CPU would not result in significant impacts to storm water, sewer, water, communications, solid waste and recycling, or energy. It is anticipated that the population in the Lower-Density Alternative would be approximately 2,650 fewer than the proposed project. However, impacts related to providing storm water, sewer, water, communications, solid waste and recycling, and energy to future development under this alternative would be similar to the proposed Uptown CPU and impacts would be less than significant.

## **n. Health and Safety**

Impacts from the Lower-Density Alternative would be similar to the proposed Uptown CPU. Future development under the Lower-Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. As the would result in a slighter lower population growth than the proposed Uptown CPU, there would be fewer people exposed to these potential hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also cover the Lower-Density Alternative. Overall, impacts would be less than significant and similar to those anticipated under the proposed Uptown CPU.

## **10.6 Environmentally Superior Alternative**

CEQA Guidelines section 15126.6(e)(2) requires the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPUs' goals and objectives, the Density Redistribution Alternative is the environmentally superior alternative for this Program EIR. While the Density Distribution Alternative would not be able to reduce the significant and unavoidable impacts of the proposed Uptown CPU, it would reduce impacts related to traffic circulation and air quality. At the same time, the Density Redistribution Alternative would not support the full implementation of the General Plan's City of Villages strategy of developing multi-modal centers that encourage walking, bicycling, and taking transit and contain a mixture of commercial and residential development because the density of future development under the Density Redistribution Alternative would be lower along transit commercial nodes except for the transit corridor along Park Boulevard between University Avenue and Washington Street and Normal Street. The Density Redistribution Alternative could also conflict with the implementation of the City's Climate Action Plan since the redistribution of density would result in a likely increase in greenhouse gas emission impacts and vehicle miles traveled.



## **Chapter 11.0**

# **Mitigation Monitoring and Reporting Program**

### **11.1 Introduction**

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an environmental impact report (EIR; including associated Findings), to ensure that the associated mitigation measures are implemented. The MMRP identifies the mitigation measures, specifies the entity (or entities) responsible for monitoring and reporting, and notes when in the process monitoring and reporting should be conducted. The MMRP for the Uptown Community Plan Update is included as an attachment to the Staff Report to be considered by the decision maker.



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- Stephanie Jow – Archaeologist

**Traffic Impact and Mobility Studies – Kimley-Horn and Associates**

- Mychal Loomis, P.E.
- Dave Sorenson, Senior Vice President
- Leo Espelet, Traffic Engineer