Date of Notice: June 5, 2019

PUBLIC NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING PLANNING DEPARTMENT

PUBLIC NOTICE: The City of San Diego (City) as the Lead Agency has determined that the project described below will require the preparation of a Program Environmental Impact Report (PEIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a PEIR and Scoping Meeting was publicly noticed and distributed on June 5, 2019. This notice was published in the San Diego Daily Transcript and placed on the City website at: http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml, and on the Planning Department website at: https://www.sandiego.gov/planning/programs/ceqa

SCOPING MEETING: The City of San Diego Planning Department will hold a public scoping meeting on **Wednesday, June 26 from 2:00 PM to 4:00 PM** at the Mission Valley Library Community Room located at 2123 Fenton Parkway, San Diego, CA 92108. ***The purpose of the scoping meeting is to solicit public input on the scope and content of the PEIR.*** Please note that depending on the number of attendees, the meeting could end earlier than 4:00 PM.

Written comments regarding the proposed PEIR's scope and alternatives will be accepted at the meeting. Written/mail-in comments may also be sent to the following address: Oscar Galvez, Environmental Planner, City of San Diego Planning Department, 9485 Aero Drive, MS 413, San Diego, CA 92123 or e-mail your comments to PlanningCEQA@sandiego.gov with the project name in the subject line no later than **July 5, 2019**. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. A PEIR incorporating public input will then be prepared and distributed for public review and comment.

PROJECT NAME: Transit Priority Area Housing and Infrastructure Incentive Program
COMMUNITY PLAN AREA: Citywide in Transit Priority Areas
COUNCIL DISTRICT: All

PROJECT DESCRIPTION: The City is proposing a housing incentive program that includes an ordinance that would amend the San Diego Municipal Code (SDMC) to incentivize housing construction, affordability, and supply, along with other related implementing actions. The purpose of the proposed ordinance is to implement the City's General Plan City of Villages Strategy and Climate Action Plan, and to achieve the production of the City's Regional Housing Needs Allocation by facilitating construction of the General Plan's planned densities focused in the City's Transit Priority Areas (TPAs). The proposed ordinance would apply Citywide within TPAs in zones that allow multi-family housing. The proposed ordinance would allow qualifying projects to be approved through a ministerial approval process; no discretionary development permit would be required for the development. In exchange for new development providing on-

site affordable housing units and neighborhood-serving infrastructure improvements, the proposed ordinance would allow additional building square footage and height beyond what is otherwise allowed in the zone.

PROJECT LOCATION: Citywide within TPAs in zones that allow for multi-family residential development. Additional height beyond what is allowed in the zone would not be available for projects within the City's Coastal Height Limit Overlay Zone. All activities associated with implementation of the proposed ordinance and other related implementing actions would be located within the City's geographic boundaries and jurisdiction. The City of San Diego land area covers nearly 372 square miles and is located in the southwestern corner of California, within the County of San Diego. Attachment 1 shows the current TPAs that will be analyzed in the PEIR within the City's jurisdictional boundaries.

RECOMMENDED FINDING: Pursuant to CEQA Guidelines Section 15060(d), the proposed ordinance and other related implementing actions may result in significant environmental impacts in the following areas: Aesthetic/Visual, Air Quality, Biological Resources, Energy Conservation, Geology and Soils, Greenhouse Gas Emissions, Historical Resources (Built-Environment, Archaeology, and Tribal Cultural Resources), Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Paleontological Resources, Population and Housing, Public Services and Facilities, Public Utilities, Toxic/Hazardous, Transportation/Circulation, and Visual Effects and Cumulative Effects.

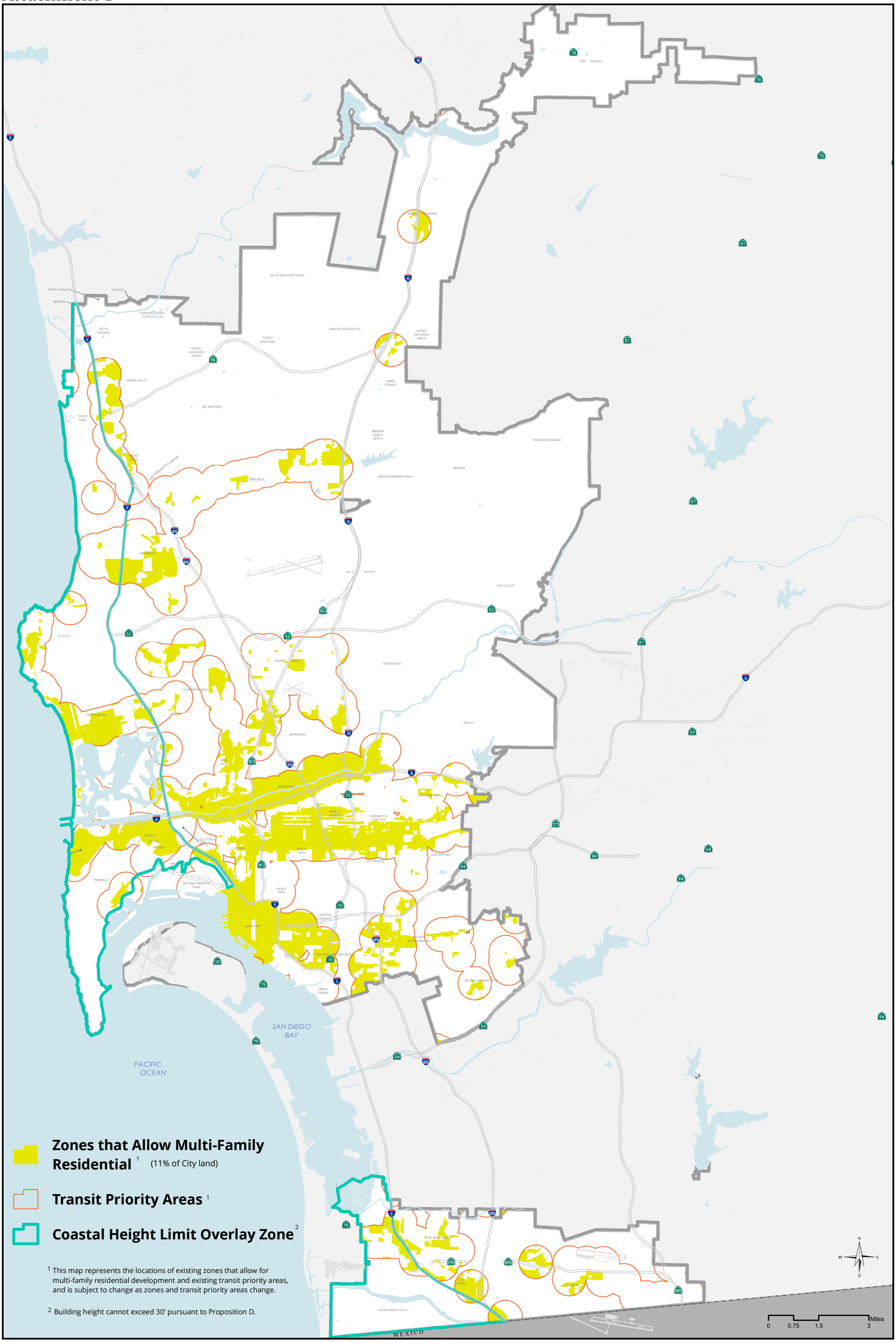
AVAILABILITY IN ALTERNATIVE FORMAT: To request this Notice in alternative format, please call the Planning Department at (619) 235-5200 OR (800) 735-2929 (TEXT TELEPHONE).

ADDITIONAL INFORMATION: For environmental review information, please contact Oscar Galvez at (619) 533-3683. For information regarding public meetings/hearings on this project, please contact the Project Manager, Kelley Stanco, at (619) 236-6545. This Notice was published in the San Diego Daily Transcript and distributed on June 5, 2019.

Heidi Vonblum
Program Manager
Planning Department

ATTACHMENT:
1 – Project Location

Attachment 1



Transit Priority Area Housing and Infrastructure Incentive Program

Date: 6/3/2019

DISTRIBUTION LIST:

Copies of the NOP were distributed to the following individuals, organizations, and agencies:

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U.S. Dept. of Housing & Urban Development (7)
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Economic Development
Lydia Moreno, Director

Fire-Rescue Department
Larry Trame, Assistant Fire Marshal

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Benjamin Branch Library (81D)
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Carmel Valley Ranch Branch (81F)
City Heights/Weingart Branch Library (81G)
Clairemont Branch Library (81H)
College-Rolando Branch Library (81I)
Kensington-Normal Heights Branch Library (81K)
La Jolla/Riford Branch Library (81L)
Linda Vista Branch Library (81M)
Logan Heights Branch Library (81N)
Malcolm X Library & Performing Arts Center (81O)
Mira Mesa Branch Library (81P)
Mission Hills Branch Library (81Q)
Mission Valley Branch Library (81R)
North Clairemont Branch Library (81S)
North Park Branch Library (81T)
Oak Park Branch Library (81U)
Ocean Beach Branch Library (81V)
Otay Mesa-Nestor Branch Library (81W)
Pacific Beach/Taylor Branch Library (81X)
Paradise Hills Branch Library (81Y)

Point Loma/Hervey Branch Library (81Z)
Rancho Bernardo Branch Library (81AA)
Rancho Penasquitos Branch Library (81BB)
READ/San Diego (81CC)
San Carlos Branch Library (81DD)
San Ysidro Branch Library (81EE)
Scripps Miramar Rancho Branch Library (81FF)
Serra Mesa Branch Library (81GG)
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Cybele Thompson, Director

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National School District
Poway Unified School District
San Dieguito Union High School District

San Ysidro School District
Santee School District
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South Bay Unified School District
Sweetwater Union High School District
San Diego Unified School District
San Diego Unified School District, Paul Garcia
San Diego Community College District

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Jamul Indian Village (225E)
La Posta Band of Mission Indians (225F)
Manzanita Band of Mission Indians (225G)
Sycuan Band of Mission Indians (225H)
Viejas Group of Capitan Grande Band of Mission Indians (225I)
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San Pasqual Band of Mission Indians (225K)
Ipai Nation of Santa Ysabel (225L)
La Jolla Band of Mission Indians (225M)
Pala Band of Mission Indians (225N)
Pauma Band of Mission Indians (225O)
Pechanga Band of Mission Indians (225P)
Rincon Band of Luiseno Indians (225Q)
San Luis Rey Band of Luiseno Indians (225R)
Los Coyotes Band of Mission Indians (225S)

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Building Industry Association (158)
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Jim Peugh (167A)
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Clint Linton (215B)
Alliance of Californians for Community Empowerment
Alliance san Diego
Allied Gardens/Grantville Community Council
Bayside community center
Bayview Community Development Corporation
Casa Familiar
Castle Neighborhood Association
Catholic Charities San Diego
Center on Policy Initiatives
Chelsea Investment Corp
Circulate SD
City Heights Community Development Corporation
Community Housing Works
Community organizer
County of SD Dept of Housing and Community Development
CSA SD County
EDC
Environmental Health Coalition
Episcopal Community Services

Father Joe's Villages
Grow San Diego
Housing the next 1 million
Housing You Matters
Interfaith Shelter Network
Jewish Familiy Services San Diego
Legal Aid Society of SD
LGBT Center
Local Initiatives Support Corporation
London Moeder Advisors
MAAC Project
Malick Infill Developmment
Mexican American Business & Professional Association
Mid-City CAN
Nile Sisters Development Initiative
Park to Bay - Designer
PATH San Diego
Point Loma Nazarine University
Rick Engineering
San Diego Air Pollution Control District
San Diego Housing Federation
San Diego Organizing Project
SD building and construction trades council
SD Community Land Trust
SD County Building Trades Council Family Housing Corporation
SD Regional EDC
SD Urban Land Institute
San Diego Housing Commission
SDSU
South County EDC
Southern California Rental Housing Association
St Paul's Senior Services
The American Legion
The Chicano Federation
The San Diego Foundation
UCSD Planning
Urban Collaborative Project
USD Real Estate
YIMBY Democrats

The City of SAN DIEGO

Planning Department

Transit Priority Area Housing and Infrastructure Incentive Program

Public Scoping Meeting on June 26, 2019

Written comments regarding the proposed Program Environmental Impact Report's scope and alternatives will be accepted at the meeting. Written/mail-in comments may also be sent to the following address: Oscar Galvez, Environmental Planner, City of San Diego Planning Department, 9485 Aero Drive, MS 413, San Diego, CA 92123 *or e-mail your comments to PlanningCEQA@sandiego.gov with the project name in the subject line* no later than **July 5, 2019**.

My comment is about (please check next to all that apply):

- ● Aesthetics
- ○ Agriculture and Forestry Resources
- ○ Air Quality
- ○ Biological Resources
- ○ Cultural Resources
- ○ Energy
- ○ Geology and Soils
- ○ Greenhouse Gas Emissions
- ○ Hazards and Hazardous Materials
- ○ Hydrology and Water Quality
- ● Land Use and Planning
- ○ Mineral Resources
- ○ Noise
- ● Population and Housing
- ● Public Services
- ○ Recreation
- ● Transportation
- ○ Tribal Cultural Resources
- ○ Utilities and Service Systems
- ○ Wildfire

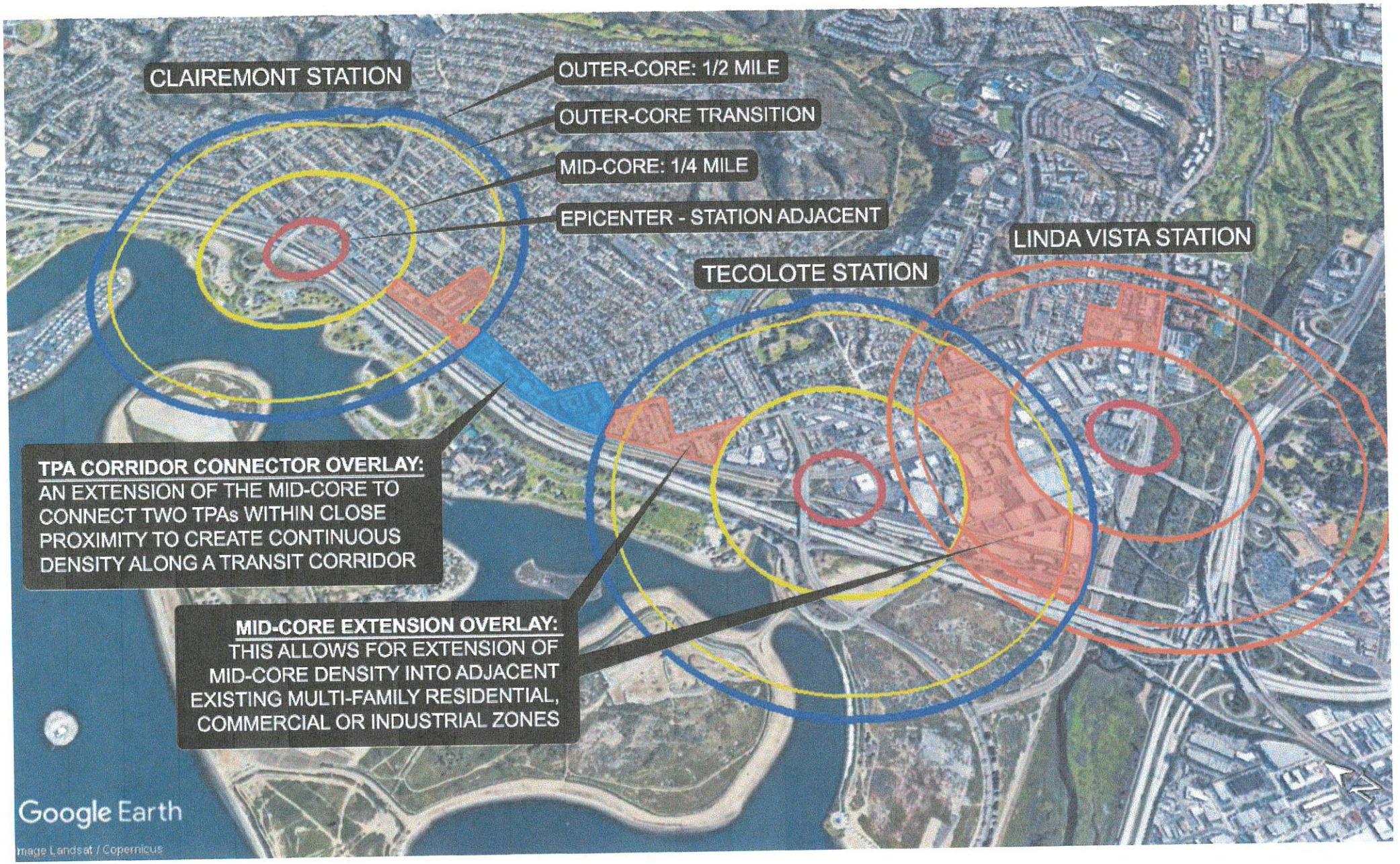
Comments (*use back of sheet if additional space is necessary*):

- SEE ATTACHED LETTER AND GRAPHIC.

Name: ALBERT WILLIAMS Signature: Albert Williams

Address: DISTRICT 4 - SKYLINE

TRANSIT PRIORITY AREA RADIAL ZONING CONCEPT



July 1, 2019

To: Mr. Oscar Galvez – Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

From: Albert Williams – Architect/General Contractor
District 4 - Skyline, San Diego
213.590.9475
albert@companytbd.net

Subject: Transit Priority Areas - June 26, 2019 Public Scoping Meeting Comments

Mr. Galvez,

I attended the Transit Priority Area meeting at Mission Valley Public Library due to my interest in infill development near transit stations. I have a keen understanding of the lifestyle of a daily transit rider as I rode public transportation in San Diego and Los Angeles for close to ten years. I hope that, along with my experience in architecture and construction, these experiences will reflect positively in the following comments.

Fortunately, the public hearing was filled with fierce community opposition by residents emanating from Bay Park, Clairemont, Allied Gardens, North Park, Normal Heights and University Heights. I was able to witness their passionate commitment and understand why they feel adamant about protecting their communities. What I found missing from the public discourse was a counter-position to their commentary. The meeting lacked a voice, not associated the City Planning Department, which possessed an alternate vision in support of the TPAs. Although it would be easy to speak up and possibly provoke conflict, this comment letter represents an attempt at productive support to the Planning Department in its mission to provide what is best for our city's future.

Second to our residents, the greatest resource San Diego has, is a profound level of natural and visual beauty. Unfortunately, a byproduct of that stunning beauty is the call to valiantly protect those tight-knit community traits. Planners, architects, developers and builders must not be obstructed from developing our city from the inside out. We must communicate visions that are sensitive to the realistic guidelines of the community plans while simultaneously enhancing intelligent city growth for the highest quality of life.

One crucial component that planning must clearly understand is we will not always get it right. We must be cognizant that great cities are filled with errors embedded within the built environment. We must hold steadfast in our future visions that, in time, those errors will become beautiful mistakes which become community landmarks.

San Diego will continue to grow within our strong historical foundation and strive to improve. San Diego will resolve its regional public transportation challenges and establish options for urban mobility. San Diego will draw deeper economic interests to our abundant skilled workforce and human capital. Finally, San Diego will provide ample housing options at every social-economic level to support all those functions.

Part One – The Radial Delineations of Transit Priority Areas in San Diego

There were many observations from the public hearing which inspired my deeper considerations. My first observation was the tenacity of the fight embedded within the residents. We can all empathize with their motives for vigilance. I would say that most of us, even a stout proponent of city growth would take issue to a six-story development built adjacent to their single-family property. That begs the question whether the loud voices of a few entrenched property owners will stifle the livelihoods of the next generations of San Diegans, many of which have yet to be born.

The second observation was the public's perceived fear of density which is described in terms of the destruction to neighborhood character, increased traffic congestion, inefficient transit options and a lack of necessary infrastructure. At the preliminary stages of the TPAs, many of their concerns seemed misguided and highly speculative. I was puzzled by the community members reluctance to fully listen to the conceptual proposals set forth by the Planning Department. Their answers and objections preceded the questions which were being presented. That trait in their argument is their greatest weakness and a testament to the self-centered, micro-scale and uncompromising mentality of their leadership. Still, I understand their anxiety and my interest is to quell those fears and begin to consider ways to develop rationally and coexist.

It is inevitable that density will occur around transit, especially in communities already containing higher levels of public resources and property values. A give and take approach would be much more effective so community wishes are integrated into the process. A combative approach set to defend a position that is counter to the natural expansion of a city is unwise, I dare say, foolish. Furthermore, the resisting communities are obtuse in defining the perceived enemy of their cause as the City, the Planning Department, affordable housing or people of a lower economic status. When viewing their challenges from an elevated perspective, their true opponent reveals itself as nature; and unfortunately, nature always wins.

A third observation was the public's concern with the definition of the half-mile radius which will impact those specific areas. The public felt that the half-mile radius from transit stations which constitutes a TPA was not demarcated clearly enough (even though they were told the TPA process is still in its conceptual stages). My thought was that a variety of radial distances, each with a variant degree of impacts, needed to be determined. When we think of impacts to a community, an appropriate analogy would be the concept of seismic activity. Essentially, how much will a development "shake-up" its surroundings.

Epicenter Development - Zero Radius:
Properties at a transit facility (i.e. a trolley station parking lot), or directly adjacent, will have the least development restrictions. These developments should be mixed-use with key services provided at ground level. In addition to incentives for developers to reach the desired density levels, additional incentives should be provided to small business owners to create those needed services that are directly adjacent to transit facilities. Extra incentives should be provided to small business that reside within that specific community. Zero front yard setbacks with rear and side yard parking should be standard. The TPA Epicenter is an appropriate location to implement SRO and micro-apartment buildings with limited parking. Space for parking structures that serve the transit should be avoided in this zone so that the space can be used instead to serve more critical community functions.

Epicenter functions should include:
- Child Daycare <<< Priority Function
- Senior Community Functions <<< Priority Function
- Playgrounds
- Satellite Social Service Networks
- City Supportive Functions
- Boutique and Craft Shops
- Barber Shops, Small Sports Bars and Household Repair Shops
- Community Meeting Rooms
- Community Scale Markets (NOT liquor stores)
- Community Coffee, Snack and Deli Shop(s)
- Community Health Care Clinics – Doctor, Dentist
- Public Safety Field Offices
- Satellite banks and financial functions

The logic behind these functions is: On the way to work, an individual can drop their child off at daycare, board transit, go to work, return, stop at the market, pick up the child and return home for the day. Exclusive transit ridership is a lifestyle and the San Diego public transportation system cannot yet support it effectively.

Mid-Core - 1/4 Mile Radius:
Properties at the Mid-Core should be slightly scaled back. The height limits should also vary to create differentiation of form, variable shadow patterns and view corridors. Front yard setbacks should be zero to five feet with a combination of ground level, live/work (shopkeeper) and residential type units. Commercial uses should be somewhat sporadic in this zone. A priority for commercial units should be made for ones with a direct residential component attached to the use. This will encourage the area to become inhabited by artisans that contribute to the visual impact of the community. Pocket parks with basic playground equipment should be considered and mixed in. Another concept for future consideration would be to implement a series of public exercise and flexibility equipment that is strategically located to create walkable neighborhoods that serve as "exercise circuits." This element will stimulate increased pedestrian movement and provide an "eyes on the street" type of community enforced security.

The residential developments should be one to three-bedroom units with monitored entry, centralized courtyards, noise abatement construction techniques and concealed parking. There should be no studio, micro-unit or SROs in this residential zone.

Outer-Core Transition - 1/2 Mile Radius:
The Outer-Core Transition will be the zone between the TPA and the community outside the transit area. This zone should be considered with great care and vary with specific contextual conditions. In optimal situations, the best way to treat this area would be to create a green belt that would draw the outlying community into the transitional space and TPA zone. Again, the transitional space will increase walkability and give the community reason to be outside and move towards the TPA Epicenter, and eventually, the trolley station. Thus, the Epicenter Zone must have the strongest "magnetic" pull that attracts residence and each Epicenter at the various stations must be a little bit different so that people have reason to shuttle between the stations via public transit.

The height limits in the Outer-Core should be low-scale with three to four story row houses and condominiums. Parking should be shielded and incorporate a healthy density of trees. Considering the notions of the dynamics of urban psychology, we want to create a "window" seen from outside the TPA which will encourage residents to participate in the pedestrian movement, utilize the services provided and Public Transportation in the TPA's core.

Requirements: All TPA Radial Zones:
All TPA zones described above should incorporate the following:

- A small development fee per project to furnish street trees, street furniture and new curb and gutter systems to divert rainwater into tree boxes and rain gardens.

- Bus Shelters and benches at areas where highly used bus stops exist. It is important to note that a bus shelter in a redeveloping area can be an extremely important community feature that speaks volumes to potential riders. A bus shelter says: "we want to accommodate our passengers and provide comfortable service." A post with a sign on a dirt strip adjacent to a cracked sidewalk does not convey the same unconscious message. We must be very considerate of the psychology of the built environment.

- Restricted in all TPA zones will be any one-story commercial buildings such as a typical strip mall. That type of project is counterintuitive to creating a transit-oriented community. When parking lots are easily accessible, face the street and lack concealment, residents in the community will not consider pedestrian activity and/or public transportation as a viable option for commuting.

- The planning of TPAs is to be thoughtful in regard to daytime and nighttime conditions so that communities can mitigate various forms of pollution and harbor a secure nighttime atmosphere.

TPA Height Variations:

An element that must be considered carefully is avoiding large groups of structures having the same relative heights. A zone with an accumulation of similar heights will create areas devoid of differentiation of built form. We must remember that planning and development is a type of branding that is continually visible to the public. Development must work urbanistically in addition to having at least a basic level of appeal to the public. Height variation is one of the key elements required.

How do we establish the means to create variable heights? Achieving this is more challenging than it sounds. One concept is to utilize the City of Los Angeles Department of Building and Safety's residential front setbacks regulations as a case study. They have a prevailing setback that takes the average setbacks of the structures on the street (17 for example) and then determines what the setback for new construction will be. The same concept might be able to be applied to establishing height frequencies that result in top of structure heights that vary by eight to ten feet.

Another element that can be used to vary heights, which will add cost to the development, would be to require a new project with adjacent structures showing heights within five feet to install a roof top mechanical screen to increase height and produce more robust formal volumes.

Part Two – The Fallacy of Neighborhood Character and Moving Forward with Choices

Neighborhood Character:

The deterioration of neighborhood character, widely used by opponents to new development, is over-utilized, misunderstood and ultimately false. One cannot be exactly sure to where the term "neighborhood character" was conceived, however, it currently describes anything that is a disruption to the status quo existing within a group of properties. Neighborhood character can be a new property, an existing one that has been modified, a tree, a street, even a person or resident.

To say that neighborhood character is being destroyed by a new development, regardless of its perceived impact, is a fallacy. This is because "character" is an objective construct which cannot be measured or quantified effectively. This is why the term is used as a device to constrict productive discourse and divert discussion away from facts which can ultimately lead to a project proceeding. Neighborhood character is an opinion, which gains prominence as the group expressing that opinion grows in numbers and vocal volume. Therefore, Neighborhood Character does not truly exist and, if it does, can never be destroyed, diminished, or diluted; only modified in the mind of the individual.

The growth of cities should be an accretional process resulting in levels of change that can be tolerated by communities. The issue that we face in Southern California, and many other places across the United States, is that change happens so slowly that some communities go unmodified for decades. Now, there is a housing shortage and these communities are being "forced" to accommodate change which makes them afraid. When notions of change and density are merged together, the speculative outcome is deemed undesirable, but the underlying emotion is fear of change.

The greatest problem is that this resistance to change has required cities to catch up quickly and preserve their economic competitiveness. Thus, the amount of new housing developments required is uncharacteristically enormous. Now, communities that have desired to remain stagnant over the years must now bear the tremendous impact of dense housing that will occur with levels of immediacy and scale counter to the naturally slow process of city building.

The Choice - Transit Priority Areas or Density Diversion Districts (SD-D3):

With TPAs, the communities in the half-mile radius will incur a variety of effects; there is no way around that. How do we lessen the impacts of this growth while assisting some homeowners in maintaining their desired quality of life? One problem is we have not given residents in "character" communities many options. It is essential that all communities in San Diego County participate in providing stability for our future generations. Contrary to some

information that exists, there is plenty of development-ready land in urban areas and the will is there to see that ethical and smart growth occurs.

By using the zone levels delineated in the previous section, TPA Epicenters and Mid-Cores, will remain defined with Planning Department established height limits. The choice for communities that wish to delay density resides within the Outer-Core / Transition Areas. A Density Diversion District can be implemented in communities that choose to be in it or refuse to accommodate affordable housing per their community plans. The Diversion District will place a property tax on those that reside within the Community Planning Group Area. The monies from this tax will be used in other redeveloping communities and unincorporated sections of San Diego that lack funding sources to upgrade necessary infrastructure to accommodate greater density, whether in a transit area or not. For example, Bay Park does not want to increase density near the new Clairemont Drive Station, so a Density Diversion District is created which taxes all properties within the Community Planning Group so that affordable housing and needed infrastructure projects can be produced elsewhere. Density will still occur in close proximity to the new station, however, the height limits in the Outer-Core will remain at 30-35 feet. This program will ensure that the residents preserve their neighborhood character while simultaneously bearing the impacts of citywide developments by contributing to other areas.

The Density Diversion District also serves the purpose to draw out and unify all community members, not just those that live closest to the proposed TPA developments or have the opportunity to attend local meetings. The idea of new density in the community, not the actual culmination of real construction, is not always enough to bring out every voice within neighborhoods. This is because residents that are not involved in the process may approach the subject of density with some ambivalence. In most cases, they would accept new density as well as be comfortable with the area remaining as it is.

In contrast, the choice to accept the community's inclusion into a new type of development district, which imposes a property tax and diverts much needed density to other areas that are willing to accept it, will bring forth more voices and lead to a true reflection of the overall neighborhood's desires. Many of the community voices that attend public hearings represent just a fraction of the total community population. For many reasons, like the inability to attend public hearings due to work commitments and other priorities, TPA community residents that feel comfortable with the new developments require greater stimulation to come forward. A Development Diversion Tax will serve the role to motivate a fuller scope of community members to share their thoughts on the visions of the future.

Part Three: TPA Information Handbook – Keep it Simple

TPA Guidebook:
During the TPA Public Hearing, a recurring comment from the frustrated public was the lack of material that was easily understood by an individual that was not familiar with development industry terminology and regulations. I've designed and constructed projects, have intimate familiarity with codes, reviewed zoning maps, and educated myself on community plans so listening to planning concepts is second nature. I imagine a resident, filled with anxiety when they hear keywords such as "increased density and traffic" or "apartments" or "affordable housing" is searching with vigor for information to ease or confirm their inclinations. We need to have a user-friendly and transparent guidebook filled with clear diagrams that a middle schooler could understand and reconvey.

I envision a guidebook split into volumes that can have separate sections for development industry professionals and homeowners. This guidebook should serve multiple purposes. It is a handbook for the developer, architect and builder to delineate the process and define all incentives to spawn smart growth. The book should also be a beautifully designed graphic to capture the attention of developers to encourage development and even "steer" them towards areas that can currently support growth.

The homeowner TPA guide should be simple and transparent. There should be precedent pictures and brief case studies depicting how medium density projects and existing low-density developments can co-exist and thrive. There are many successful projects around the world that can show how we can accomplish our visions here in San

Diego. Efforts should be made to show residents that screening methods to preserve privacy of smaller homes will be implemented. A community property value analysis should be included to show residents positive impacts to their property values. This will provide existing residents a shift of attitudes and a revitalized sense of ownership in the redeveloping community. We need to clearly show that the existing community is not being brushed aside, but rather, an important component to the overall scheme.

Just as cities have pockets of density, communities can embrace having small scale density pockets as well. The necessary features like traffic control measures, safe pedestrian zones, trees, street furniture and public art contextual to the neighborhood, will give reasons for new and existing residents to interact. Our goal is to create areas where existing residents cannot remember what it was like without the new places.

Conclusion:

It is my sincere hope that these basic concepts spark healthy discussion within the City Planning Department. I look forward to seeing the Transit Priority Area study progress and reach finality.

Albert Williams
Architect

Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

Tuesday, July 2, 2019

Oscar Galvez, Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

Re: Scoping Comments, Transit Priority Area Housing and Infrastructure Incentive Program

Mr. Galvez,

Save Our Heritage Organisation (SOHO) attended the June 26 scoping meeting for the proposed Transit Priority Area Housing and Infrastructure Incentive Program and respects the City's goal to incentivize affordable housing and associated infrastructure.

SOHO understands from the presentation at this scoping meeting that developments opting into this incentive program will still be required to go through the historic 45-year review process. SOHO further understands that any resources, and their associated development projects, determined by historic resources staff to be potentially significant will either be consistent with the Secretary of the Interior Standards or be reviewed by the Historical Resources Board for possible designation. However, specifics regarding how this program will address potential historical resources should be clearly stated within the regulations.

Last, SOHO acknowledges that on-site neighborhood amenities will be a requirement as part of this incentive program, and suggests that historic (and potentially historic) resources be included as an amenity option to include within a development project. Historical resources help define community character, empower its sense of place, and enhance property values – which are benefits to the community.

Thank you for the opportunity to comment,

Bruce Coons
Executive Director
Save Our Heritage Organisation

CALIFORNIA COASTAL COMMISSION
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904- 5200
FAX (415) 904-5400
TDD (415) 597-5885
WWW.COASTAL.CA.GOV

July 3, 2019

To: PlanningCEQA@sandiego.gov
From: Carey Batha, Environmental Scientist, California Coastal Commission
Delivered via email.

Re: Comments on Public Notice of Preparation of PEIR for City of San Diego Transit Priority Area Housing and Infrastructure Incentive Program

To Whom It May Concern:

Coastal Commission staff appreciate the opportunity to provide input on the proposed PEIR. Our comments focus primarily on the subject of sea level rise (SLR) and how it should be integrated into this planning effort.

Broadly speaking, Commission staff support measures that increase housing stock, the provision of affordable housing, and use of transit. More specifically, Commission staff also support policies that concentrate development density, as appropriate, in areas that will be safe from the impacts of SLR for the foreseeable future. Additionally, and again broadly speaking, new housing policies and the development that results from those policies in the coastal zone must be found consistent with applicable Coastal Act and Local Coastal Program (LCP) policies before they can be implemented.

After a preliminary review of the Transit Priority Areas (TPAs) in relation to projected extents of SLR impacts, it appears that some TPAs are vulnerable to SLR while others are not. As described in more detail below, TPAs in areas vulnerable to SLR raise issues of consistency with the Coastal Act and Local Coastal Program (LCP). Therefore, Commission staff's main comments include: 1) TPAs that are safe from SLR should be provided higher housing incentives, and 2) TPAs that are vulnerable to SLR should either be relocated to safe areas, or be required to identify and ensure implementation of adaptation measures that are consistent with the Coastal Act and applicable LCP policies, and that will keep the area safe from SLR hazards for the anticipated life of the development – before any incentives to increase density are provided. Additional background and rationale for these recommendations is provided below.

Background

Sea level rise planning and adaptation is a priority for the state of California. The Ocean Protection Council (OPC) provides leadership in disseminating the current best available science on sea level rise projections and impacts. In 2017, at the direction of Governor Brown, the OPC convened a panel of scientific experts to produce an updated report on the best available science on sea level rise. The resultant report, *Rising Seas in California (2017)*, was used to inform an

update to the State Sea Level Rise Guidance (OPC 2018), both of which then informed an update to the Coastal Commission Sea Level Rise Policy Guidance (CCC 2018).

Both the OPC and CCC guidance documents describe a general process to use when planning for SLR. They provide sets of SLR projections for various locations along the California coast – including one for the San Diego region – and within each set are subsets of projections, each with an associated "probability" appropriate for use in situations with various levels of risk aversion. The low risk aversion scenario should be used for projects or planning efforts that would have limited consequences or have a higher ability to adapt, such as decisions for sections of unpaved coastal trail, public accessways, and other small or temporary structures that are easily removable and would not have high costs if damaged. The medium-high risk aversion scenario should be used for decisions with greater consequences and/or a lower ability to adapt, such as decisions regarding residential and commercial structures. The extreme risk aversion should be used for projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair, and/or would have considerable public health, public safety, or environmental impacts should that level of sea level rise occur, such as new wastewater treatment plants, power stations, highways, or other critical infrastructure. Thus, the medium-high and extreme risk aversion scenarios are appropriate for use in a planning effort such as this one; and additional consideration should be given to the extreme risk aversion scenario in cases where increased residential density would trigger development of critical infrastructure.

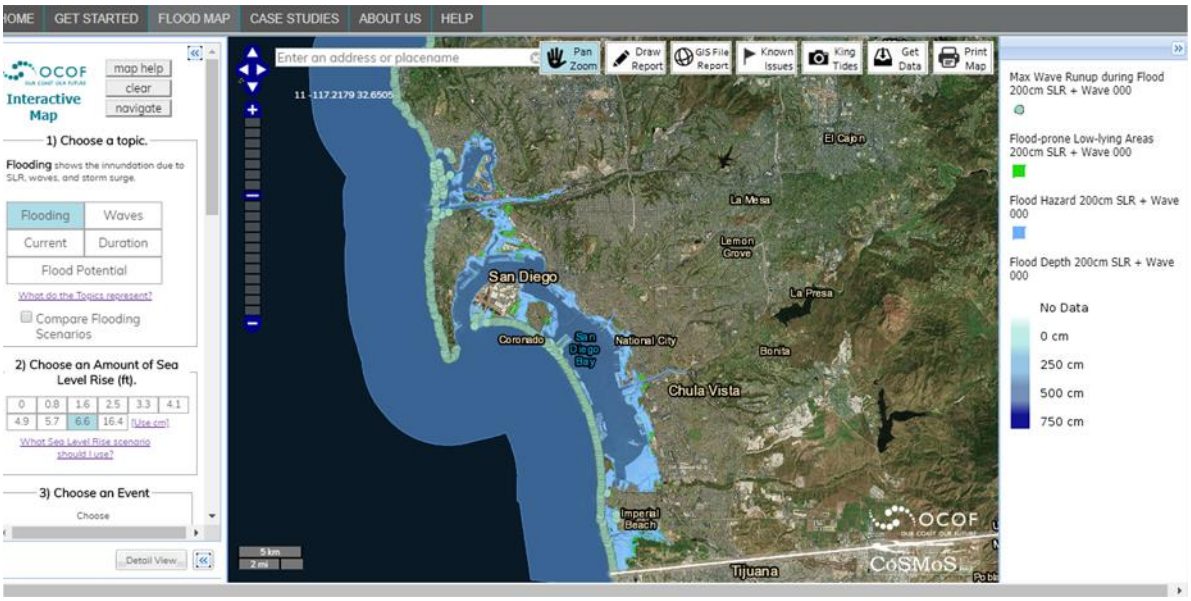
Both guidance documents recommend analyzing a time horizon over which planned development will remain in place—typically, 75-100 years for new residential development, and potentially longer for critical infrastructure. In practice, Commission staff often recommend analyzing SLR projections associated with the year 2100 for broad-scale planning efforts. Therefore, the SLR scenarios appropriate for use in this case are circled below:

Table G-12. Sea Level Rise Projections for the San Diego Tide Gauge[117] (OPC 2018)

Projected Sea Level Rise (in feet): *San Diego*			
	Probabilistic Projections (in feet) (based on Kopp et al. 2014)		H++ Scenario (Sweet et al. 2017)
	Low Risk Aversion	Medium-High Risk Aversion	Extreme Risk Aversion
	Upper limit of "likely range" (~17% probability SLR exceeds...)	*1-in-200 chance (0.5% probability SLR exceeds...)*	*Single scenario (no associated probability)*
2030	0.6	0.9	1.1
2040	0.9	1.3	1.8
2050	1.2	2.0	2.8
2060	1.6	2.7	3.9
2070	2.0	3.6	5.2
2080	2.5	4.6	6.7
2090	3.0	5.7	8.3
2100	3.6	7.0	10.2
2110*	3.7	7.5	12.0
2120	4.3	8.8	14.3
2130	4.9	10.2	16.6
2140	5.4	11.7	19.2
2150	6.1	13.3	22.0

**Most of the available climate model experiments do not extend beyond 2100. The resulting reduction in model availability causes a small dip in projections between 2100 and 2110, as well as a shift in uncertainty estimates (see Kopp et al., 2014). Use of 2110 projections should be done with caution and acknowledgement of increased uncertainty around these projections.*

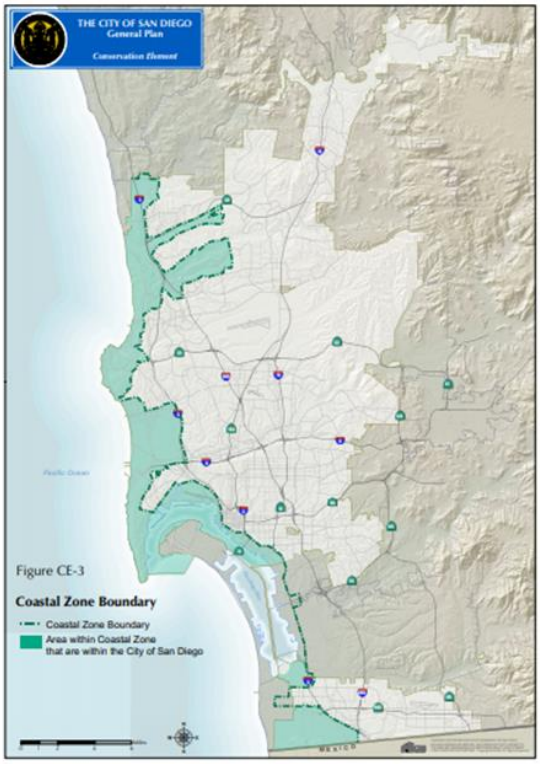
Regional sea level rise visualization tools such as the [USGS CoSMoS model] provide broad brush looks at potential inundation, erosion, and storm flooding associated with various SLR scenarios. In particular, this model provides a map of 6.6 feet of SLR, which is the closest scenario to the ones circled in the above table. Therefore, CoSMoS map of 6.6 feet of SLR (as well as the map that shows 6.6 feet of SLR plus a storm event) provides a good opportunity to screen the TPAs for overlap with areas potentially at risk from SLR. A screencap of this map is provided below. Comparing this map to the map of TPAs shows that some TPAs, or parts of TPAs, are potentially vulnerable to inundation, erosion, and/or storm flooding by the year 2100.



The California Coastal Act, which applies to California's coastal zone, provides a strong basis for SLR adaptation planning. Section 30253 of the Coastal Act requires new development to assure stability and structural integrity, and to not require shoreline protective devices that will alter natural landforms along bluffs and cliffs. In other words, new development must be safe from coastal hazards, including those influenced by SLR, over the development's anticipated duration. This and other Coastal Act policies related to shoreline protection, the clustering of development in areas able to accommodate it, the use of fill, and protection of coastal resources provide the basis for land use planning that responds to coastal hazards and SLR.

Coastal Act policies are carried out on a local level through Local Coastal Programs (LCPs), which implement the law while taking local conditions into consideration. LCPs consist of land use plans that govern the types and intensities of allowable uses, as well as the applicable parts of the zoning code that carry out of the land use plan, consistent with the Coastal Act. Because this PEIR will consider alternatives that will ultimately impact land use and permit procedures, it relates to the subject matter covered by LCPs and the Coastal Act.

The City of San Diego's coastal zone -- where its LCP applies -- includes significant portions of the city's coastline, as shown in this image from the City's General Plan. Because the proposed ordinance would change development standards and permit procedures for certain qualifying projects, appropriate LCP amendments would need to be approved in order to carry out this change in the coastal zone. Those amendments would have to be found consistent with the applicable policies of the Coastal Act, including Section 30253, before they can be effectuated.



Recommendations

Commission staff recommends that the EIR include a GIS analysis that identifies the TPAs potentially at risk from hazards associated with SLR through the year 2100. This analysis could use information from regional SLR models such as COSMOS and information from any relevant sea level rise vulnerability assessments that have already been conducted in this area. Such an analysis will reveal the TPAs that are safe from foreseeable coastal hazards where housing incentives should be prioritized, as well as those TPAs that are potentially exposed to SLR-related hazards. For the latter, different procedures for providing housing incentives should be developed that first require the relevant planning authority to study the area to determine whether adaptation strategies can be identified, approved consistent with the Coastal Act and the LCP, and implemented to ensure the area will be safe from SLR hazards. Only if the area can be proven safe should housing incentives be provided. The overall effect of this approach will be the concentration of development in areas that will remain safe and resilient through the end of the century.

Without consideration of SLR, the City could inadvertently concentrate development in areas that could experience storm flooding, erosion, and/or permanent inundation, which would put not only resources and investments at risk, but also human life and safety. By anticipating the future impacts of SLR, the City could avoid the high costs and consequences associated with locating urban development in areas subject to future coastal hazards.

Although CEQA does not generally require an analysis of the impacts that the environment will have on a project, it does require an analysis of the environmental impacts of placing development in hazardous areas – e.g., by placing homes, infrastructure, sewer lines, etc. in a SLR hazard area, it could cause water pollution, a strain on public services, and other impacts. The EIR should analyze these impacts and propose mitigation for any significant impacts.

In addition, the EIR should analyze the project's consistency with the City of San Diego's LCP, as well as applicable Coastal Act policies. CEQA Guidelines Appendix G states that lead agencies should analyze any "conflict with any applicable land use plan, policy, or regulation of

an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." Further, *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 941-42 identified that a jurisdiction's failure to analyze a project's conflicts with LCP policies "not only conflicted with its CEQA obligations, but also ignored the practical reality that the project must ultimately pass muster under the Coastal Act." Thus, if the project is not consistent with the LCP, then the EIR should analyze how the LCP will need to be modified to allow the project, and whether such modifications would be consistent with the Chapter 3 policies of the Coastal Act. This analysis will help ensure that any final project will minimize risk from coastal hazards and will also help streamline project review by ensuring that the City does not approve a project that will later face insurmountable hurdles related to Coastal Act consistency.

Again, thank you for the opportunity to comment on the proposed PEIR.

Sincerely,

Carey Batha
Environmental Scientist & Climate Change Specialist, Coastal Commission
Carey.Batha@coastal.ca.gov

Cc: Madeline Cavalieri, Statewide Planning Manager, Coastal Commission
Deborah Lee, San Diego District Manager, Coastal Commission
Gabriel Buhr, San Diego District Manager, Coastal Commission

From: C.A. K.
To: PLN_PlanningCEQA
Subject: My input for PEIR
Date: Wednesday, June 26, 2019 12:40:25 PM

Do not eliminate the height limit
Do not bypass community input
Do not rezone
Require parking for new high density areas. Do you really think people aren't going to have cars?
And what happens when we have the next water shortage? All the water I save and my neighbors save will be used by the thousands of new construction you all are proposing! Don't even allow new construction until there is no longer a water shortage or a future water shortage!
Chris

Sent from my iPad

July 3, 2019

Oscar Galvez
Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

Re: Transit Priority Area Housing and Infrastructure Incentive Program

Dear Mr. Galvez,

I am Chair of the University Community Planning Group. These comments are my own opinions and do not reflect a review or vote by the UCPG Executive Committee.

Definition of Transit Priority Area

Transit Priority Areas must be defined realistically if the City is to meet its General Plan goals by developing higher density housing in transit corridors:

1. Walking time rather than distance should be the metric used to decide if a housing project is within a TPA.
2. Major obstacles between a housing project and a transit stop need to be considered.
3. Traffic signal timing and traffic flow need to be considered.

A score consisting of a weighted combination of the above three factors should determine if a parcel is part of a TPA. The resources of the City's departments plus the use of Google Maps can be used to calculate the necessary inputs. This scoring metric can be adjusted to make the size of TPAs roughly correspond to the desired ½ mile radius shown on the TPA maps. The City can publish a map showing all parcels in a TPA that are also multi-family zoned.

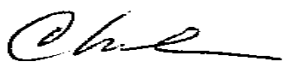
Allowing high density near transit will result in increased traffic congestion, increased GHG emissions, and difficultly meeting the CAP if residents *in practice* find it impractical to use transit. This can occur when there is a major freeway, road, rail corridor, or other obstacle between housing and transit. A notorious example is housing on the west side of I-5 south of Balboa Ave. with a transit stop on the east side of I-5. The only connecting corridor is a very unsafe underpass under I-5, seriously discouraging transit riders in this vicinity. Without improvements between housing and transit the result will be worsening traffic congestion and an inability to meet the CAP.

Redeveloped Multi-Family Housing in Transit Priority Area

In many areas of the City there are almost no undeveloped multi-family zoned housing parcels. Existing multi-family housing may be low density but frequently functions as the most reasonably priced rental housing in the area. Incentives associated with housing in TPAs will almost certainly result in many existing multi-family units being removed from the rental housing stock and replaced with generally more expensive housing.

It is important to study this process carefully so that policies designed to encourage housing in TPAs do not simply result in more expensive housing, even with the inclusion of a substantial amount of designated low income housing. Many renters that previously could afford this lower density housing will find that they don't qualify for new low income housing and effectively become excluded from the area's affordable housing.

Sincerely,



Chris Nielsen
Chair, University Community Planning Group
858-663-0186

From: dbarnes2
To: PLN_PlanningCEQA
Subject: Dear Sir or Madam, I strongly object to raising the 30 ft. Height limit! signed Don Burnette 4762 Mount gaywas Drive San Diego 92117
Date: Thursday, June 27, 2019 11:23:52 AM

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

July 3, 2019

Mr. Oscar Galvez
City of San Diego
9485 Aero Drive, M.S. 413
San Diego, CA 92123
PlanningCEQA@sandiego.gov

Subject: Comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the Transit Authority Housing and Infrastructure Incentive Program Project, San Diego, CA (SCH# 2019060003)

Dear Mr. Galvez:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the Transit Authority Housing and Infrastructure Incentive Program Draft Program Environmental Impact Report (PEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq*. The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program Subarea Plan (SAP).

The proposed project will allow for ministerial development of multi-family housing and neighborhood infrastructure improvements, including additional building square footage and height beyond what is otherwise allowed, within certain zones that currently allow for multi-family housing. The Department offers the following comments and recommendations to assist the City in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

1. Because of active and passive recreation pressure on conserved open spaces in the City and throughout greater San Diego County, the Department would like to emphasize the need for active public recreation infrastructure to accompany multi-family housing and general infrastructure improvements, as per the City's General Plan Recreation Element (RE-A.1). The draft PEIR should address public recreation needs that will result from higher density within zones with multi-family housing, and, if applicable, analyze direct or indirect impacts to biological resources, sensitive habitats, and/or conserved natural lands that could occur because of increased active or passive recreational use.

2. The NOP states that, "[t]he proposed ordinance would allow qualifying projects to be approved through a ministerial process; no discretionary development permit would be required for the development." The Department requests that the draft PEIR clarify the

elements that would allow a project to qualify for this program, and provide examples of the procedural forms or checklists used to determine if a subsequent environmental document will be required for additional analysis. We also request clarification as to whether construction activities from qualifying projects include those that could impact biological resources through ground disturbance, vegetation clearing, streambed alteration, etc. If these or other potentially significant impacts are not analyzed at a project-level and could occur as a result of the programmatic document, the Department recommends that the following general comments be considered and incorporated into the draft PEIR.

General Comments

3. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion that would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks that preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the draft PEIR and must compensate for the loss of function and value of a wildlife corridor.

   a) If the project area supports aquatic, riparian, and wetland habitats, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the draft PEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.[1] Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

   b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible

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1 Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSAA.[2]

4. The Department considers adverse impacts to a species protected by the CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085). Consequently, if the project, project construction, or any project-related activity during the life of the project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

5. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the draft PEIR.

   a) The document should contain a complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.

   b) A range of feasible alternatives should be included to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

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2 A notification package may be obtained by accessing the Department's web site at http://www.wildlife.ca.gov/Conservation/LSA

Biological Resources within the Project's Area of Potential Effect

6. The document should provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. This should include a complete floral and faunal species compendium of the entire project site, undertaken at the appropriate time of year. The draft PEIR should include the following information.

   a) CEQA Guidelines, section 15125(c), specifies that knowledge on the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

   b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see https://www.wildlife.ca.gov/Conservation/Plants/Info). The Department recommends that floristic, alliance-based and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008[3]). Alternately, for assessing vegetation communities located in western San Diego County, the Vegetation Classification Manual for Western San Diego County (Sproul et al. 2011[4]) may be used. Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

   c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at http://www.wildlife.ca.gov/Data/CNDDB to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

   d) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures

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3 Sawyer, J. O., T. Keeler-Wolf and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society Press, Sacramento.
4 Sproul, F., T. Keeler-Wolf, P. Gordon-Reedy, J. Dunn, A. Klein and K. Harper. 2011. Vegetation Classification Manual for Western San Diego County. First Edition. Prepared by AECOM, California Department of Fish and Game Vegetation Classification and Mapping Program and Conservation Biology Institute for San Diego Association of Governments.

should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

7. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the draft PEIR.

   a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

   b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing MHPA (e.g., preserve lands associated with the City's SAP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the draft PEIR.

   c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

   d) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

8. The draft PEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

9. The draft PEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

10. For proposed preservation and/or restoration, the draft PEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

11. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503.5 and 3513 of the California Fish and Game Code prohibit take of all raptors and other migratory nongame birds and section 3503 prohibits take of the nests and eggs of all birds. Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1-September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

12. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity

13. The Polyphagous and Kuroshio Shot Hole Borers (SHBs). The Polyphagous and Kuroshio shot hole borers (ISHBs) are invasive ambrosia beetles that introduce fungi and other pathogens into host trees. The adult female (1.8-2.5 mm long) tunnels galleries into the cambium of a wide variety of host trees, where it lays its eggs and propagates the *Fusarium* fungi species for the express purpose of feeding its young. These fungi cause *Fusarium* dieback disease, which interrupts the transport of water and nutrients in at least 58 reproductive host tree species, with impacts to other host tree species as well. With documented occurrences within the City, the spread of invasive shot hole borers (ISHBs) could have significant impacts in local ecosystems. Therefore, with regard to ISHBs, we recommend the draft PEIR include the following:

    a. a thorough discussion of the direct, indirect, and cumulative impacts that could occur from the potential spread of ISHBs as a result of proposed activities in the draft PEIR;

b. an analysis of the likelihood of the spread of ISHBs as a result of the invasive species' proximity to above referenced activities;

c. figures that depict potentially sensitive or susceptible vegetation communities within the project area, the known occurrences of ISHB within the project area (if any), and ISHB's proximity to above referenced activities; and

d. a mitigation measure or measure(s) within the draft PEIR that describe Best Management Practices (BMPs) that bring impacts of the project on the spread of ISHB below a level of significance. Examples of such BMPs include:

i. education of on-site workers regarding ISHB and its spread;
ii. reporting sign of ISHB infestation, including sugary exudate ("weeping") on trunks or branches and ISHB entry/exit-holes (about the size of the tip of a ballpoint pen), to the Department and UCR's Eskalen Lab;
iii. equipment disinfection;
iv. pruning infected limbs in infested areas where project activities may occur;
v. avoidance and minimization of transport of potential host tree materials;
vi. chipping potential host materials to less than 1 inch and solarization, prior to delivering to a landfill;
vii. chipping potential host materials to less than 1 inch, and solarization, prior to composting on-site;
viii. solarization of cut logs; and/or
ix. burning of potential host tree materials.

Please refer to UCR's Eskalen lab website for more information regarding ISHBs: http://eskalenlab.ucr.edu/pshb.html.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Jennifer Turner of the Department at (858) 467-2717) or via email at jennifer.turner@wildlife.ca.gov.

Sincerely,

Gail K. Sevrens
Environmental Program Manager
South Coast Region

ec: Patrick Gower (U.S. Fish and Wildlife Service)
Scott Morgan (State Clearinghouse)

From:	george cataulin
To:	PLN_PlanningCEQA
Subject:	No to PIER
Date:	Thursday, June 27, 2019 9:40:43 AM

Hi,
I live in Clairemont, near Bay Ho. I'm very much against the following:

The Mayor's plan to ELIMINATE the 30' ht. limit, --
Allow developers to BYPASS COMMUNITY INPUT if they follow certain "rules" before starting to build (a large apt. right next door to your house), --
Rezoning of our neighborhoods --
Require 0 parking for new high-density housing

Thanks,
George Cataulin

From: Loretta Wagner
To: PLN_PlanningCEQA
Subject: The Mayor's plan to eliminate the 30' ht. Limit
Date: Friday, June 28, 2019 3:02:11 PM

To Whom It May Concern:
We live in the Bay Park Area and
We are opposed to eliminating the 30 ft. ht. Clearance. We were out of town on June 26th not able to attend the meeting.
The developers just want to build for profit and do not live in the building and then we will be stuck with crowded streets and our beautiful views and lovely breezes that reach our homes will be ruined.
Moreno Blvd is already backed up in traffic going north and south in morning and evening ever since changed to single lanes and freeways are too. Please come and observe. We do not want or need more apartments, Condos etc. in our area.

Respectfully,

Glenn & Loretta Wagner
3550 Trenton Ave
San Diego, CA 92117-5645

(858)531-4246

Sent from my iPhone

From: Holly Churchill
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastructure Incentive Program
Date: Friday, July 05, 2019 11:51:55 PM

Dear City Planners,

It is highly dismaying to see an SB-50-type ordinance up for consideration. right here in San Diego.

Most of us in Clairemont either do not know what's going on, or if they do--they do not want to see such ordinances pass. We did not want the Mt. Alifan project; we do not want the Mt. Etna project; we do not want the height limit raised, and we do not want thousands of units of high density living units being built in our community. The community is going to fight all of this, and using whatever means possible.

The fact that the Mt. Etna project is being railroaded past the public quickly and with nearly clandestine techniques is appalling. For example, giving the public input deadline of today, chosen on the 4th of July weekend...that surely is a clever tactic to reduce the number of people willing to take the time to type their concerns.

I can tell you with no uncertainty that Clairemont does not want more high density. We, even those of us who are low income, do not want to live in a neighborhood that looks like downtown, UTC or Logan Heights. We are a true community.....We are a single-family home community that does not want thousands of additional residents crammed in a small area, without mandatory parking, and crowding our streets and schools. Our kids' and our safety is threatened by increased traffic and school congestion.

People in Clairemont moved here because they have the geographic benefit of a 15-minute-to-everywhere-San Diego -commute. They won't stop driving their cars, because they like being able to be independent and drive to most destinations quickly (again, location, location, location.)

I understand that the bureacrats think that Clairemont residents are expected to walk, bike, scooter, etc. down Balboa Ave. to get to the new trolley stop that is being built near Morena. We live in that area, and I can tell you this is a ridiculous notion. Taking 2 hours to get somewhere by public transpo. (i.e. bus) vs. taking 15 minutes by car.... what makes more sense? . Our college kids might take the trolley, during times they are staying with mom and dad, because they can Uber or walk to the trolley and head to the Gaslamp for a night out. However, unless you are that demographic, most people are not going to be walking Balboa and Genesee in suits and heels or other work clothes-- up and down canyons, headed to the trolley stop to take a trolley that takes 45 minutes (not 15) to get downtown. This is not New York City or Paris. The only people you currently see walking Morena or Balboa are either intoxicated transients, or tourists who are lost on the way to Sea World or Mission Bay. The trolley is going to be a huge benefit to those individuals--- transients (and likely criminals), but not to the broader population.

The area is simply too hilly and with too much canyon space and traffic for our community to become an urban destination. Clairemont residents like freedom of a quasi suburban neighborhood with good schools and nice parks and open spaces. They chose to be in such a

community where they can live independently, yet with collaboration with others from our community.

Corporate and local developers, deep pocket politicians, and large bureacuratic agencies like SANDAG need to know that the word is getting out about problematic proposals such as this ordinance. Once more people know what is being advocated through this measure and SB-50 type measures, there will be an outrcy. No homeowner wants the height restriction changed. We want due process in the discussion and development of any type of apartment building. A full measure of analysis is essential. The more clandestine, the more risky---because it's not going to look too good from a PR perspective to see how communities that are less affluent (such as Clairemont) don't get a say in what happens in their community. We are all San Diegans who are very well aware of what can happen in La Jolla and related communities, and the mutual political back-scratching going on with developers.

This position is not a reflection of 'not in my backyard' but it is about San Diego's 'mesas,' i.e. communities that have independent history and character, single-family home communities that do not want to turn into an entirely different animal. Once more San Diegans realized more about SB-50 and related bills, they will fight to keep the zoning and character of our communities. Also, the more clandestine the planning process, the more risky---because it's really not going to look too good from a PR perspective when people see that communities that are less affluent (such as Clairemont) are quietly driven from retaining control over their local community plan and development.

The less local control, the more ordinances, the more hidden agendas, the greater risk. San Diego is not Chicago, nor will it allow 1930's style Chicago good-old-boy backdoor politics to flourish. San Diegans are made clear about public measures affecting fire prevention, but they are not clear about proposals such as this ordinance. PLEASE make sure every resident is completely aware of measures such as these, so residents are fully aware. Then once awareness is present, some real grassroots, and hopefully productive, discussions can ensue. In the meantime, we are continuing to rally.

Thank you for continued efforts for inclusion and input.

Best,
Holly

HOLLY CHURCHILL
Member SGT & PTSA communities
Arts Event Consultant
cell 858-717-4315
hchurchill92117@gmail.com

From: Jack Carpenter
To: PLN_PlanningCEQA
Cc: smournian@gmail.com
Subject: TPA CEQUA EIR
Date: Friday, July 05, 2019 11:24:51 AM

Mr Galvez
This note is in response to the EIR scoping meeting for the proposed changes in density restrictions as proposed by the Mayor.
The existing Clairemont shopping centers are being rezoned for multi family housing under the Community Plan Update. This means that they would qualify for the increased density as proposed under the TPA. Major streets in Clairemont such as Balboa Ave. are already over capacity and having unrestricted development as proposed under the TPA is unacceptable.
Concentrating increased density near Trolley Stops and Freeway entrances is the best solution to accommodate growth in Clairemont.

Jack Carpenter

From: Jan Ault
To: PLN_PlanningCEQA
Subject: Height limits and zero parking.
Date: Thursday, June 27, 2019 3:01:35 AM

Do not change the height limits or have zero parking it will ruin our city! Get rid of short term rentals which will put back empty houses and condos on the market!

Sent from my iPad

The City of SAN DIEGO

Planning Department

Transit Priority Area Housing and Infrastructure Incentive Program

Public Scoping Meeting on June 26, 2019

Written comments regarding the proposed Program Environmental Impact Report's scope and alternatives will be accepted at the meeting. Written/mail-in comments may also be sent to the following address: Oscar Galvez, Environmental Planner, City of San Diego Planning Department, 9485 Aero Drive, MS 413, San Diego, CA 92123 or e-mail your comments to PlanningCEQA@sandiego.gov with the project name in the subject line no later than **July 5, 2019**.

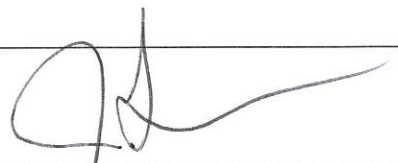
My comment is about (please check next to all that apply):

- ○ Aesthetics
- ○ Agriculture and Forestry Resources
- ○ Air Quality
- ○ Biological Resources
- ○ Cultural Resources
- ○ Energy
- ○ Geology and Soils
- ○ Greenhouse Gas Emissions
- ○ Hazards and Hazardous Materials
- ○ Hydrology and Water Quality
- ◉ Land Use and Planning
- ○ Mineral Resources
- ○ Noise
- ◉ Population and Housing
- ○ Public Services
- ○ Recreation
- ○ Transportation
- ○ Tribal Cultural Resources
- ○ Utilities and Service Systems
- ○ Wildfire

Comments (*use back of sheet if additional space is necessary*):

Let's get as much housing in TPAs so MTS can have more riders & less cars on the road.

I want my kids to live here & it's hard for me to downsize, considering housing availability & cost.

Name: Jeannette Temple Signature: 

Address: 2488 Historic Decatur Rd #220

San Diego, CA. 92106

From: city_heights@yahoo.com
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastruture Program
Date: Thursday, July 04, 2019 8:57:18 AM

Good morning,

The EIR being developed for this program should take account of the matters listed below.

Jim Varnadore
City Heights

- -

AESTHETICS: the PEIR should examine the debilitating effect of bad architecture and bad design on our citizens. An excellent area for detailed study is in the Northern parts of City Heights between University Avenue and El Cajon Boulevard; between Swift Avenue and Fifty-second Street. That area contains seven of the ten lowest income census tracts in San Diego, and you can see the awful architecture. Moreover, the success of elementary school children in Sub-districts D and E of the San Diego Unified School District, which generally serve that area, should be compared to the success of children in Sub-districts A and B which have better architecture and design. The preferred alternative must identify architecture and design as high-priority requirements that must be decided by the host communities rather than by elected officials and developers.

CULTURAL RESOURCES: The PEIR must notice that increased population demands increased library services, among others. It must identify library services as the CULTURAL RESOURCE to be augmented as populations are increased in the individual communities.

FAIRNESS AND EQUITY: The PEIR must examine the inequality in the current densities from community to community and examine the amount of city services that are provided per capita in each community. Then the PEIR should strongly recommend that new population be channeled into affluent areas which already have suitable suites of amenities rather than into the poorer areas which don't have those amenities. FAIRNESS AND EQUITY have to be considerations in the PEIR, even if that means delaying the increased density in transit priority areas until after population is added outside the TPAs.

GREENHOUSE GAS EMISSIONS: Transportation is a major source of GHG emissions. The recommendation below in the TRANSPORTATION section to the effect that the preferred alternative must insist upon augmented transportation as a service needed by families should strongly emphasize public transit as the major part of that augmentation. The present transit system is slow and expensive, and it generally moves low-income workers from their homes to scutwork jobs rather than to work sites that pay suitable wages and benefits. The PEIR should strongly recommend a strategy and associated tactics to reduce GHG emissions by improving TRANSPORTATION, especially public transit.

HYDROLOGY AND WATER QUALITY: The remarks below in the UTILITIES AND SERVICE SYSTEMS section apply to hydrology and water quality. Those remarks identify needed mitigation of hydrology and water quality as well as UTILITIES AND SERVICE SYSTEMS.

LAND USE AND PLANNING: the PEIR should examine the disconnect between the demand of elected officials and the development industry to have as many units (i.e. front doors) as possible on the one hand, and the need of families, especially low-income families, for larger units. Elected officials and developers want 0- and 1-bedroom units so that a lot of them can be crammed into a given space, and the officials can claim credit for lots of new units. Families who live in or want to live in San Diego, especially lower income families, are larger and many are multi-generational. They need 3-, 4-, and 5-bedroom units to house themselves. The preferred alternative must emphasize the needs of residents for larger units rather than the desires of elected officials and developers for smaller units.

POPULATION AND HOUSING - 1: The remarks above in LAND USE AND PLANNING apply to POPULATION AND HOUSING. Both categories of environmental impact call for the preferred alternative to specify larger units.

POPULATION AND HOUSING -2: the PEIR should examine the impact of adding population to a community without adding amenities. An additional 100 families brought into a community will require 200 more seats in local schools; added hours at libraries; added hours at recreation centers; additional Community Relations Officers in the SPDP Division that serves them; access to healthy foods; access to health care; and access to shopping. If an additional 100 families are brought into City Heights, for instance, there is no major grocery store nearby for them to use. We do have one large and two small Hispanic-theme groceries, and one medium and one large size Asian grocery, but no Albertsons, no Vons, no other grocery with a wide range of household items. City Heights is a food desert, and it isn't the only food desert in San Diego. The PEIR should identify this deficiency and call for its remedy before large numbers of people are added to any community.

PUBLIC SERVICES: the remarks above in the POPULATION AND HOUSING section and the remarks below in TRANSPORTATION apply equally to PUBLIC SERVICES. The preferred alternative must identify police, library, recreation, and transportation - especially public transit - as services that must be augmented contemporaneously with each set of units built in a community.

RECREATION: the remarks above in the POPULATION AND HOUSING section and the PUBLIC SERVICES section apply to the study of recreation and its effects. The preferred alternative must identify recreation as a service that must be augmented as each set of units is built in a community.

TRANSPORTATION: the PEIR should examine the transportation that is actually available to residents in each community; especially the transportation that takes them from where they live to where they work. The PEIR should not rely on any plan or proposal for the future, especially if the plan or proposal comes from SANDAG. The very bad transportation system we now have derives chiefly from SANDAG thinking and recommendations. The transportation system in place now, both light rail and rubber-tire, generally designed by SANDAG, serves poorly to take people between work centers and the housing centers. Citizens are now forced by economic circumstance to own and use automobiles because the extant transportation system does not connect job sites to home sites. The preferred alternative must identify transportation as a service to be augmented as new units are built.

UTILITIES AND SERVICE SYSTEMS: The PEIR should measure the amount of water and power that is now available per resident in San Diego and compare the growth rates of utilities with the growth rates of populations to determine the maximum number of people that can be accommodated in the City overall and in each of its communities. We cannot continue blindly presuming that there will be water and power for every new family into the indefinite future. The PEIR should require a careful study of the demands new populations will place on the City and how those demands can be accommodated.

From: Kasey Tocco
To: PLN_PlanningCEQA
Subject: Clairemont Density
Date: Saturday, June 29, 2019 6:43:41 PM

To whom it may concern,
My husband and I are homeowners and residents of Clairemont since 1980. You MUST take into account the residents feedback and concerns around infrastructure prior to re-zoning and building new developments. Our roads are taxed, our police and fire are insufficient and the proposed added units create an unsafe and libelous living situations. We agree that additional housing is needed but plans for supporting infrastructure MUST be put in place FIRST.
Kasey and Vince Tocco
--
Thanks, Kasey

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

July 5, 2019

File Number 3300300

Mr. Oscar Galvez
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123
planningceqa@sandiego.gov

Dear Mr. Galvez:

Subject: Transit Priority Area Housing and Infrastructure Incentive Program Notice of Preparation

Thank you for the opportunity to comment on the Transit Priority Area (TPA) Housing and Infrastructure Incentive Program (Incentive Program) Notice of Preparation (NOP). 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 2015 Regional Plan (2015 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 comments are based on policies included in the 2015 Regional Plan and are submitted from a regional perspective.

Transportation Demand Management & Mobility Hubs

Transportation demand management (TDM) strategies consist of programs, services, and policies that encourage transportation alternatives to the private automobile and can help mitigate traffic impacts and parking demand within and around development. Mobility hubs are places of connectivity where different modes of travel – walking, biking, transit, and shared mobility – seamlessly converge. They are best suited near high-frequency transit and where there is a concentration of employment, housing, shopping, and/or recreation.

The City's proposed incentive program for TPAs provides an opportunity to facilitate the implementation of the SANDAG Regional Mobility Hub Strategy. SANDAG appreciates the City's decision to eliminate parking requirements in TPAs. Additional parking demand management strategies, combined with TDM measures and mobility hub features and services, can enhance the City's Parking Reform for multifamily residential developments in TPAs, reduce dependency on the private automobile, and help the City achieve its Climate Action Plan goals.

When developing the Environmental Impact Report (EIR) for the TPA Incentive Program, please consider requiring developers to integrate both TDM programs and mobility hub features and services through the approval process. The following are examples of possible TDM measures and mobility hub services to include:

- Provide and promote subsidized transit passes for residents and employees;
- Implement parking maximums to place a ceiling on the number of parking spaces a development can build in relation to transportation amenities;
- Provide on-site shared mobility services (e.g., carshare, bikeshare, neighborhood electric vehicles to offer alternatives for travel;
- Establish a designated transportation coordinator to manage and monitor TDM programs to employees and residents;
- Wayfinding signage to community destinations and nearby bike/pedestrian routes;
- Provision of electric vehicle charging for zero-emission vehicles and micromobility devices;
- Provision of bike amenities, such as bicycle repair stands and secured bike parking;
- Provision of flexible curb space to accommodate passenger loading and unloading (e.g., on-demand rideshare and shuttle services). Flexible curb space can also accommodate mobile retail and food services; and
- Interactive kiosks that display real-time information about nearby transit, micromobility, carshare, on-demand rideshare, and other available transportation options.

For the full list of Mobility Hub features, please refer to the SANDAG Regional Mobility Hub Strategy Catalog. As part of the TPA Incentive Program, please consider providing this catalog as a resource for developers to select appropriate transportation amenities for their site.

Last, iCommute, the SANDAG TDM program, provides regional TDM services that encourage the use of transportation alternatives. Regional TDM programs that can be promoted to tenants and employees include the Regional Vanpool Program, the Guaranteed Ride Home service, and support for bicycling, carpool, and transit. Information on the SANDAG TDM program can be accessed through iCommuteSD.com.

Active Transportation

In addition to the TDM measures and mobility hub services outlined above, please consider encouraging developers to prioritize high-quality biking and walking infrastructure when constructing neighborhood-serving infrastructure improvements. These types of improvements are supportive of the goals of the City's Climate Action Plan, as well as the TPAs themselves.

Other Considerations

SANDAG has a number of resources that can be used for additional information or clarification on topics discussed in this letter. These can be found on our website at sandag.org:

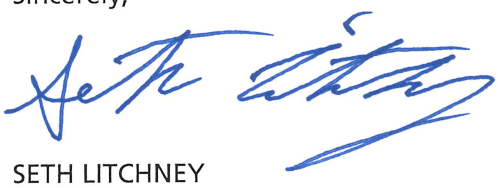
- Designing for Smart Growth: Creating Great Places in the San Diego Region
- Parking Strategies for Smart Growth
- Trip Generation for Smart Growth
- Regional Mobility Hub Strategy Catalog
- Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region
- SANDAG Regional Parking Management Toolbox
- Riding to 2050: The San Diego Regional Bike Plan

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 City of San Diego's TPA Incentive Program NOP. If you have any questions, please contact me at (619) 699-1943 or seth.litchney@sandag.org.

Sincerely,



SETH LITCHNEY
Senior Regional Planner

SLI/KHE/jla

From: Lisa Lisa
To: PLN_PlanningCEQA
Subject: Bay Park height limit
Date: Thursday, June 27, 2019 1:54:14 PM

Hello,

I am a resident of Bay Park neighborhood (92110). We, along with many others, chose the property, because we can get a view of the bay. If the height limit is removed, that will significantly effect (completely block) our views, and may also significantly decrease the value of our properties.

Hope you understand.

Thanks,
Lisa Co

From:	lisa nordquist
To:	PLN_PlanningCEQA
Cc:	Muto, Alyssa; Vonblum, Heidi; Schoenfisch, Brian
Subject:	Transit Priority Area Housing & Infrastructure Incentive Prog PEIR
Date:	Tuesday, July 02, 2019 6:32:11 PM

Mr. Galvez & Staff,

Please add my comments to the PEIR for the Transit Priority Area Housing & Infrastructure Incentive Program. (attached is the same; please redact my address where possible)

I attended the scoping meeting on June 26th and met Alyssa and Heidi.

I particularly appreciate the fact that this program is incentivizing development without an in-lieu fee. Because the in-lieu fees have cost San Diego County and city thousands of unbuilt affordable residences, created a greater divide between the rich and poor, and contributed greatly to the emergency housing situation we now find ourselves, this is the best part about this proposed amendment.

I think there is more room for improvement however. Though the information presented at the scoping meeting was extremely vague, my concerns about an amendment like this are based on the RHNA letter from Zachary Omstead, Deputy Director of CA Dept of Housing & Community Development, to Kim Kawanda Chief Dep Exec Director, SANDAG:

"Pursuant to Gov. Code section 65584(d), the methodology to prepare SANDAG's RHNA plan must be consistent with the following objectives:

(1) Increasing the housing supply and mix of housing types, tenure, and affordability

(2) Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns

(3) Promoting an improved intraregional relationship between jobs and housing

(4) Balancing disproportionate household income distributions"

My concerns are as follows:

1. It does not equitably distribute high density affordable throughout San Diego. Instead, it does a disservice to those of a lower income bracket and those living in lower- and lower middle-class communities by densifying areas with thousands of rental units. This does not create a community or afford those in need a better way of life. Rather, it segregates the poor into the poorer areas and keeps wealthier communities isolated.

2. It does not encourage a variety of housing types and affordability in all areas of

San Diego. Conversely, it intentionally keeps areas with low-density, sprawling, single family plan areas—areas without workforce housing—void of rental housing or a mix. And the same for purchasing options: it innately prohibits purchase opportunities for young families, lower income persons, and first-time buyers by reducing the amount of single-family land use.

3. It bypasses environmental protections. Shocking to believe a city, or state, that has instituted such a tremendous amount of environmentally conscious codes and CEQA would now reverse its approach and allow a free pass for developers to build without constraint.

4. It does not adequately address infrastructure, like schools and fire protection. If the city is going to load specific communities with density, *infrastructure must be upgraded before density is added.* If a fire like any of the last three major fires in California strikes one of these under-staffed fire areas, like Clairemont, it will kill thousands of residents. If amendments like this are to be instituted, then developers, the county, and city should all contribute to specific, extra infrastructure bonuses for those areas.

5. *Transportation must be in place prior to densification*. If city planning continues to instigate high-density development in targeted areas without the funding, planning, or even a commitment from SANDAG to remedy transportation-related issues, all of the county will be an absolute nightmare to live or commute. The direction and relationships currently with SANDAG are not confidence-building. With a list of incomplete projects tax payers have already funded, an amendment like this asks that we continue to fund apparently inept project management to the tune of billions of dollars.

6. It removes the voice of a community. Good planning is about creating better communities, not muzzling them. I understand the city is under pressure from the state to add dwelling units, but irrational planning moves create long-term problems. This may be a gentler way to establish an SB50 type policy for our locality, but *removing the public's voice for the sake of government's convenience is not a strong policy to grow on*.

I understand the community engagement aspect of current CEQA guidelines is tiresome. I have been to many meetings where the public is uninformed and sometimes, frankly, obnoxious. However, public voice and input is the essence of our system of government and necessary to maintain a republic. Furthermore, community participation is essential for good growth, buy-in, trust, cohesion, and better solutions to name a few.

The City of SD needs to keep income-generating families in town and in the state: it needs tax payers to stay in California to pay for entitlements, pensions, and a rapidly growing aging population. If the city and state continue to create extreme, permanent planning decisions in an attempt to remedy a temporary housing situation, they will incur permanent losses by way of decreasing revenue from tax-generating families and businesses.

Keep families and businesses in San Diego by offering better solutions. Spread the density out so that 8-10 communities don’t have to bear the brunt of it all. Development ideas like YIGBYism, pocket developments, and crate building can better distribute housing, expedite the processes, and incredibly reduce costs.

Thank you for your time and including my commentary in the PEIR.

Sincerely,

Lisa Johnson
5449 Burford St
San Diego, CA 92111

From: Jennifer Mayer
To: PLN_PlanningCEQA
Subject: STOP trying to change Height limits and sneaky rezoning
Date: Wednesday, June 26, 2019 11:10:54 AM

To you folks who are supposed to represent San Diego residents and NOT developers:

I'm so tired of our "representatives" trying to constantly change height restrictions! You clearly do not care about our property values or parking and traffic issues. It all comes down to the mightly dollar for you. STOP messing with our height restrictions and keep them at 30 feet and stop trying to rezone! We've voted on this over and over and had to fight your sneaky petitions and back door voting. This has got to STOP! You need to represent me and my neighbors who pay your salary for once.

Signed and extremely ticked off TAX PAYER, San Diego resident for OVER 20 YEARS,
Mary Jennifer Mayer
1344 Monitor Rd, 92110

From: Jan Keaf
To: PLN_PlanningCEQA
Subject: Mayor's density plan
Date: Wednesday, June 26, 2019 11:55:43 AM

My husband and I have been residents of pacific Beach for 46 years. We own our home. We are very much against any plan that makes exceptions to the 30 ft height limit or eliminates the need for parking spaces or refines residential areas.

Max and Janice Keaffaber
San Diego 92109
Sent from my iPhone

From:	michael dwyer
To:	PLN_PlanningCEQA
Subject:	Transit Priority Area Housing and Infrastructure Inventive Program
Date:	Friday, July 05, 2019 4:25:28 PM

At the June 26 public scoping meeting your office requested public input to help prepare a Program Environmental Impact Report. However I noticed several different lists of suggested topics.

Specifically the list on the screen from the slide show was different from the list provided in the Notice of Preparation, which was different from the chart beside the screen and all of them were different from the list included in the comment sheet handed out at the end of the meeting.

Since each of these 4 lists contained a different set of items, how is the public to know which list is correct to know which topics on which prepare a response?

Michael Dwyer

From: michael dwyer
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastructure Incentive Program
Date: Friday, July 05, 2019 4:56:21 PM

Here are some of my input items from the scoping meeting in preparation of a Program Environmental Impact Report (PEIR). In no particular order.

Since the map distributed in the Notice of Preparation of PEIR of June 5, and the map chart included in the public scoping meeting of June 26 were not very clear regarding the exact location of areas affected by this Program, please provide a scalable on-line map of Transit Priority Area and multi-family housing authorized areas in the city so the public can better review affected neighborhoods by this new Program.

Utilities - list the water and sewer infrastructure upgrades needed in each neighborhood for the maximum planned new population.

Air Quality - List the air quality hazards of demolition of older buildings which is needed before building new, multi story structures. This includes lead and asbestos abatement. Also list the hazards of new construction on these sites.

Energy - List the additional electrical power that will be needed for each affected neighborhood for the new population and concomitant impact of undergrounding the new utilities using such parameters as noise, air quality, debris removal, storm water prevention, etc.

Water Quality - List the storm water prevention practices that will be used during construction especially in winter weather to protect storm water drains. Include practices to mitigate run-off water from dust mitigation if water spraying of construction debris is used as a control measure for flagrant dust.

Noise - Describe expected noise levels of demolition and construction in each neighborhood.

Transportation - Describe the current levels of road traffic in each neighborhood and expected increase from the additional population after the housing is built out. Describe improvements in traffic mitigation to major streets and arteries to accommodate vehicular traffic caused by more housing units. Describe whether the traffic in these neighborhoods can be mitigated by adding buses and/or more frequent buses/trolleys to increase ridership especially since the City of San Diego does not provide bus/trolley service. Describe expected temporary traffic congestion during demolition and construction of the new housing in all of the affected neighborhoods.

Recreation - Describe what additional parks and recreation facilities will be required for each affected neighborhood and where they might be located.

Public Services - Describe the additional police, fire and library services which will be needed for the additional population in each of the affected neighborhoods. Describe how the city will provide

additional school services for the additional population.

Michael Dwyer

From: michael dwyer
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastructure Incentive Program
Date: Friday, July 05, 2019 4:59:02 PM

Please add my email address (dwyerm@san.rr.com) to the mailing list for future updates on the status of the Transit Priority Area Housing and Infrastructure Incentive Program, such as the review period on the draft Program Environmental Impact Report.

Michael Dwyer

4734 Mount Saint Helens Drive

San Diego, CA 92117

From:	Nicole Dietz
To:	PLN_PlanningCEQA
Subject:	Disapproval / Feedback - Transit Priority Area Housing and Infrastructure Incentive Program
Date:	Tuesday, July 02, 2019 9:41:26 AM

Hello,

My name is Nicole Dietz and I am the Vice President, Controller at a local San Diego Company located in the UTC/La Jolla area. I moved to Clairemont Mesa in September of 2007 and my husband/family and I purchased a home in Clairemont Mesa on Mount Harris Drive in November of 2012. Since then, we have invested a significant amount of money into our home with a 2nd story remodel and investing in the area as we fell in love with the community of Clairemont Mesa and wanted to invest in a future here. I am appalled by the Transit Priority Area Housing & Infrastructure Program being proposed for our community.

The intent of this e-mail is to express my disapproval of the Transit Priority Area Housing and Incentive program for the following reasons:

1) It is violates the nature of our country by not allowing public input or involvement in the planning process. We pay significant dollars in taxes in the area and are significant contributors to the schools and community in Clairemont. Taxaxtion without representation is in direct violation of our rights as home owners and tax payers.

2) This program does not adhere to the state's RHNA numbers, implementation or types of housing.

3) This program segregates poor into lower (poorer) areas with high density and predominantly rental housing. How does this fix the issue? What about equitable distribution?

4) Lastly, this program bypasses CEQA, aka environmental protections, infrastructure and service upgrades (like police and firefighters). As it is, the Community does not have enough police officers and fire fighters recommended for the current density, how will this program address this?

Thank you and please confirm receipt of this e-mail along with passing to the appropriate representatives.

Nicole Dietz, CPA

From: R
To: PLN_PlanningCEQA
Subject: Transit Priority AreaHousing and Infrastructure IncentiveProgram
Date: Wednesday, June 26, 2019 5:46:46 PM

I couldn't make it to the meeting today to express my opposition to having my zoning changed.

I bought my home in a quiet neighborhood where everyone had enough space to park their cars. Traffic was rare.

I see the zoning change as a degradation of the current residents' quality-of-life, dishonoring the promise the zoning guaranteed us when we bought our homes.

I don't want tall and/or multi-story buildings in my neighborhood, especially if they don't have adequate parking.

Residents on my street only park in front of their own homes. There is always parking in front of my home for guests. That will be gone once thousands of units are built in the area without adequate parking space.

Balboa Avenue near Moraga already has bumper-to-bumper traffic for a short while most late afternoons. I can avoid those hours and enjoy low-traffic at other times. I won't be able to do that after thousands more residents arrive.

If these projects go through, I hope the sellers will inform the prospective buyers that the property is on or near the Rose Canyon Fault, which is overdue for an earthquake. Whoever owns and/or resides in those properties at that time has a high probability of suffering property damage at a minimum.

My preference is to keep the zoning as it is now. If it must be changed, my preference is to keep the height limit to 30' and retain the off-street parking space requirements for new construction as they are now.

I do not believe builders need "incentives" to develop properties in this area.

Sincerely,

Rick Kamen

From:	robertosalinas48
To:	PLN_PlanningCEQA
Subject:	It is totally unacceptable that you hold meetings of such importance when you know most people are working. I oppose any further efforts to change, alter, or modify any major densifixation on Morena, Clairemont, and Linda Vista.
Date:	Tuesday, July 02, 2019 3:12:56 PM
Importance:	High

Sent via the Samsung Galaxy Note8, an AT&T 4G LTE smartphone

Rancho Bernardo Community Planning Board

12463 Rancho Bernardo Road #523, San Diego, CA 92128
www.rbplanningboard.com

July 5, 2015

Mr. Oscar Galvez
Environmental Planner, City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

RE: Notice of Preparation of a Draft Program Environmental Impact Report for the Transit Priority Area Housing and Infrastructure Incentive Program Citywide in Transit Priority Areas

Dear Mr. Galvez:

The Rancho Bernardo Community Planning Board (Planning Board) appreciates the opportunity to review and provide input on the Notice of Preparation (NOP) for the draft Program Environmental Impact Report (PEIR) for the Transit Priority Area Housing and Infrastructure Incentive Program Citywide in Transit Priority Areas (Program). The proposed ordinance would implement the City of San Diego's General Plan City of Villages Strategy and Climate Action Plan with the intent of achieving the City's Regional Housing Needs Allocation by facilitating construction of the General Plan's planned densities focused in the City's Transit Priority Areas (TPAs). The proposed ordinance would apply Citywide within TPAs in zones that allow multi-family housing. The proposed ordinance would allow qualifying projects to be approved through a ministerial approval process in exchange for new development providing onsite affordable housing units and neighborhood-serving infrastructure improvements. The proposed ordinance would allow additional building square footage and height beyond what is otherwise allowed in the zone.

Analysis of the issues to be addressed in the PEIR are of interest to the Rancho Bernardo community because of the potential for regional and local short- and long-term effects related to the lag between the construction of housing units at densities beyond what is allowed by existing zones and planned for in approved community plans and the provisions of needed infrastructure and public services and facilities to support new and current residents in areas affected by the Program.

Environmental Effects – The Planning Board requests that the list of potential significant adverse effects listed in the NOP be expanded to include to following:

1. According to the NOP, "The proposed ordinance would allow qualifying projects to be approved through a ministerial approval process in exchange for new development providing onsite affordable housing units and neighborhood-serving infrastructure improvements." The description of the proposed Program in the PEIR should include an explanation of how agreements to provide neighborhood-serving infrastructure improvements can be accomplished when the development will be approved through a ministerial approval process that is not set up to include or enforce such agreements. Without assurances that infrastructure improvements will be provided at the time of need, this statement cannot be used to make the determination that impacts to public facilities and service will be adequately addressed through the Program.

2. In assessing the impacts related to transportation/circulation, air quality, and greenhouse gas emissions (GHG), the draft PEIR should include an analysis of how timing of implementing the new ordinance, including incentives for additional housing units, will be phased with the availability of adequate transit to meet the travel needs of the new residents. If housing is developed before adequate transit is provided, travel trips on local roadways and the regional highway system will increase along with increased congestion, air pollution, and GHG emissions. The PEIR should described and quantify these interim effects, as well as evaluate how these effects could impede the City's ability to achieve its GHG goals in the short term. The PEIR should also indicate what if any measures could be incorporated into the Program to minimize these interim effects, such as limiting the number of units that can be developed in transit-deficient Transit Priority Areas until adequate transit is available to accommodate new residents.

3. The impacts to parking availability for both residential areas and to businesses should be evaluated in the PEIR, as inadequate parking could adversely affect existing land uses and increase GHG emissions as drivers search for available parking spaces.

4. The availability of adequate stormwater facilities, sewer connections, public services, and park facilities vary throughout the City. The PEIR must address the current capacity limitations on an area by area basis in order to fully evaluate the effects of the current proposal. A broad-brushed analysis of the impacts of increasing development on these facilities and services will not adequately evaluate the long-term potential effects of increased development in the various communities throughout the City. The analysis of the effects on facilities and services should be followed with measures that could be implemented to mitigate these effects.

5. The proposed ordinance would allow building heights for new development that exceed those permitted in the zone, potentially resulting in new buildings casting shadows on existing development that conforms to existing zoning. Therefore, the PEIR should address the potential impacts of shading on adjacent properties, including effects on existing solar facilities and landscaping, particularly trees. Measures, such as a discretionary review process for projects that exceed a certain height, should be incorporated into the Program to ensure that the impacts of shading on adjacent properties are minimized.

6. The PEIR should evaluate the development standards in the new ordinance to determine how new development could affect the availability of greenspace throughout the City, including trees meant to assist in meeting the City's Climate Action Plan goals. Additionally, an evaluation of the effects of any reduction in greenspace on runoff and the City's ability to meet current stormwater quality objectives should be included.

Thank you again for the opportunity to provide our comments. The Planning Board requests that it be notified when the draft PEIR is made available for public review and comment.

Sincerely,

Robin Kaufman

Robin Kaufman
Chair, Rancho Bernardo Community Planning Board

cc: Councilmember Mark Kersey, District 5

From: Roxanne Constandse
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastructure Incentive Program
Date: Wednesday, June 26, 2019 1:24:32 PM

Roxanne Constandse
6940 Forum St.
San Diego, CA 92111
roxanneconstandse@gmail.com
June 26, 2019

Oscar Galvez
Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

Dear Oscar Galvez:

I know we are in a housing crisis and need more affordable housing, but I am opposed to requiring zero parking for new high density housing within the 1/4 mile of a major transit stop. I think this will create many problems for the surrounding communities. I think new housing should be required to provide at least some parking.

I am also opposed to proposed legislation that would prohibit cities from creating new parks or open spaces.

Sincerely,
Roxanne Constandse

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-3137
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

July 3, 2019

11-SD- 5,8,15,52,56,94,163,805
PM VAR
Transit Priority Area Housing and Infrastructure Incentive Program
NOP/SCH#2019060003

Mr. Oscar Galvez
City of San Diego
9485 Aero Dr., M.S. 413
San Diego, CA 92123

Dear Mr. Galvez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the Transit Priority Area Housing and Infrastructure Incentive Program located near Interstate 5 (I-5), Interstate 8 (I-8), Interstate 15 (I-15), Interstate 805 (I-805), State Route 52 (SR-52), State Route 56 (SR-56), State Route 94 (SR-94) and State Route163 (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.

Caltrans has the following comments:

Traffic Impact Study

It is understood that impacts are not being mitigated at a programmatic level, instead individual projects will analyze their impacts and develop appropriate mitigations for project specific direct, cumulative and latent demand traffic impacts. Caltrans anticipates further coordination with the City to address transportation needs and mitigations, with mitigation solutions not being limited solely to projects mentioned in the SANDAG Regional Transportation Plan. Operational improvements should be considered as mitigation measures and developed to fulfill the intent of CEQA.

A Traffic Impact Study (TIS) may be needed to determine each project's relative impacts and contributions to proposed mitigations.

- The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity.
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, buses on shoulders, ramp improvements, or other enhancements that promote a complete and integrated transportation system. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Land Use and Smart Growth

Caltrans recognizes the strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, land use patterns can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-

modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, and coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in any TIS submitted to Caltrans. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts. Caltrans looks forward to continuing to coordinate with the City on developing appropriate mitigation opportunities as part of updating the "Transit Priority Area Housing Program" into the "Infrastructure Fee Study".

Right-of-Way

Any work performed within Caltrans' Right-of-Way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W and any corresponding technical studies.

Early coordination with Caltrans in locations that may affect both Caltrans and the City of San Diego is encouraged.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to kimberly.dodson@dot.ca.gov.

Sincerely,

(SETH CUTTER) for

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch

From: Seth Senecal
To: PLN_PlanningCEQA
Subject: Transit Priority Area Housing and Infrastructure Incentive Program
Date: Friday, July 05, 2019 12:42:25 PM

Good afternoon,

I am writing to share my views on the plans to increase housing density in the Clairemont region specifically, and in the Greater San Diego Area generally.

Simply put, it will not work. The root of the housing affordability problem in this region is simple: Housing in San Diego is not *about* housing, it is about maximizing someone else's profits. Our housing market is flooded with big developers looking to build more "luxury apartments," foreign investors, speculators, flippers, and private individuals looking to cash in on the feeding frenzy. Actual San Diegans simply cannot compete because most are simply looking to buy a place to live at a reasonable price in a reasonable area, and do not have the large quantities of ready cash that the for-profit crowd have.

Increasing density, removing height restrictions, and all the other proposed actions will only make things worse by throwing more residents into the juicer to be squeezed for all they are worth. Our entire region is already overdeveloped, overtaxing our infrastructure and local resources. Our city leaders seem inexplicably obsessed with trying to turn our lovely area into another Los Angeles or New York City, both of which are little more than hideous blights on their landscapes, horribly overcrowded, and *still* outrageously expensive places to live.

With regards to the proposed lack of requirements for on-site parking for new developments, it is dangerously naive to believe that incoming residents will *not* bring enormous amounts of new vehicles to their neighborhoods, and they *will* create extreme amounts of new traffic to already-overburdened areas, and they *will* flood the streets with parking problems. To give a simple example, I have personally seen 1 family bring no fewer than 8, count them, **EIGHT** cars to their street. No matter the proximity of public transit or shopping, people will still bring cars, and lots of them. We have far too many examples of areas that have been ruined by such measures, Pacific Beach being just one.

Lastly, developers have demonstrated time and again that they have no interest in improving the affordability of housing in San Diego. They always simply buy out of the requirement, and pile still-more over-expensive units. What our city needs to do is take very real steps to change the nature of housing. Most San Diegans rent, and are held over a barrel by their landlords: Their rent is ratcheted up like clockwork, not because property owners are hurting financially, but *because they can.* The entire situation and system has become exploitative, and it needs to be rolled back. We do not have a free-market housing situation; the haves are in complete control over the have-nots, and it is only getting worse. What we need are incentives to sell to homebuyers, and not to speculators, flippers, and the like who are just trying to make a buck at the expense of hard-working families. We need to hold landlords accountable to provide decent conditions at decent rates, instead of treating tenants simply as resources to be drained and then cast aside when they can no longer afford the next rate hike. We have PLENTY of places to live here, the problem is that prices and rates have been allowed to spiral out of control, and so many places are sitting empty. Write-offs need to be restricted or eliminated, and loopholes closed so that owners must make good-faith efforts to put their properties to good use, rather than allowing them to sit empty and useless.

Inclosing, I would like to restate that all efforts to address the housing problem in our region that I have seen so far are doomed to fail because they do not address the true nature of the problem. Again: Removing height limits, increasing density, and above all, *allowing developers so much freedom of movement,* will do nothing other than further burden the area and its citizens, while further enriching the very people and entities that are ultimately responsible for the very problem they claim to be trying to solve.

I am at your disposal to discuss the matter in greater depth, and to contribute what viewpoints, understanding, and ideas that I may have to the larger efforts.

Sincerely,

-Seth A. Senecal, Ph.D
(858) 560-5177

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

July 1, 2019

Oscar Galvez
City of San Diego
9485 Aero Dr., M.S. 413
San Diego, CA 92123

RE: SCH# 2019060003 Transit Property Area Housing and Infrastructure Incentive Program, San Diego County

Dear Mr. Galvez:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Steven.Quinn@nahc.ca.gov.

Sincerely,

for

Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

From: Sue Rogers
To: PLN_PlanningCEQA
Subject: Changing 30'height limit and changing zoning
Date: Wednesday, June 26, 2019 1:34:02 PM

Dear planning committee,
It's tough to be at your meetings in the mid day, but I wanted to add my opinion to the mix. I live in Bay Park. I saved for many years to afford to live in this wonderful area. Please don't change the height limit of 30 ft! I paid extra to have a view! No one here wants additional height or density . The freeway is already packed at our on ramps. And no the trolley will not be the only transportation for all these people you are planning . San Diego doesn't have the infrastructure of trolleys and subways to survive without a car. So planning new houses without parking is a horrible idea that will impact our neighborhood streets! Please don't ruin our sweet neighborhood.
Where do you live? Maybe put the building beside your house?
This undesired cramming of crazy ideas down our throats is not acceptable!
You were hired by the people to represent us! Listen loud and clear- NO THANK YOU!!!
SIncerely, Sue Rogers
Bay Park Resident

Sent from my iPhone

From:	Thomas Stephens
To:	PLN_PlanningCEQA
Cc:	CouncilMember Chris Cate; JeRae.Bailey@sdcounty.ca.gov; Yolanda.Calvo@sdcounty.ca.gov
Subject:	Transit Priority Area Housing and Infrastructure Incentive Program: Response to June 26 scoping meeting
Date:	Friday, June 28, 2019 12:15:47 PM

Sirs,

I want to register my firm opposition to the various stated plans at the scoping meeting, including:

-- Rezoning of our neighborhoods
-- Eliminating the 30' ht. limit
-- Allowing developers to BYPASS COMMUNITY INPUT if they follow certain "rules" before starting to build
-- Allowing optional 0 parking for new high-density housing

The result of the above actions, if adopted, will enable certain out-of-scale and poorly conceived projects (eg, the County Crime Lab redevelopment at Genesee and Mt Etna) that will have a huge negative impact on the immediate area, and likely destroy the character of the nearby neighborhood, of which I am a home owner. I also object to the city/county's ramrod planning and scheduling process (evidenced by the scoping meeting itself) which seems designed specifically to circumvent proper review and input from the community.

For over 40 years, I have observed this city's leaders allowing the basic infrastructure to degrade. In its present state, it will take decades of effort (and billions of $) to restore fundamental services to reasonable standards (underground pipes, roads/sidewalks, etc.). And that's just to support the present population, not the denser added development that the city/county is promoting.

The moniker "America's Finest City" has become an embarrassing joke. Our leaders need to get serious about getting the fundamentals right, before piling new development on existing neighborhoods. Our mayor styles himself a YIMBY; if so, he needs to lead by example: Apply all the above zoning changes to HIS Point Loma neighborhood. Then I'll be impressed.

Respectively yours,

Thomas Stephens 4475 Mt Henry Ave San Diego, CA 92117

UPTOWN UNITED
325 W. Washington St. #2251
San Diego CA 92103
UptownUnited3@gmail.com
619-889-5626

July 5, 2019

City of San Diego Planning Dept.
Attn: Oscar Galvez
9485 Aero Drive
San Diego CA 92123

Re: Scope of PEIR for the Transit Priority Area Housing and Infrastructure Incentive Program.

We are concerned that the proposed program is based on faulty premises, and is poorly defined. This makes it difficult or impossible to anticipate what should be included in the scope and contents of the PEIR.

The City's analysis will need to answer these questions, among others:

1. Housing shortage.

a. City literature states that there's a "housing shortage" and a need to "increase supply". What evidence is there for an overall "housing shortage" in the city?

b. Is there an assumption that when population grows at a faster rate than housing units, a shortage is created?

c. Will the PEIR analyze demographic trends which could account for population and housing units growing at different rates? These trends would result in a variation in "household size". The trends could include an increase in multi-generation households, and trends in which young people live at home longer.

2. Increasing supply.

If one of the project goals is to "increase supply", will this be defined? This will be necessary in measuring the effectiveness of the program.

3. Improving affordability.

Will specific targets for affordability be defined? An example would be a decrease in average rent by 1% or 5%.

4. Exchange of benefits to developers and new requirements.
The Project Description states that developers would get something and give something. As described, this aspect of the program is faulty from the start.

a. Developers will get a simpler review process (ministerial rather than discretionary), and waivers of existing zoning requirements for building square footage and height.

b. "In exchange" developers will be required to provide "on-site affordable housing units and neighborhood-serving infrastructure improvements".

The problem is that developers will be required to give little or nothing, beyond current requirements.

- First, the city has an Inclusionary Housing ordinance, requiring the inclusion of rent-restricted units or payment of an in-lieu fee. The City Council is endeavoring to increase the in-lieu fee, to a level at which it is equivalent to the cost of providing inclusionary housing units on-site. At that point, a developer will give up nothing by providing on-site affordable housing.
- Secondly, the Community Plans and other city planning documents already require adequate infrastructure. These plans include parks, recreation centers, libraries, fire stations, and transportation improvements. It is already city policy to require Development Impact Fees which are adequate to offset the impacts of new development, to "make growth pay for itself".

5. Growth inducement.
Will the PEIR forecast the "growth inducement"? If there is an increase in housing supply, beyond what would be built without the new program, how much of the new housing supply will be offset by additional people moving into the city?

6. Land value.
Will the PEIR analyze the reality that incentives to developers tend to increase land values? It is well known that when city ordinance increase the potential for development, the market reacts with higher land prices. This is a major limitation of development incentives.

Thomas Mullaney
Executive Director