



2 LAND USE

The Encanto Neighborhoods community planning area consists of primarily residential neighborhoods, with commercial areas located on Imperial and Euclid avenues and industrial located along Federal Boulevard and Market Street, the community's primary east-west and north-south corridors. Encanto Neighborhoods has seen little development in recent years with the exception of Market Creek Plaza and a variety of institutional uses, despite an in-city location and accessibility by the freeway and transit systems. The community is known for its panoramic views, its unique arts and culture, and its canyons and creek habitat.

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GOALS

1. A mix of uses and development intensity that supports transit use within the designated community village areas and promotes transit-oriented-development.
2. A diverse mixture of residential opportunities including rental and for sale housing, senior and multi-generational housing and small lot townhome development.
3. A vibrant and connected pedestrian-oriented community with unique, local character that provides higher density residential, commercial, office and civic uses within the village areas and along transportation corridors.
4. A compatible mix of land uses that promote a healthy environment.
5. Increased job opportunities, stable base sector employment uses, and supportive commercial and industrial services.
6. Well-designed and aesthetically pleasing neighborhood and community-serving commercial and institutional uses that provide destinations and which meet the daily needs of the residents.
7. Special districts and villages that address the unique commercial needs of the community including the Village at Market Creek and along Imperial Avenue.
8. Preservation of existing historical resources, and a framework for identification and evaluation of historic properties.
9. A community that understands and celebrates the important periods, events, themes and historical context of the neighborhood, including its history of ethnic diversity and community resiliency.
10. Walkable, mixed-use development with integrated land use and mobility planning that encourages active modes of transportation, including wayfinding and designated routes for walking and biking.
11. Collaboration with public health professionals and others to reduce undesirable health outcomes through neighborhoods that support healthy and active living.
12. Convenient and equitable opportunities to obtain healthy foods and fresh fruits and vegetables in all neighborhood restaurants and markets, with safe and walkable routes to food retail opportunities.

TABLE 2-1: LAND USE TOPICS ALSO COVERED IN OTHER PLAN ELEMENTS

| LAND USE TOPIC AREAS | MOBILITY | URBAN DESIGN | ECONOMIC PROSPERITY | PUBLIC FACILITIES AND SERVICES | RECREATION | CONSERVATION AND SUSTAINABILITY | HISTORIC PRESERVATION |
|--|----------|--------------|---------------------|--------------------------------|------------|---------------------------------|-----------------------|
| Transportation and land use relationship | X | X | | | | | |
| Development standards; building form and character | | X | | | | | X |
| Commercial and employment uses | | | X | | | | |
| Parks and open space uses | | | | X | X | X | X |

The Land Use Element consists of narrative goals and policies, as well as figures and maps, including a Land Use Map. It also includes land use designations that describe the uses shown on the Land Use Map.

Many aspects of the Land Use Element overlap with issues that are also covered in other Community Plan elements. For example, commercial and employment land use areas are where Economic Prosperity strategies are based. The relationship between transit-oriented development and transit access is also a topic concerning Mobility and Urban Design. Table 2-1 shows some of the issues that may be addressed in more than one Plan chapter.

2.1 Land Use Framework

Existing Land Use Snapshot

The Encanto Neighborhoods community is dominated by single family residential neighborhoods, with a band of higher density residential areas in the Imperial Avenue corridor. Neighborhoods west of Euclid Avenue are somewhat older and characterized by gridded streets and a mixture of land uses. Neighborhoods to the east are interspersed with hillsides and canyons and feature larger lots. Commercial development is located along the Imperial Avenue, Market Street, and Euclid Avenue corridors, with a small amount of light industrial development along Federal Boulevard in the far northeast and along portions of Market Street. The area around Market Street and Euclid Avenue has the potential to grow as the community’s mixed-use core.

Table 2-2 and Chart 2-1 shows the proportion of land occupied by different uses in the community. Encanto Neighborhoods includes 3,821 gross acres of land.

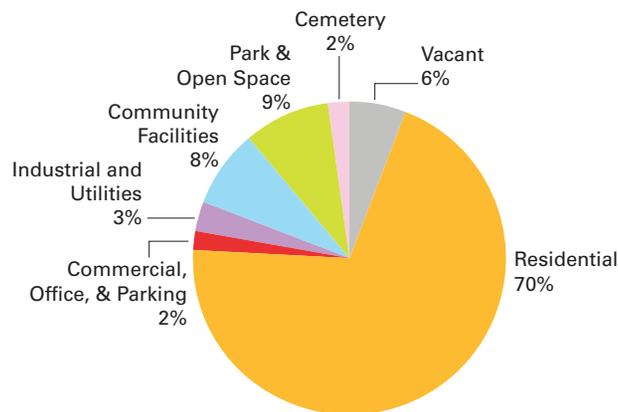
A majority of the community is not anticipated to change significantly in land use or development intensity over the next 20 years. Heightened development potential for reuse or intensification over the next 20 years is targeted specifically along major transit corridors including Imperial Avenue, Euclid Avenue, Market Street and 47th Street. Discussion or mapping of a site as an area of change does not necessarily mean that the site will undergo a use or intensity change over the next 20 years, as development would result from private property owner initiative.

| COMMUNITY PLAN LAND USE | ACRES | PERCENT |
|-------------------------------|--------------|-------------|
| Single-family Housing | 1,950 | 65% |
| Multi-family Housing | 159 | 5% |
| Community Facilities | 248 | 8% |
| Parks and Open Space | 267 | 9% |
| Commercial Uses | 58 | 2% |
| Industrial Uses and Utilities | 78 | 3% |
| Holy Cross Cemetery | 45 | 2% |
| Vacant Land | 190 | 6% |
| TOTAL | 3,000 | 100% |

Note: Does not include streets and public right-of-way

Source: Dyett & Bhatia, 2013.

CHART 2-1: Existing Land Use In The Planning Area by Percent Share¹



1. Does not include roads and other rights-of-way.

Source: City of San Diego, 2008; Dyett & Bhatia, 2013.



Over 70 percent of Encanto Neighborhoods is residential (top). Lincoln High School is an important community facility (bottom).

Classification of Uses

The land use framework consists of the land use classifications, the Land Use map (Figure 2-1), and Active Frontage Required map (Figure 2-2) that work together to define activities and capacities. These represent adopted city policy, and will guide zoning revisions. Table 2-3 outlines the land use classification system for Encanto Neighborhoods. It describes permitted land uses and mixes, and the density and/or intensity (floor area ratio or FAR) for each designation. Density and intensity of land use have implications in terms of community character as well as traffic generated and public facility needs. Chart 2-2 includes a description of the land uses, as well as renderings and photographs of examples of the building typologies associated with each land use.

Active Frontage

Active frontage refers to street frontages where there is an active visual engagement between those on the street and those on the ground floors of buildings. This quality is assisted where the front façade of the buildings, including the main entrance, faces and opens towards the street. In order to promote vibrant areas in the villages, Figure 2-2: Active Frontage map shows two designations, with the requirements below:

Active Frontage Required. Along these streets, new development must be pedestrian-oriented, and all sites where designations require a commercial use (Community Village, Neighborhood Mixed Use, Community Commercial or Neighborhood Commercial), development should provide retail, restaurants, and other similar active commercial uses at the ground level.

Active Frontage Permitted. Along these streets, retail, restaurants, offices, live/work spaces, galleries, hotel lobbies, or other business establishments are permitted, but not required, at the ground level.

Limitations on retail in other areas would be in accordance with the designated Land Use Classification and zoning.

2.2 Future Development

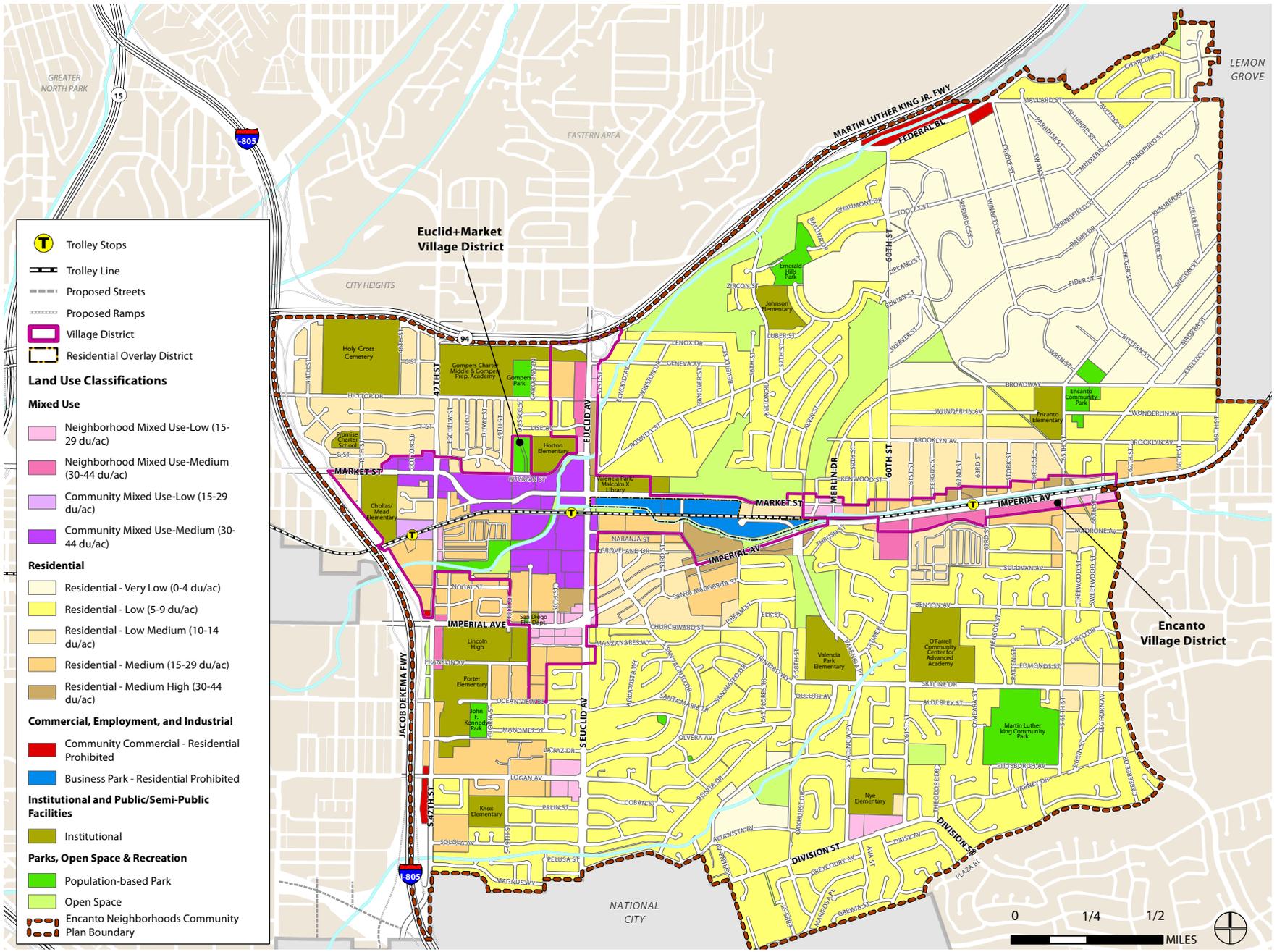
Land Use Distribution at Plan Buildout

The proportion of land in planned land use designation is shown in Table 2-4 and Chart 2-3. The predominant land use designation in Encanto Neighborhoods will remain residential, with Residential – Low Density (1, 258 acres, with another 582 acres in the Residential – Very Low category) mirroring the current prevalence of single-family houses. Land use categories allowing both commercial and residential would comprise about 147 acres or 5 percent of the community, around Euclid and Market as well as surrounding Imperial Avenue and 62nd Street.

Buildout

Potential development under the Plan is referred to as buildout. The Plan has a 2035 horizon; however, it does not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. The designation of a site for a certain use also does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property owner initiative.

FIGURE 2-1: Community Plan Land Use



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CHART 2-2: Development Types and Land Use Classifications

Residential - Very Low
(0 - 4 du/ac)

Very Low Residential is intended for areas with predominantly single-family residential development on large lots, in a “rural-feeling” setting and on hillsides. Single-family homes may be arranged as stand alone detached units, with significant front, rear and side yards. Parking should be integrated into the ground-floor of the units in individually secured garages. Garages may be accessed from the front or rear of the site

Up to 30’ Max. Height



Residential - Low
(5 - 9 du/ac)

Low Residential is intended for areas with predominantly single-family residential development on small lots. Single-family homes may be arranged as stand alone detached units, with modest front, rear and side yards. Parking should be integrated into the ground-floor of the units in individually secured garages, preferably accessed from the side or rear of the site.

Up to 30’ Max. Height



Residential - Low Medium
(10 -14 du/ac)

Low-Medium Residential allows for an almost equal mix of single-family, town home and multi-family units. This combination of residential types supports a fine-grain, pedestrian scale. Town homes or row homes may be clustered in groups of 4 to 6 units. Parking is integrated into the ground-floor of the units in individually secured garages. Garages are accessed from the rear of the site.

Up to 30’ Max. Height



Residential - Medium
(15 - 29 du/ac)

Medium Residential is composed primarily of town homes and garden apartments/condominiums, with some opportunities for small-lot, town homes. Medium Residential buildings are organized around a central courtyard with individual or collective open space amenities for building residents to use. Parking includes a mixture of garages and surface spaces. Parking spaces should be individually secured and accessed from the rear of the site or a central, landscaped drive court.

Up to 40’ Max. Height



Residential - Medium High
(30 - 44 du/ac)

Medium-High Residential supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking should be integrated into the ground level of the development or below grade, in individually secured garages. Community amenities, such as a gym, bbq deck, playground or computer lab are an integral part of the development. Private and shared open space is provided and a key component of the design.

Up to 60’ Max. Height



Chart 2-2: Development Types and Land Use Classifications (Continued)

Neighborhood Mixed Use

Neighborhood Mixed-Use provides housing in a mixed-use setting with convenience shopping, civic uses and services (such as healthy food stores, banks, laundry facilities and “mom and pop” stores) within an approximate three mile radius or less. Residential densities can range between 15 to 29 du/ac townhomes to 30 to 44 du/ac walk-up apartments. These uses are intended to be at the heart of the community where other complementary land uses are synergistically located in close proximity to one another.

Up to 65' Max. Height



Community Mixed Use

Community Mixed-Use encourages community-wide retail and mixed-use development that occurs at critical activity centers. Buildings are typically medium-scaled and integrated into a mixed-use development, with residential densities that can range between 15 to 29 du/ac or 30 to 44 du/ac. This type of development accommodates medium-scale retail, housing, office, civic and entertainment uses, grocery stores, drug stores and supporting uses, such as small-scale hotels, assembly spaces and office.

Up to 65' Max. Height



Community Commercial

Community Commercial focuses on commercial uses, however, office, public, and community gathering spaces are also allowed. A traditional “Main Street” character is encouraged with active storefronts, outdoor seating and pedestrian-oriented design.

*Up to 65' Max. Height
1.5 to 4.0 Max. F.A.R.*



Regional Commercial

Regional Commercial supports regional retail and commercial development that occurs at critical activity centers in the community but also serves the region, within five to 25-plus miles. Buildings are typically larger-footprint and urban-scaled; up to 4 stories in height. Also medium-scale retail, office, civic and entertainment uses, shopping malls and limited industrial uses are permitted. Residential is not permitted in this area.

*Up to 45' Max. Height
1.5 Max. F.A.R.*



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Chart 2-2: Development Types and Land Use Classifications (Continued)

Office Commercial

Office Commercial provides for office employment uses with limited, complementary retail uses. Residential uses are prohibited. Buildings tend to be a medium-sized footprint and urban scaled, with one to two stories in height. Office Commercial is limited to a few areas where office uses currently exist in the community and are desired to remain.

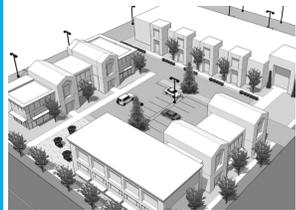
*Up to 45' Max. Height
0.75 Max. F.A.R.*



Business Park

The Business Park designation represents employment-generating uses that will both create jobs and a pleasant and safe streetscape environment. Intended uses include office, research and development, and light manufacturing. Storage and distribution is discouraged to minimize truck traffic. Limited retail is allowed, to augment commercial uses and serve nearby residential areas, but is not intended as a primary use.

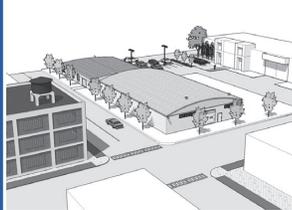
*Max. Height N/A
2.0 Max. F.A.R*



Light Industrial

Light Industrial allows a wide variety of industrial uses, such as light manufacturing, research and development uses, and other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. All other office or commercial uses should be accessory to the primary industrial uses. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.

*Max. Height N/A
2.0 Max. F.A.R.*



**Open Space/ Park/
Institutional**

Parks applies to both public and private recreational sites and facilities, including neighborhood parks, recreational centers, and other passive and active open space areas. It will allow for facilities and services to meet the recreational needs of the community as defined by the future Recreation Element.



TABLE 2-3: LAND USE CLASSIFICATIONS AND PERMITTED DENSITIES/INTENSITIES

| COMMUNITY PLAN LAND USE | DESCRIPTION | RESIDENTIAL DENSITY (DU/AC) | MAXIMUM FLOOR AREA RATIO (FAR; MINIMUM WHERE SPECIFIED) ¹ |
|---|--|---|--|
| Residential | | | |
| Residential - Very Low | Provides for single-family housing within the lowest density range. | 0 to 4 | Varies; see Table 131-04J in Municipal Code |
| Residential - Low | Provides for both single-family and multifamily housing within a low-density range. | 5 to 9 | Varies; see Table 131-04J in Municipal Code |
| Residential - Low Medium | Provides for both single-family and multifamily housing within a low-medium density range. | 10 to 15 | 0.75 to 0.8, as specified in Municipal Code |
| Residential – Medium | Provides for both single-family and multifamily housing within a medium density range. | 15 to 29 | 0.9 to 1.8, as specified in Municipal Code |
| Residential – Medium High | Provides for multifamily housing within a medium-high density range. Commercial uses are also allowed, but not required. | 30 to 44 | 1.8 |
| Mixed Use | | | |
| Neighborhood Mixed Use – Low | Provides convenience shopping and services and housing in a mixed-use setting, as well civic uses, within generally ½-mile of a Trolley stop, as well as focused locations. Ground level commercial uses are required along designated retail streets. | Up to 29 (included in overall FAR calculations) | Up to 2.0 (0.5 minimum) |
| Neighborhood Mixed Use - Medium | | Up to 44 (included in overall FAR calculations) | Up to 3.0 (0.75 minimum) |
| Community Mixed Use - Low | Serves the commercial needs of the community at large and provides housing in a mixed-use, moderately high intensity setting within approximately ¼-mile of a Trolley stop. Integration of commercial and residential use is emphasized, and civic uses are an important component. Ground level commercial uses are required along designated retail streets. | Up to 29 (included in overall FAR calculations) | Up to 2.0 (0.5 minimum) |
| Community Mixed Use - Medium | | Up to 44 (included in overall FAR calculations) | Up to 4.0 (1.0 minimum) |
| Commercial, Employment, and Industrial | | | |
| Community Commercial, Residential Prohibited | Provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles. | Not Applicable | 0.75 to 1.5 |
| Regional Commercial, Residential Prohibited | Serves the region, from five to 25-plus miles, with a wide variety of uses including commercial service, civic, retail, office, and limited industrial uses. | Not Applicable | Up to 1.5 |
| Office Commercial | Provides for office employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use project. | Not Applicable | Up to 1.5 |

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| TABLE 2-3: LAND USE CLASSIFICATIONS AND PERMITTED DENSITIES/INTENSITIES | | | |
|--|---|------------------------------------|--|
| COMMUNITY PLAN LAND USE | DESCRIPTION | RESIDENTIAL DENSITY (DU/AC) | MAXIMUM FLOOR AREA RATIO (FAR; MINIMUM WHERE SPECIFIED)¹ |
| Business Park | Allows office, research & development, and light manufacturing uses. | Not Applicable | 2.0 |
| Light Industrial | Allows a wide variety of industrial uses such as warehousing, storage, wholesale distribution and transportation terminals in addition to uses allowed in Business Park areas. | Not Applicable | 2.0 |
| <i>Institutional and Public and Semi-Public Facilities</i> | | | |
| Institutional | Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan, including but not limited to schools, libraries, police and fire facilities, and cemeteries. | Not Applicable | Not Applicable |
| <i>Park, Open Space and Recreation</i> | | | |
| Open Space | Applies to land or water areas generally free from development or developed with very low-intensity uses that respect natural environmental characteristics. | Not Applicable | Not Applicable |
| Population-based Parks | Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. | Not Applicable | Not Applicable |

Notes:

1. Floor Area Ratio (FAR) represents total allowed FAR, as follows:
 - For Community Village and Neighborhood Mixed Use: FAR includes both residential and non-residential uses.
 - For Neighborhood Commercial and Community Commercial: FAR includes only non-residential uses.
 - For Residential only uses: Projects would need to comply with both density and FAR standards.
2. New residential development is required to be within the density range (both maximum and minimum) specified in the applicable designation as shown in Table 2-2. Residential density is applied to overall parcel area, excluding land that is not developable because of steep slopes or other natural constraints. Clustering is permitted in all residential designations to encourage open space conservation and preservation of natural topography; this may result in portions of a site developed at a density higher than the applicable density range, which is acceptable as long as the density for the overall development site is not exceeded.

FIGURE 2-2: Active Frontage

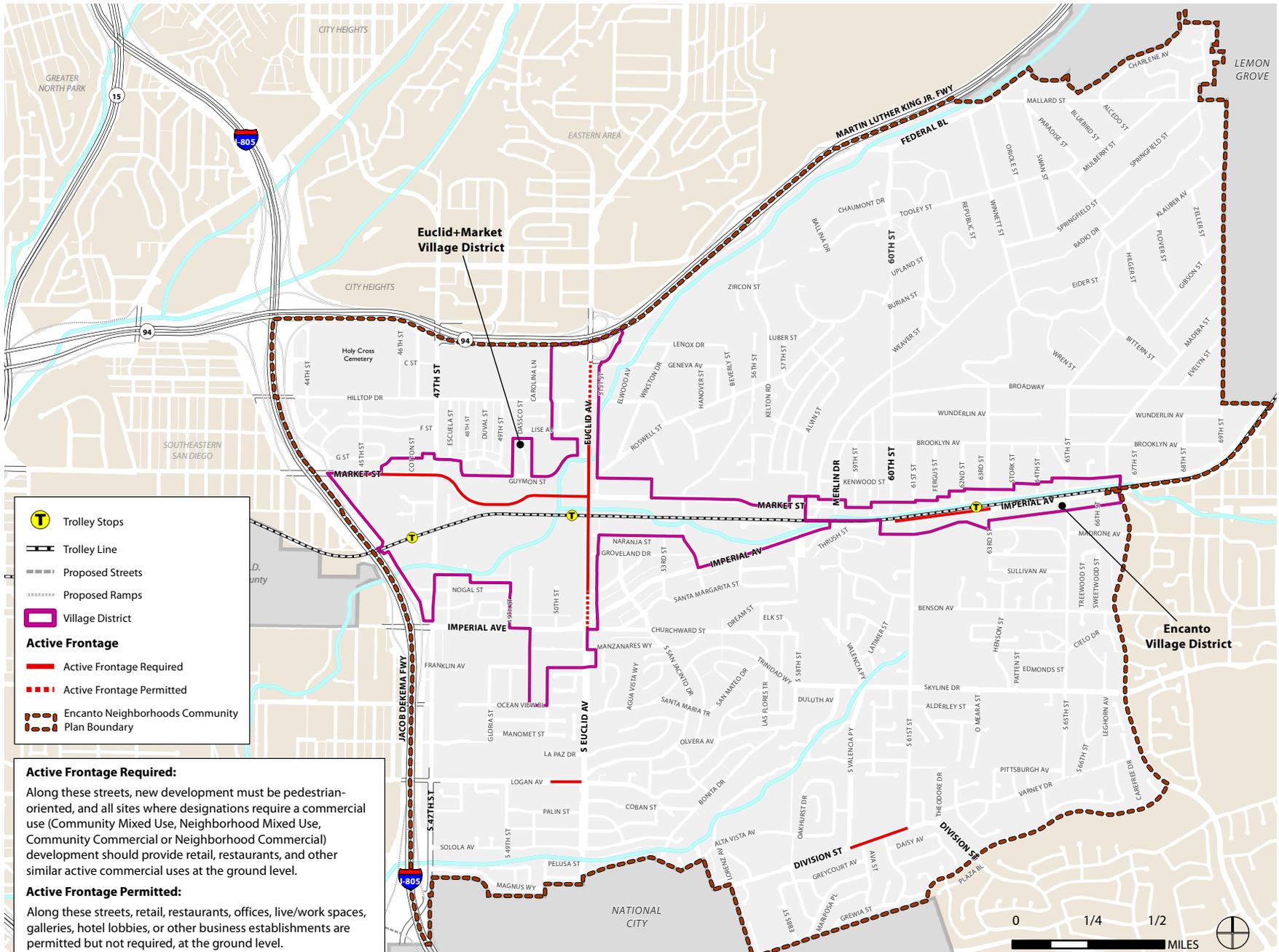


Table 2-5 shows potential development resulting from application of land uses shown on the Land Use Map on vacant and underutilized sites. This includes development already permitted but not yet built. As shown in the tables, the existing inventory of 13,223 housing units could increase by 7,874 (60 percent) to a total of 21,097. Commercial, office and industrial development are projected to increase by almost six times the current amount.

Policies

P-LU-1: Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-2: Protect public health by evaluating the effects of noise and air pollution from free-way traffic on community land uses. Reduce, or eliminate where feasible, impacts on sensitive land uses, including housing, schools and outdoor athletic areas, through appropriate buffers, barriers and best-practice construction measures.

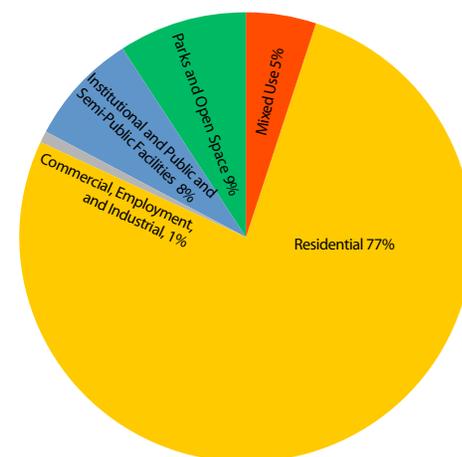
2.3 Village Areas and Key Corridors

This section describes the Community Plan’s approach to fostering growth that enhances the community in the core areas around Euclid Avenue and Market Street and Imperial Avenue at 62nd Street, and along the community’s main thoroughfares.

Figure 2-3 shows the Village boundaries, and highlights the parts of the community where land use or intensity would be substantially changed as a result of the Plan. This map shows that the Market Street, Imperial, and Euclid Avenue corridors are expected to experience land

use change during the planning period. In general, the change in land use classification involves moving from a single-use designation to a mixed-use designation, or from a lower-density or –intensity one to a higher one, while retaining broad existing use patterns. The great majority of the community is not expected to experience a change in character. This includes almost all of the established residential areas in Encanto Neighborhoods, except where a concentration of vacant or underutilized land exists.

CHART 2-3: Future Land Use in the Planning Area by Percent Share



Source: Dyett & Bhatia, 2013.

| TABLE 2-4: LAND USE CLASSIFICATIONS IN THE ENCANTO NEIGHBORHOODS | | |
|--|---------------|-------------|
| COMMUNITY PLAN LAND USE | ACRES | PERCENT |
| Residential | | |
| Residential – Very Low | 582 | 19% |
| Residential – Low | 1, 258 | 42% |
| Residential – Low Medium | 255 | 9% |
| Residential – Medium | 171 | 6% |
| Residential – Medium High | 26 | 1% |
| RESIDENTIAL TOTAL | 2, 293 | 77% |
| Mixed Use | | |
| Neighborhood Mixed Use - Low | 45 | 1% |
| Neighborhood Mixed Use - Medium | 27 | 1% |
| Community Mixed Use - Low | 4 | 0% |
| Community Mixed Use - Medium | 71 | 2% |
| MIXED USE TOTAL | 147 | 5% |
| Commercial, Employment, and Industrial | | |
| Community Commercial – Residential Prohibited | 14 | 0% |
| Business Park - Residential Permitted | 13 | 0% |
| Residential Prohibited | 8 | 0% |
| COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL TOTAL | 36 | 1% |
| Institutional and Public and Semi-Public Facilities | | |
| Institutional | 238 | 8% |
| INSTITUTIONAL AND PUBLIC AND SEMI-PUBLIC FACILITIES TOTAL | 238 | 8% |
| Parks and Open Space | | |
| Population-based Park | 75 | 3% |
| Open Space | 199 | 7% |
| PARKS AND OPEN SPACE TOTAL | 274 | 9% |
| TOTAL | 2,987 | 100% |

Source: Dyett & Bhatia, 2014.

| TABLE 2-5: POTENTIAL DEVELOPMENT UNDER THE ENCANTO NEIGHBORHOODS COMMUNITY PLAN | | | |
|---|------------------|----------------|------------------|
| | EXISTING (2008) | NET NEW | TOTAL (2035) |
| Residential Development | | | |
| Single-Family Units | 9,230 | (203) | 9,027 |
| Multi-Family Units | 3,993 | 8,077 | 12,070 |
| TOTAL RESIDENTIAL | 13,223 | 7,874 | 21,097 |
| Non-Residential | | | |
| Commercial | 413,900 | 867,600 | 1,281,500 |
| Office | 150,200 | (15,200) | 135,000 |
| Industrial and Utilities | 465,400 | 88,700 | 554,100 |
| Community Facilities | 2,035,400 | (34,400) | 2,001,000 |
| TOTAL NON-RESIDENTIAL | 3,064,900 | 906,700 | 3,971,600 |

Notes:

1 Includes detached single-family, multiple-unit single-family, and mobile homes.

2 Includes residential units in mixed-use development.

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.

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Market Creek Village would be joined by additional buildings, street and creek enhancements as the Euclid and Market area becomes a vibrant, mixed use “village.”

Village Area Community Plan Implementation Overlay Zone

The Community Plan Implementation Overlay Zone (CPIOZ), Type-A applies to the Village Area as defined in Figure 2-3. CPIOZ Type-A is intended to evaluate trip generation rates in order to determine if new projects are required to provide traffic improvements based on density and/or intensity. In order to establish the trip generation rate for a proposed project, submit a statement that certifies that the proposed development meets one of the following criteria:

- a. Proposed project is greater than or equal to 20 dwelling units per acre and is 165 dwelling units or less; OR
- b. Proposed project is mixed-use, greater than or equal to 20 dwelling units per acre, and does not exceed 100 dwelling units, and includes a minimum of 10,000 s.f. of commercial use; OR
- c. Proposed project is mixed-use, less than 20 dwelling units per acre, and does not exceed 75 dwelling units, and includes a minimum of 10,000 s.f. of commercial use; OR
- d. Submit documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating that the proposed project’s traffic volumes are based on the City’s trip generation rates and are less than 1,000 ADT’s.
- e. Submit a greenhouse gas emissions analysis accepted by the City of San Diego. Based on the City of San Diego interim screening criteria for GHG emission analysis, verify that the Project will have greenhouse gas

emissions less than 900 metric tons of CO₂e measure. For projects exceeding 900 metric tons of CO₂e, the greenhouse gas analysis must show how the Project will reduce its GHG emissions by 20.5% compared to the business as usual scenario. The reduction measures should include, but are not limited to, onsite recycling, water use reductions, and transportation features like increased transit accessibility, improved pedestrian networks, and improved walkability design. Upon the adoption of the City of San Diego Climate Action Plan, projects shall use the Climate Action Plan consistency review checklist (or other adopted consistency measure) to ensure the project is consistent with the Climate Action Plan. Consistency with the Climate Action Plan shall replace the requirement to perform a greenhouse gas emission analysis described above.

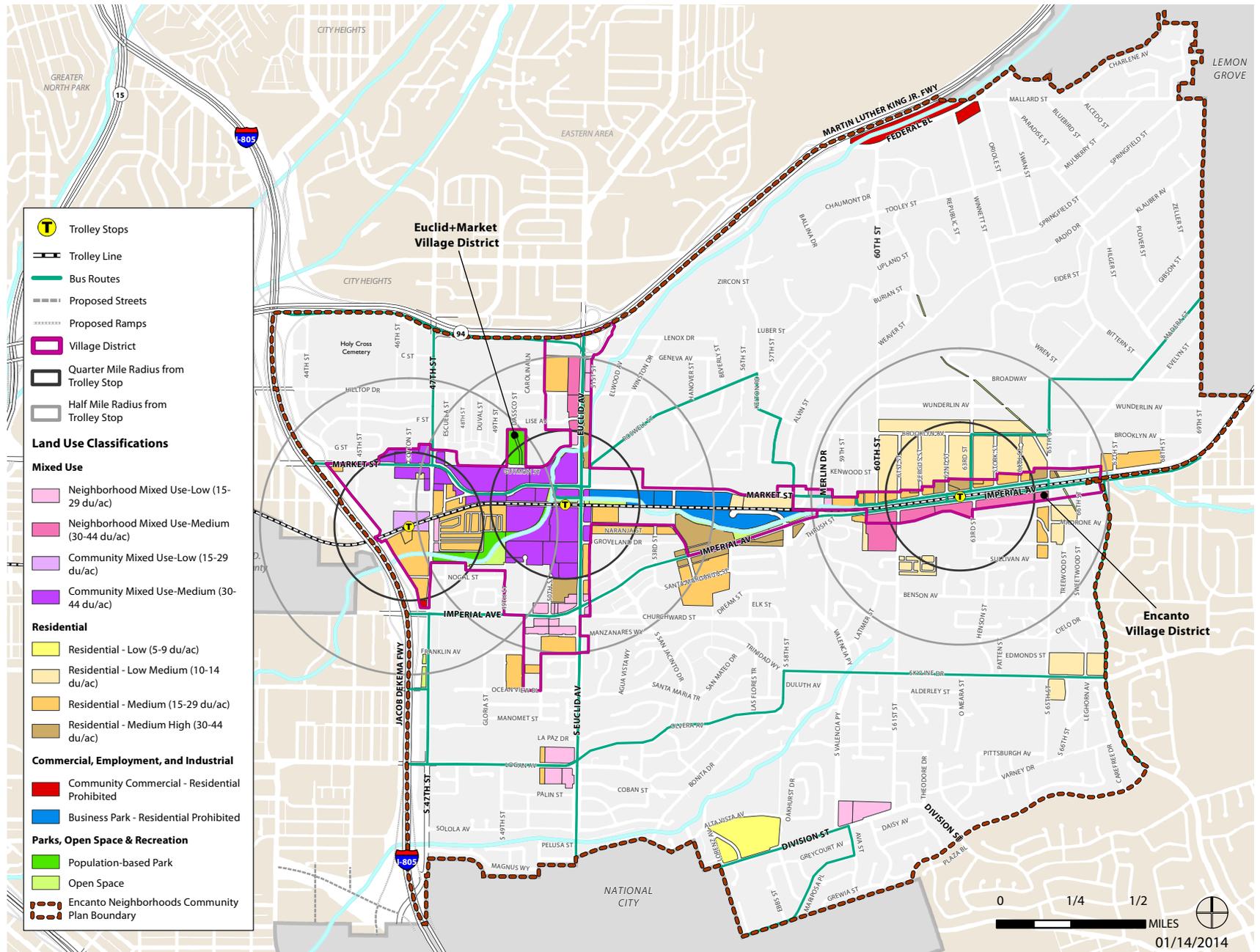
f. For all residential, institutional, and visitor accommodation uses, applicants shall submit an acoustical study to determine the existing and future traffic noise levels. Those projects that are within a 60dB CNEL level or greater, shall submit a wall section and detail that provides noise attenuation measures to ensure an interior noise level of 45dBA for all rooms. Development proposals that do not provide the wall section and detail and/or do not meet the interior noise level of 45 dBA shall apply for a discretionary permit.

Projects that do not meet one of the above criteria (a-d) shall apply for a discretionary permit.

Village at Market Creek

To fulfill the City of San Diego General Plan’s key strategy of becoming a “City of Villages,” the Village at Market Creek is envisioned as the mixed-use heart of

FIGURE 2-3: Areas of Land Use Change and Village District Boundaries



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Encanto Neighborhoods and the center of the community. As shown in Figure 2-3, the Village is centered near the intersection of Euclid Avenue and Market Street, near the Euclid Avenue trolley station. It is planned to grow into a dynamic higher density mixed-use hub that caters to the needs of the existing and evolving community. The area will draw on the existing cluster of activities and the high level of transit access and use. It will include a diversity of housing types, employment and retail uses, and public realm enhancements.

Encanto Village

The stretch of Imperial Avenue centered at the 62nd Street/Encanto Trolley station has long been a business district, and has potential to grow into a more vital, mixed-use Village featuring small businesses, restaurants, local services, and a mix of housing types. Land use designations include Neighborhood Mixed Use and Community Mixed Use along Imperial Avenue, and Medium and Medium-High density Residential along Akins Avenue, with opportunities for more lower-density housing types in the blocks directly to the north.

Density Incentives for Transit-Oriented Development

The Community Plan is designed around a strong transit-oriented development (TOD) framework that focuses new higher density and intensity development within a village core in close proximity to major transit services. The plan enables development of complete neighborhoods that include a diverse array of residential, commercial, mixed-use, employment, and recreational opportunities. Higher density development will include urban design guidelines to foster enhancement of the public realm, pedestrian and bicycle movement,

and public safety. Density incentives in the Village Districts are summarized in Table 2-6: Standards and Incentives in Villages. The Urban Design and Recreation elements also detail streetscape and pocket park improvements.

Density Transfer (DT) Program

The purpose of the Density Transfer (DT) program is to provide a mechanism for transferring density from sites anywhere inside the Village Districts (“Sending Sites”) to sites located within a ¼-mile radius of San Diego Trolley stops within the Village Districts (“Receiving Sites”). The goal of the program is to encourage increased density and compact development within defined village centers, and maintain the existing character of neighborhoods outside of the Village Districts. Future development on Sending Sites is restricted by the amount of Density Transfer Credits (DTC) removed from the sending parcel. The purchaser of the Density Transfer Credits may assign the additional density to any parcel within a ¼-mile radius of any San Diego Trolley stop within the Village Districts.

Eligible Sites

All parcels located inside the broader Village Districts are eligible to serve as Sending Sites, except that the use on the sending site must be conforming with the base zoning. All parcels located inside the Village Districts within a ¼-mile radius of a San Diego Trolley stop are eligible to serve as Receiving Sites.

Density Transfer Credits

A Density Transfer Credit represents the ability to develop a single dwelling unit or XX square feet of non-

TABLE 2-6: ADDITIONAL STANDARDS AND INCENTIVES IN VILLAGES

| CATEGORY | COMMUNITY PLAN AND MUNICIPAL CODE REGULATIONS | VILLAGE DISTRICTS |
|--------------------------------|--|---|
| Minimum Density and Intensity | The density is planned as a range with minimum as well as maximum development intensity. Exceptions to the range would require discretionary approval or a zone amendment. | Density may be transferred within the Village District boundaries or to sites within 1/4 mile radius of trolley stops or major mass transit stations. |
| Reduction in Required Parking | The first 5,000 square feet of commercial/retail contained in a mixed-use development is not required to provide parking. | Reduced parking ratio equivalent to the Transit Area Overlay Zone parking standards and Affordable Housing parking standards where residential is included. |
| Shared Parking | Required visitor parking for new non-residential development shall be available for general use. | Shared parking agreements shall be allowed throughout the Village District areas. |
| Retail/Restaurant Location | | Active ground-floor commercial uses are required in mixed-use developments. |
| Publicly-Accessible Open Space | Usable open space is required in all projects. | Inclusion of public plaza, paseos, and open space (dedicated or with public access easement; minimum 500 square feet in size) are eligible for FAR bonus. Every 100 SF of improved public space dedicated may earn 200 square feet of additional building area up to total 1 FAR bonus (Up to 1/2 of the site may be dedicated to open space). |
| Parking Structures | Parking shall be provided in conformance with the San Diego Municipal Code | Structured parking shall not be counted as part of building floor area ratio |

The San Diego Municipal Code facilitates higher-density/intensity development through affordable housing density bonuses, transit demand management, tandem parking, shared parking, parking assessment districts, and reduced parking requirements depending on housing type.

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The Imperial Avenue corridor includes the Encanto business district and the 62nd Street trolley station (top). Vacant land along the Euclid Avenue corridor could be developed as the gateway to the community (bottom.)

residential development. Any property owner is eligible to receive the maximum number of DTCs permitted under the applicable zoning.

Process

Landowners seeking to sell DTCs may seek a DTC Certificate from the City that certifies ownership of the maximum number of DTCs permitted under the applicable zoning.

The DTC Certificate shall specify the number of DTCs to which the owner of the Certificate is entitled, expressed in number of dwelling units for residential development and in net floor area for non-residential development rights.

The landowner of a receiving site may purchase some or all of the development rights of a sending site at whatever price may be mutually agreed upon by the two parties.

Residential Density Transfer

Receiving-site landowners may seek an increase in the maximum allowable density that represents an amount that is one gradient higher than the maximum allowable density under applicable zoning. For example, if applicable zoning calls for 30-44 DU / A, the project may seek an increase to 74 DU / A. Increased density will be permitted via a Process 3 Planned Development Permit.

Commercial, Office and Industrial Density Transfer

Receiving-site landowners may seek an increase in the maximum allowable intensity (Floor Area Ratio) that represents an amount that is one gradient higher than the maximum allowable intensity under applicable zoning. For example, if applicable zoning calls for 1.0 FAR, the project may seek an increase to 2.0 FAR. Increased

intensity will be permitted via a Process 3 Planned Development Permit.

Once the project is approved, the DTC Certificate shall be recorded in the County Recorder's Office. Prior to the issuance of a building permit, the DTC Certificate must be presented to confirm the receiving site is entitled to the increase of dwelling units or gross floor area for the development.

Key Corridors

Imperial Avenue

While the area around 62nd Street is a focus, new transit-oriented development and streetscape improvements are appropriate along the entire corridor. Imperial Avenue's crossing of I-805 is a major gateway into the community. The reconstruction of the over-crossing will support ongoing enhancements to the corridor's character, as described in the Urban Design and Mobility chapters.

Euclid Avenue

Euclid Avenue is the community's most important north-south spine. The Euclid corridor from State Route 94/Martin Luther King, Jr. Freeway to approximately Imperial Avenue—or extending approximately one-half mile to the north and south of the Trolley Station at Euclid and Market—is a prime location for development that engages the street and benefits from the high level of access it provides. The Euclid Avenue interchange on SR 94/Martin Luther King, Jr. Freeway is a key “gateway” location for the community, and the Euclid corridor as a whole is a focus for streetscape improvements.

Policies

- P-LU-3:** Implement the City of Villages concept for mixed use transit oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near work, offering convenient mix of local goods and services, and providing access to high quality transit.
- P-LU-4:** Provide public spaces within the Villages to implement the General Plan Urban Design Element requirements for Mixed-Use villages (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).
- P-LU-5:** Provide needed infrastructure and mobility improvements to increase transportation options within the Villages and along transit corridors.
- P-LU-6:** Improve walkability within Villages and between adjacent neighborhoods by addressing sidewalk and other infrastructure maintenance deficits.
- P-LU-7:** Promote and enhance the village areas at Euclid/Market, Market/47th, along the Imperial corridor and at the 62nd Street trolley station.
- P-LU-8:** Allow for a range of retail, dining, and commercial service type uses within the commercial and mixed use designations that will promote vibrant centers in the community.
- P-LU-9:** Ensure that future development within the Villages will include the implementation of proposed creekside improvements as part of new development.
- P-LU-10:** Provide housing and commercial development in a mixed-use format and clustered around transit centers in order to encourage transit use and walkability.
- P-LU-11:** Include pedestrian and bicycle facilities, such as pedestrian paths of travel, wider sidewalks, and trails, in new and existing development in order to improve access to transit, parks, open space, and adjacent land uses.
- P-LU-12:** Facilitate higher-density housing in Euclid/Market and Encanto/62nd core areas that can support the viability of retail and entertainment uses desired by the community at large, while adding to housing mix.
- P-LU-13:** Contribute to the attainment of regional air quality standards for greenhouse gases (GHG) by providing compact, mixed-use development that reduces automobile use and vehicle miles traveled.
- P-LU-14:** Develop the Village at Market Creek with a mixture of multi-family, commercial/retail, and office land uses that are pedestrian-friendly and support transit use. Provide a range of housing opportunities, including for-sale and affordable housing, on this site. Develop this area into a hub of the Southeastern San Diego and the Encanto Neighborhood communities by providing opportunities for people to live, work and recreate.
- P-LU-15:** Encourage the redevelopment of MTS-owned properties with appropriate development consistent with the community plan and zoning and the SANDAG Smart Growth policies for mixed-use, transit oriented development near public transit corridors and trolley stations.
- P-LU-16:** Develop the southside of the 4900 and 5000 block of Imperial Avenue with a combination of street activated commercial and residential. Consider a compact building and pedestrian friendly design with retail along Imperial Avenue.



Small-lot single-family and townhouse developments provide homes in the 500 to 1,500 square foot range.

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Encanto has a higher proportion of single-family homes and a lower proportion of multi-family housing compared to San Diego as a whole.

The Neighborhood Mixed Use and Community Mixed Use designations are provided where the integration of housing and commercial uses in a mixed-use setting is the emphasis. Mixed use refers to the combining of compatible commercial, retail, and/or office uses in the same building (vertical mixed use) or on the same site (horizontal mixed use) as residential. This includes higher density residential development to serve many market segments, along with a mix of commercial, retail, civic, and recreational uses to serve the overall community.

The Community Mixed Use zones generally extend to a 1/4 mile radius around trolley stops. The Neighborhood Mixed Use zones generally extend to about 1/2 mile of trolley stops, and exclude low-density residential areas, industrial areas, parks and schools.

2.4 Residential Land Use

Neighborhoods

Open spaces and Chollas Creek, and the key corridors frame neighborhoods in the community. In general, neighborhoods west of Euclid Avenue are somewhat older, topography is flatter, and housing types are more mixed. Toward the east, the 62nd Street trolley stop and the commercial uses along Imperial Avenue provide the focus, albeit a smaller one than the one in the west, with large expanses of single-family residential uses to the north and the south.

Residential Uses

Encanto Neighborhoods is a primarily low-density and residential community. There were approximately

2,060 acres of residentially-occupied land in Encanto Neighborhoods in 2008, including 1,950 acres of single family housing and 159 acres of multi-family housing. There were over 10,000 single-family housing units and close to 2,500 multi-family housing units. The community in 2013 has a substantially higher proportion of detached single-family housing compared to San Diego as a whole. A somewhat higher proportion of Encanto Neighborhoods' housing units are owner-occupied than in San Diego as a whole and the vacancy rate is lower. Housing units in Encanto Neighborhoods are also somewhat more crowded: 15 percent have more than one occupant per room, compared to 6 percent in the city as a whole. The larger households in the community live on less income than those in the city as a whole (\$47,000 compared to nearly \$67,000 for the median household income), and a slightly higher proportion of both owners and renters pay more than 35 percent of their income on housing in the community than the city as a whole.

In the Plan, neighborhoods east of Euclid Avenue are primarily in the Low or Very-Low Density Residential categories (single-family housing). West of Euclid Avenue, most of the Chollas View neighborhood is classified as Residential-Low Medium, where a mix of attached and detached houses may be developed. Lincoln Heights features a mix of Medium and Low density residential areas, with areas of garden apartments and single-family housing.

Residential Infill Opportunity Areas

The Plan seeks to expand and preserve the supply of affordable housing through the construction of new units as well as the preservation and restoration of

older homes. With its substantial amount of vacant or underutilized land and good access to transit, Encanto Neighborhoods provides an opportunity for well-located, mixed-use infill development.

The community has an extensive stock of single-family housing, much of it on large lots. Although they have already been developed, these large lots provide an opportunity for infill development through the construction of companion units on the lower density residential sites. Companion units increase the housing stock, allow for multi-generational housing opportunities, and can provide rental income for lower-income residents. The community also has a number of large and small vacant lots along its main transit corridors, which can be developed to offer more housing choices in the neighborhood, including mixed-use units, multi-family housing, and townhome projects, which can be appropriately scaled to the vacant lot sizes. Furthermore, mixed-use units allow families to live above commercial, retail and office space. Residential development is allowed in the Business Park area along Market Street. In addition, there are many smaller vacant lots scattered in residential neighborhoods where new housing can be created over time.

Key Corridors in Residential Areas

Logan Avenue and 47th Street

Logan Avenue is an important collector street that connects Encanto Neighborhoods to Southeastern San Diego, crossing I-805 and carrying frequent bus service. 47th Street is an important street that connects the 47th Street Trolley Station, elementary, middle and high schools. It provides local access to the Chollas View and Lincoln Park neighborhoods, and regional access to Interstate 805 and across SR 94/Martin Luther King, Jr. Freeway to City Heights. Residential des-

ignations that allow a mix of single- and multi-family housing are provided along these corridors, and “complete street” improvements described in the Mobility Element will make them safer and more pleasant places to travel by all modes.

Woodman Street and Valencia Parkway

Woodman Street and Valencia Parkway are the two primary north-south connections through the community east of Euclid Avenue. These streets are characterized by rolling topography, open spaces, and single-family residential neighborhoods. Low density and open space designations mean that these streets will continue to give a sense of the typical character of Encanto Neighborhoods.

Policies

- P-LU-17:** Encourage higher densities within a half-mile of transit that accommodate a range of housing types and provide support for increased transit service.
- P-LU-18:** Encourage a diversity of housing types, including single- and multi-family, and a mix of both rental and ownership housing.
- P-LU-19:** Encourage housing development that addresses the needs of a diverse, growing population, including difference in age, household composition, and income, and ensures that existing area residents are able to remain in the community.
- P-LU-20:** Preserve the existing stable, well-maintained single-family neighborhoods surrounding the transit corridors.
- P-LU-21:** Require new housing developments to dedicate a portion of the units as affordable for low- and moderate-income households.
- P-LU-22:** Promote homebuyer assistance programs for moderate-income buyers.



The community's housing stock will be joined by newer development on vacant and underutilized lots.

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Existing commercial development will be joined by new retail and employment uses developed on currently vacant land.

- P-LU-23:** Encourage infill residential developments within existing neighborhoods to be compatibly designed with neighborhood character and form.
- P-LU-24:** Provide a diversity of housing types, especially larger sized (three bedrooms) affordable units, housing with high-quality private open space, and residential units that are adaptable to multi-generational living.
- P-LU-25:** Support the development of companion housing units in lower density areas to provide additional residential units, opportunities for co-generational habitation, and a tool for low-income homeowners to meet their mortgage obligations.
- P-LU-26:** Encourage preservation and renovation of housing stock that may become culturally and historically significant during the planning period (See also the Historic Preservation Element).
- P-LU-27:** Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.
- P-LU-28:** Balance new development with the rehabilitation of high-quality older residential development.
- P-LU-29:** Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.
- P-LU-30:** Provide housing development that incorporates universal design standards for persons with disabilities.
- P-LU-31:** Support rental and ownership opportunities in all types of housing, including alternative housing such as companion units, live/work studios, shopkeeper units, small-lot housing typologies, and reduced and for-sale townhomes.
- P-LU-32:** Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.
- P-LU-33:** Conduct site remediation work to address issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been designated for residential and mixed-use redevelopment.
- P-LU-34:** Require soil remediation to occur as part of development when proposing a change in use from industrial or heavy commercial to residential and or mixed residential development.

2.5 Commercial, Employment, and Industrial Land Use

There were approximately 136 acres of commercial and industrial space in Encanto Neighborhoods as of 2008. Industrial uses and utilities accounted for about 467,000 square feet or 43 percent, mainly along the Trolley line and Market Street. Commercial land uses made up about 439,000 square feet (40 percent of the total), while office uses comprised 190,000 square feet (17 percent of the total); both concentrated along Euclid and Imperial avenues.

The primary commercial corridors in the western part of the community are underdeveloped, with a large amount of vacant land. This presents an important growth opportunity. Imperial Avenue is the only commercial area for the eastern neighborhoods, and currently has very limited activity and potential to be a

more active spine. Given the location of underutilized commercial land along transit-accessible commercial corridors and locations, higher-intensity and mixed use development is encouraged.

Commercial and Mixed-Use

Community Mixed Use areas are located along Market Street and Euclid Avenue in areas that are accessed by the whole community and centered around the trolley stations. Neighborhood Mixed Use areas are designated along portions of the Euclid Avenue, and Imperial Avenue corridors. Neighborhood Mixed Use areas are also clustered around the intersections of Euclid and Logan avenues, Imperial Avenue and 47th Street, and Division Street and Valencia Parkway, where convenience shopping uses would be within walking distance of surrounding neighborhoods. The Community Commercial designation, where residential uses are not permitted, is applied mainly adjacent to the freeway.

Employment Land Uses

The Plan provides two land use designations for industrial or employment-focused uses. The Light Industrial designation is given to land along Federal Boulevard, while the Business Park designation is applied along the central Market Street corridor. The Community Mixed Use and Neighborhood Mixed Use land use designations also facilitate office uses, which may become part of the future land use character along Euclid Avenue and around Market and 47th streets.

Policies

P-LU-35: Ensure that a mix of commercial space formats is provided to fit both mid- to large-sized national retailers as well as locally-

owned businesses.

- P-LU-36:** Provide retail developments that are compatible with and serve the local community, and meet the overall urban design and mobility goals of this Plan.
- P-LU-37:** Retain and enhance existing neighborhood-serving commercial uses that are valued by the community.
- P-LU-38:** Encourage new industrial buildings to be designed to integrate with the surrounding neighborhood.
- P-LU-39:** Provide transparency on the street with active uses such as lobbies, offices, and retail areas.
- P-LU-40:** Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.
- P-LU-41:** Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections (refer to General Plan Policies UD-D.1 through D.3).
- P-LU-42:** Accommodate employment opportunities through the land use framework that allow for the types of jobs that may be appropriate for current and future residents.
- P-LU-43:** Improve access, visibility, and site conditions along Federal Boulevard to improve the attractiveness of this corridor for warehouse, distribution, and light industrial businesses. (See also Economic Prosperity Element.)
- P-LU-44:** Support the creation of a Maintenance Assessment Districts (MADs) to finance special benefit services, including streetscape improvements; installation or maintenance of open space, mini-parks, street lighting, security, screening, flood control, and/or drainage.



Community facilities, including churches and schools, account for the largest share of non-residential space (top). The Encanto Neighborhoods have over 200 acres of open space (bottom).

- P-LU-45:** Support the creation of a Revitalization Action Programs (RAPs) to serve as an action plan for implementing streetscape, canyon, and park improvements that will provide both physical and economic benefit to the surrounding neighborhood.
- P-LU-46:** Promote Valencia Business Park and the Market Street corridor east of Euclid Avenue as well as the Federal Boulevard industrial area as employment areas, with an emphasis on small businesses and clean industry, potentially with a business incubation component. (See also Economic Prosperity Element.)
- P-LU-47:** Facilitate development of shopping areas with retail, service, civic, and office uses for the community in the Euclid/Market area, Imperial Avenue and 62nd Street area, the Market and 47th streets area, and at the gateway to the community on Euclid Avenue. Integrate commercial uses with higher-density mixed use and residential development.
- P-LU-48:** Facilitate the development of local convenience shopping and services, in particular around the intersections of Euclid Avenue with Imperial and Logan Avenues, and at Valencia Parkway and Division Street. Provide potential support for commercial uses with housing in mixed use or adjacent buildings.
- P-LU-49:** Encourage small and mid-sized businesses, which are more likely to be locally owned, in addition to larger businesses, by providing supportive land use classifications.

2.6 Institutional Uses and Open Space

Institutional Uses

Community facilities, including schools and churches, represent the largest share of non-residential space in Encanto Neighborhoods, with nearly 248 acres, more than all the commercial and employment uses combined. These facilities are spread throughout the community, and provide meeting rooms, education and recreation classes, and cultural events. The Institutional Land Use designation is applied to existing public schools and libraries, as well as to the 45-acre Holy Cross Cemetery.

Parks and Open Space

Parks and open space play an important role in sustaining and improving neighborhood quality of life and providing opportunities for social interaction, physical activity, environmental benefits, and visual relief in the urban environment. In total, there are about 64 acres of park land in Encanto Neighborhoods, and approximately 203 acres of open space in canyons and steep slopes, including 161 acres preserved within the Multiple Habitat Planning Area.

Airport Land Use Compatibility

The Airport Influence Area for San Diego International Airport affects the Encanto Neighborhoods Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the noise contours, safety zones, airspace protection surfaces, and overflight ar-

eas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Policies

- P-LU-50:** Improve the connections between the community's many parks and open spaces, such as through implementation of the Chollas Creek Enhancement Program, with new trail corridors and improving signage, safety, and trails in the canyons. (See also the Recreation Element.)
- P-LU-51:** Facilitate creation of new parks and open spaces in non-traditional forms, such as encouraging publicly accessible but privately maintained open space as part of new development. (See also the Recreation Element.)
- P-LU-52:** Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors

while limiting potential flooding hazards.

- P-LU-53:** Facilitate urban gardening as a strategy for creating local healthy food systems and fighting chronic obesity related illness, contributing to stormwater retention, and fostering community interaction.
- P-LU-54:** Coordinate with the San Diego Unified School District to develop joint-use park facilities on school campuses throughout the community.
- P-LU-55:** Evaluate remnant cemetery land for opportunities for additional open space and parks.
- P-LU-56:** Protect public health by evaluating the effects of noise and air pollution from freeway traffic on community land uses. Reduce, or eliminate where feasible, impacts on sensitive land uses, including housing, schools and outdoor athletic areas, through appropriate buffers, barriers, and best-practice construction measures.
- P-LU-57:** Restrict building intensities underneath the approach path to Lindbergh Field consistent with the Airport Land Use Compatibility Plan (ALUCP.)
- P-LU-58:** Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

2.7 Environmental Justice

Environmental justice is defined in federal and state law as “the fair treatment of people of all races, cultures and income levels with respect to the development, adoption, implementation and enforcement of environmental laws, regulations and policies.” (§65040.12(e)) Environmental justice is achieved when everyone, regardless of race, culture, gender, disabilities, or income, enjoys



Access to healthy food, green space, health care and social services are components of environmental justice.

the same degree of protection from environmental and health hazards. Furthermore, it is also achieved when everyone has equal access to, and meaningful participation in, the decision-making process to have a healthy environment in which to live, learn, and work. Environmental justice is more than an important goal in land use and transportation planning; it is a prerequisite in obtaining federal transportation funds and other grant monies. Additionally, the State of California has an expectation that local governments will adopt policies to ensure the provision of the equitable distribution of new public facilities and services, and to expand opportunities for transit-oriented development, among other considerations.

The design and use of the built environment play a critical role in public health and environmental justice. For example, the Community Plan can affect how often people walk, ride a bike, drive a car, or take public transportation; their access to healthy food; and the quality of their air and water. The land use patterns set forth by the Community Plan also plays a role in determining whether residents have access to jobs and economic opportunity. This economic justice aspect is further addressed in Chapter 5, Economic Prosperity. The section aims to identify public health risks and environmental justice concerns to improve the living conditions and foster better physical health and well-being in Encanto Neighborhoods residents.

Compared to the City as a whole, Encanto Neighborhoods is a relatively lower-income community with a racially and ethnically diverse population. In some areas, communities with these attributes suffer from geographic inequity. Geographic inequity occurs when undesirable or unhealthy land uses are concentrated

within one part of the City, creating a disproportionate burden on the residents in that area. For example, some communities might feature a concentration of contaminated sites or industrial uses that pose health risks to residents. Geographic inequity also refers to a situation in which desirable amenities are not equitably distributed, leaving portions of the City underserved.

Health and the Built Environment

When the land uses and operations of light industrial and commercial activities are adjacent to residential land uses, there is the potential for negative impacts for the community (collocation). The Plan addresses compatibility between industrial and residential uses through a number of policies and measures, including noise mitigation (i.e. controlling noise at the source), screening operations with shrubs or well-designed walls, as well as enforcement of the City's existing codes (e.g. containing operations within structures). State and federal agencies are also responsible for protecting community health through enforcing air quality rules identified by the Environmental Protection Agency, the California Air Resources Board, and the San Diego Air Quality Management District; as well as enforcing rules concerning use, handling, storage and transportation of hazardous materials identified in the California Hazardous Materials Regulations and the California Fire and Building Code, and laws and regulations of the California Department of Toxic Substances Control and the County Department of Environmental Health.

Some businesses have already made an effort to soften and screen the sidewalk edge through the introduction of vines and planting, or by painting large walls with murals. Vines can be introduced on fences and walls

where wide planting areas are not feasible. The addition of vegetated cover to these blank surfaces can provide immediate impact to increased pedestrian comfort on the street, while screening the industrial uses.

Access to Healthy Food

While Encanto Neighborhoods experiences less prevalence of health risks from collocation of industrial uses, the community does contain a high amount of less desirable unhealthy land uses such as liquor stores and fast food, and a low prevalence of desirable healthy retail such as grocery stores. Liquor stores and fast food outlets are more likely to carry unhealthy and high-calorie food items while grocery stores are more likely to carry nutritious items such as fruits, vegetables and grains. The abundance of unhealthy food retail and relative absence of healthy food options can be a contributing factor in disproportionate increases in health outcomes within communities such as overweight and obesity, as well as to rates of chronic disease, morbidity and early mortality. Active transportation and physical activity is another important factor of community health outcomes, and is addressed in the Mobility and Recreation elements.

As Figure 2-5 shows, the Food 4 Less at Market Creek Plaza is the community's only full-service grocery store (as of 2013), and other commercial categories are also very limited, leaving much of Encanto Neighborhoods without easy access to healthy food retail. For communities with a higher reliance on public transit, it is especially important to locate healthy food retail within walking distance to residential areas.

Access to Parks and Green Space

The General Plan provides specific service area stan-

dards for neighborhood parks (1 mile), mini-parks (1/2 mile), and pocket parks and plazas (1/4 mile). Community parks are generally intended to serve an entire community planning area, or 25,000 residents. Nearly all of the community falls within one mile of either a neighborhood park or a community park. The area's scattered mini-parks provide more immediate access in some neighborhoods. Only the Broadway Heights neighborhood, north of Mallard Street in the far north-eastern corner, is out of the one-mile range.

The Plan designates several new park and recreation areas, including proximate to neighborhoods that currently lack these facilities. In addition, the Plan promotes development of urban plazas and complete streets, to foster development of community gathering places and active living. The Recreation element of this Plan provides further detail about parks and open space.

Access to Health Care and Social Services

Access to health care and social services can play a critical role in the preservation and maintenance of good public health. The Tubman Chavez Community Center and Jacobs Center for Neighborhood Innovation, in the Euclid and Market Village District, both provide important social services for the community. In addition to private health care providers, Encanto Neighborhoods is home to two community clinics. King-Chavez Health Center, at 950 South Euclid Avenue, and Diamond Neighborhoods Family Health Center, at 220 Euclid Avenue, provide important health services for the community. The Boys and Girls Club on Imperial Avenue serves the youth of Encanto Neighborhoods. Recreation centers, operated by the Parks and Recreation Department, offer health and wellness

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programs and facilities for the community, as well.

While providing health care itself is beyond the scope of the Plan, the Plan promotes development of health and social services in a manner that enhances their community use and access by enabling their location in the Village Districts—proximate to transit, and integrated with higher density mixed-use developments, with a greater number of people within easy walking and biking distances.

Balanced Communities and Equitable Development

Encanto Neighborhoods are comprised of long-established urban neighborhoods, but they have a scattering of vacant or underutilized land, especially along key corridors. This provides the opportunity for well-located, mixed-use infill development. One of the goals of the Plan is to help bring about a diverse mixture of residential opportunities, including market-rate housing, senior and multi-generational housing, small-lot townhome development, and affordable rental and for sale housing.

Policies

Market-Rate and Affordable Housing

- P-LU-59:** Create affordable home ownership opportunities for moderate income buyers.
- P-LU-60:** Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.
- P-LU-61:** Promote homebuyer assistance programs for moderate-income buyers.
- P-LU-62:** Utilize land-use, regulatory and financial tools to facilitate the development of hous-

ing affordable to all income levels.

Community Health

- P-LU-63:** Increase availability of fresh healthy foods by actively engaging such businesses, and undertake measures to decrease the density of fast food and liquor stores in the community.
- P-LU-64:** Enable and encourage the development of one or more full-service grocery stores with healthy food options and easy access for community members.
- P-LU-65:** Prioritize healthy food outlets in economic development efforts, especially in areas more than a quarter to half a mile away from a healthy food outlet, farmer's market, farm stand, or corner store/market with healthy foods and fresh produce.
- P-LU-66:** Encourage the development of healthy food establishments in areas with an existing high concentration of fast food establishments, convenience stores, and liquor stores.
- P-LU-67:** Encourage development projects to include a healthy food outlet, or be located within a quarter to a half mile of a healthy food outlet, where feasible and appropriate.
- P-LU-68:** Discourage fast food outlets and liquor stores from locating near schools.
- P-LU-69:** Strive for a majority of residents to be within a quarter to a half mile walking distance to a grocery store or other healthy food retail establishment. Consider farm stands and community gardens for areas where retail is not feasible.

2.8 Noise

Noise-sensitive land uses are locations where the presence of high noise levels could affect the use of the land. These include residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds and parks. Encanto Neighborhoods have a variety of land uses as well as proximity to major transportation facilities. The main sources of higher noise levels in the community are related to airport and freeway operations. Heavily travelled streets as well as certain activities associated with commercial and industrial land uses have the potential to generate unwanted noise. Figure 2-4 identifies the future existing noise contours in the community, while Figure 2-5 shows future noise contours, modeled based on anticipated development and traffic.

Federal noise standards cover transportation-related noise sources related to interstate commerce (i.e., aircraft, trains, and trucks) for which there are not more stringent state standards. State noise standards are set for automobiles, light trucks, and motorcycles. The

General Plan Noise Element specifies compatibility guidelines and policies for different categories of land use. The Noise Ordinance specifies maximum one-hour average sound level limits at the boundary of a property. Additional Plan policies are provided in this section.

Noise Sources

Noise sources are typically categorized as mobile or stationary. The majority of mobile sources are transportation related from vehicles operating on roadways, aircraft and airport operations, and railroad activities. Stationary noise sources typically include machinery; fabrication; construction; heating, ventilation, and air conditioning systems; compressors and generators; and landscape maintenance equipment. Another category of stationary sources include various activities such as concerts, outdoor dining, amplified music, public address systems.



The dominant noise source in the Planning Area is traffic on roadways; rail is also a source of noise.

FIGURE 2-4: Existing Noise Contours

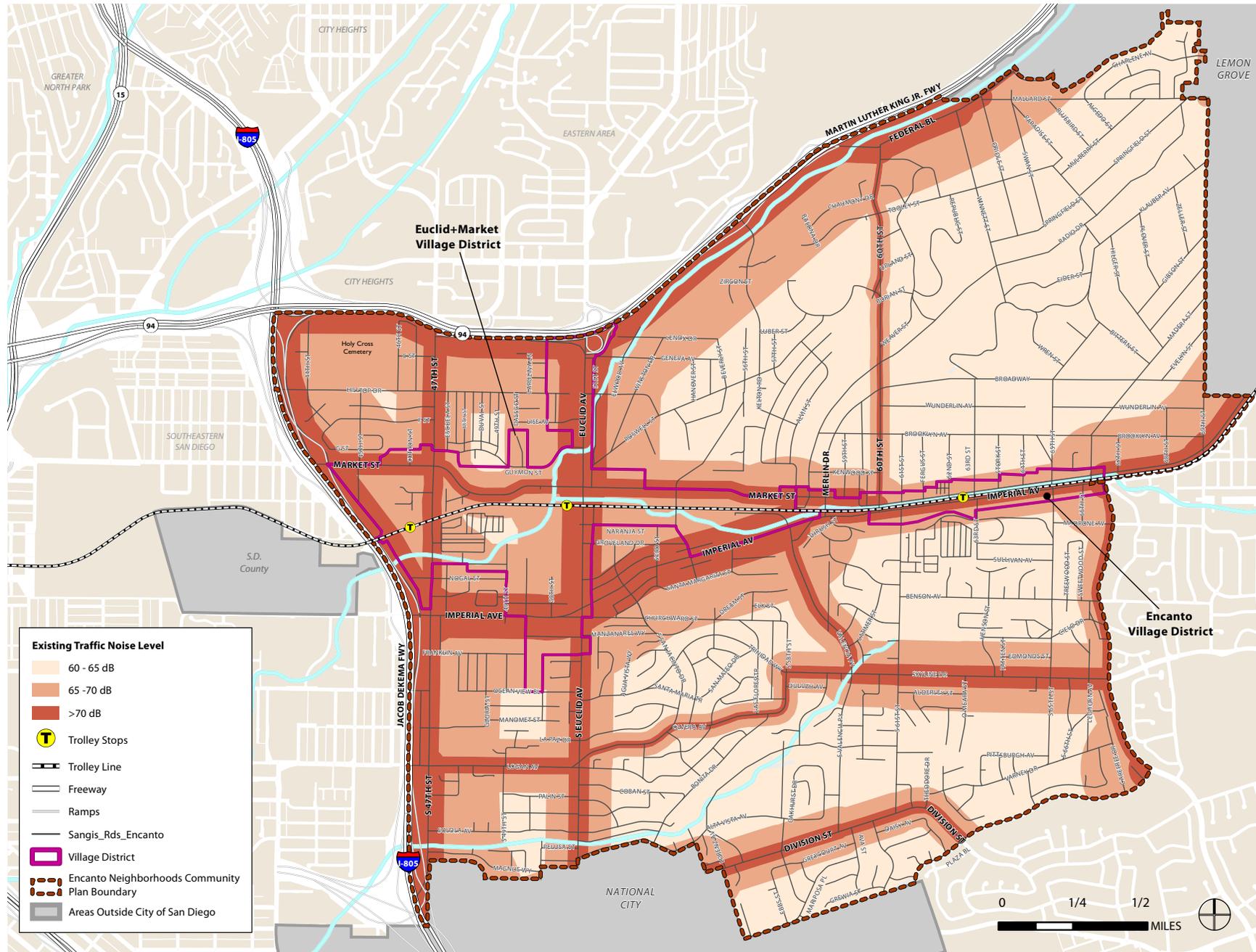
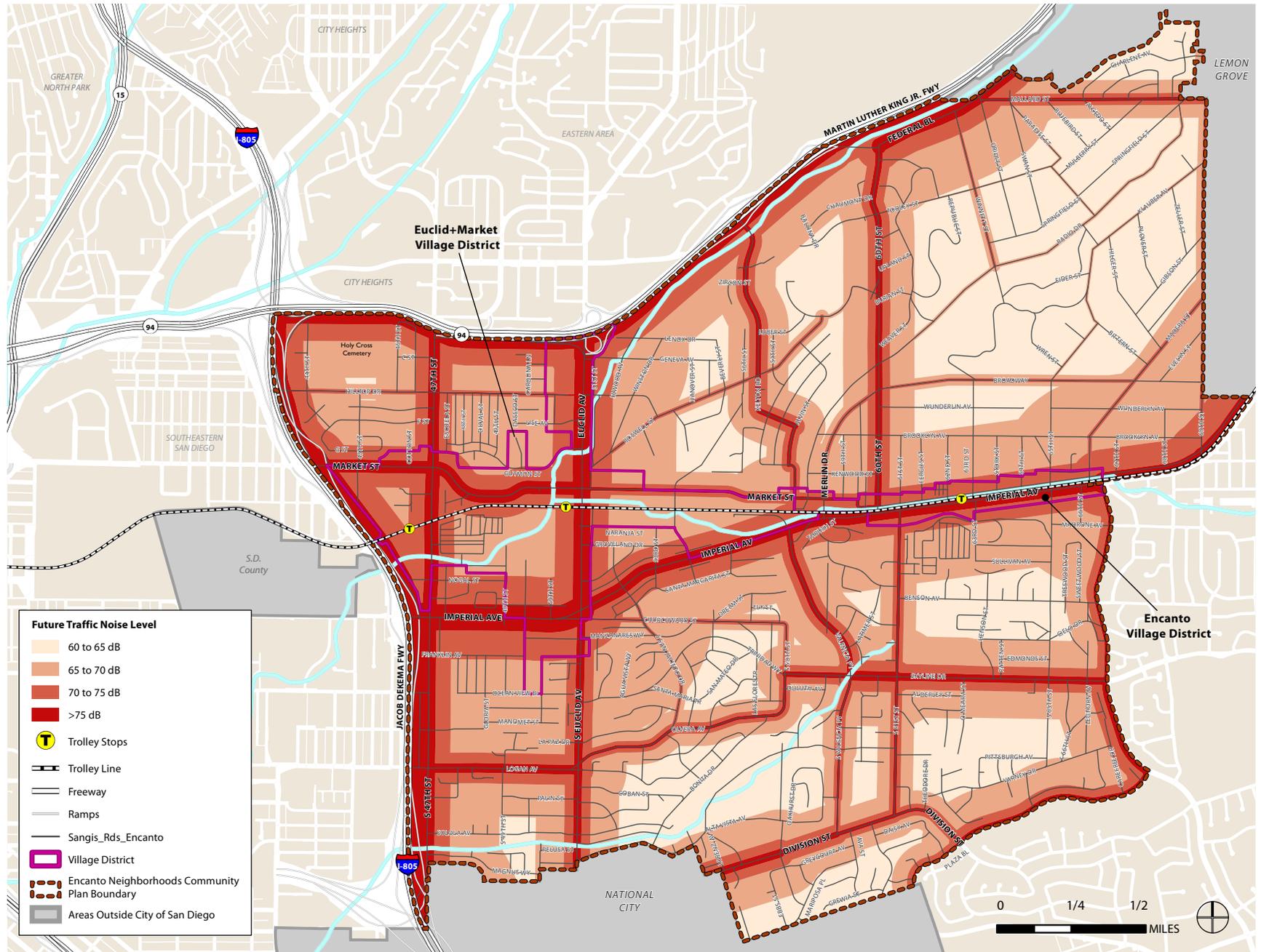


FIGURE 2-5: Future Noise Contours



Motor Vehicle Traffic

The dominant noise source in Encanto Neighborhoods is traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Because commercial trucks generate more noise than cars and light trucks they can have a proportionately greater noise impact. Potential sources of truck traffic are the commercial and industrial areas in the community. The two freeways that surround the community (State Route 94/Martin Luther King, Jr. Freeway and Interstates 805) are the primary sources of motor vehicle noise within the community.

Future noise levels are expected to often exceed 65 dB CNEL, which is a generally acceptable level of noise when outdoors. (CNEL, the community noise equivalent level, adjusts for the annoyance of noise in the evening and nighttime hours.) Noise levels exceed the 65 dB CNEL this threshold in parts of Encanto Neighborhoods today; increases may be expected along major roadways where traffic levels will increase. Future development along Federal Boulevard in the Broadway Heights neighborhood should provide sound attenuation to address noise impacts from MLK Highway.

Rail Activity

Rail noise is a source of noise in the community. Freight trains and trolley transit can generate high, though relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate exces-

sive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. The General Plan has policy direction for trolley and train noise found in policies NE.C.1 through NE.C.4. Noise from the trolley is not expected to exceed 65 dB CNEL within 50 feet of the Trolley, even when the horn is used.

Airport Activity

Aircraft noise can affect people living and working in the community to varying degrees, depending on a person’s level of noise sensitivity. A portion of Encanto Neighborhoods are located within the present and future 60-65 dB CNEL noise contour for San Diego International Airport. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for SDIA. Aircraft noise is one of the factors that the state-required ALUCP addresses with established policies for land use compatibility. Refer to the ALUCP for aircraft noise contours.

Commercial and Industrial Activity

The primary issue with stationary noise sources from light industrial and commercial activities is when these land uses and operations are adjacent to residential land uses (collocation). Noise impacts generated by construction activities, as well as commercial businesses can periodically generate high levels of noise in the community. Industrial and business park areas in Encanto Neighborhoods are limited to land along parts of Federal Boulevard, Market Street, and Imperial Av-

enue. The Plan's land use diagram seeks to minimize the areas where noise sensitive land uses and potentially noise-producing land uses adjoin. Where residential and other noise sensitive uses are present or proposed the potential for noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours that generate noise affecting nearby residential uses. The Plan also provides or reinforces land use siting and buffering techniques to ensure sound-reducing features and site design.

Policies

P-LU-70: Locate noise-sensitive uses, such as schools and homes, away from noise sources.

P-LU-71: Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-72: Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor.

P-LU-73: Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Note: berms and sound walls are ineffective--they merely reflect sound and push it further away. The only reason to use these would be if noise-sensitive uses are already located next to a roadway and need protection.

P-LU-74: Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.

P-LU-75: Reduce the effect of commercial activity noise through site planning and integrating noise attenuation measures in new buildings to will reduce interior sound levels. (Refer to General Plan Policies NE-E-1 through NE-E6.)

P-LU-76: Control noise impacts at the source through dampening, buffering, or active cancelling, particularly on sites that abut residential development or other sensitive receptors.

P-LU-77: Reduce potential noise impacts, particularly from the trolley, by orienting windows and openings away from noise sources or developing mitigations for noise and vibrations.)

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