2 LAND USE

The Encanto Neighborhoods Community Planning area consists of primarily residential neighborhoods, with a commercial core located on Imperial Avenue and Euclid avenues, the community's primary east-west and north-south corridors. Encanto has seen little development in recent years with the exception of Market Creek Plaza, 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.

GOALS

1. A mix of uses and development intensity that supports transit use within the designated villages area and promotes transit-oriented-development
2. A diverse mixture of residential opportunities including affordable rental and for sale housing, senior and multi-generational housing, companion units 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 and 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. Environmental justice addressed through broadened public input, determination of the benefits and burdens of transportation projects, and the equitable distribution of housing, employment, recreation, and healthy 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	ARTS AND CULTURE
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	

The Land Use Element consists of narrative goals, policies, and programs, as well as a Land Use Map and other figures and maps. It also includes land use designations that describe the uses shown on the Land Use Map. Text, tables, and maps should be considered collectively as zoning and other implementing measures, and project approvals or future amendments are made.

Many aspects of the Land Use Element overlap with issues that are also covered in other Community Plan chapters. For example, commercial and employment land use areas are where Economic Prosperity strategies are based. Commercial and employment 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 are 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. 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 Planning Area. The Encanto Neighborhoods include 3,811 gross acres of land.

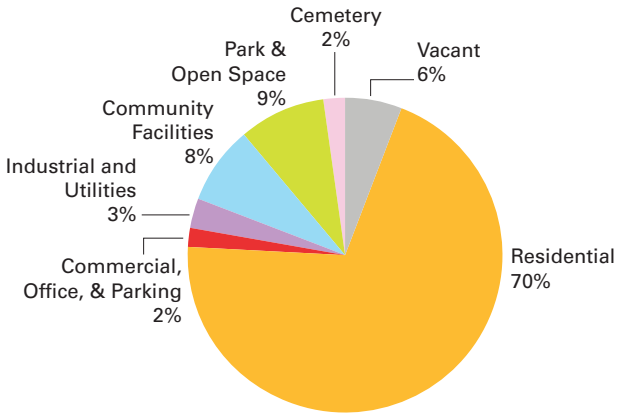
A majority of the Planning Area is not anticipated to change significantly in land use or development intensity over the next 20 years. Heightened development potential for reuse or intensification over the next 20 years is targeted specifically along major transit corridors including Imperial Avenue, 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.

TABLE 2-2: EXISTING LAND USES IN THE ENCANTO NEIGHBORHOODS

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%
SUB-TOTAL	**3,000**	**100%**
Streets and Public Right-of-Way	811	
TOTAL	**3,811**	

Source: Dyett & Bhatia, 2013.

CHART 2-1: EXISTING LAND USE IN THE PLANNING AREA BY PERCENT SHARE[1]



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

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

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

Village District

The City of Villages strategy is a central theme of the City of San Diego's General Plan. The strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transportation system. These Village are envisioned to have a highly integrated mixture of uses, accessible and attractive streets, and public spaces.

The Village District creates a mixed-use center for the community and is featured in this Plan for the Encanto Neighborhoods. The integration of commercial and residential uses is emphasized in the Village District, including uses such as retail, professional/administrative offices, commercial recreation facilities, and service businesses. Civic uses are also an important component in the Village and the central role it will play in the community. Development in the Village District supports transit use, reduces dependence on the automobile, establishes a pedestrian-friendly orientation, and offers flexibility for redevelopment opportunities, while maintaining community character and providing a range of housing opportunities. Development standards and incentives in the Village District are described in Table 2-4. The Village District in the Encanto Neighborhoods is further discussed in Section 2.3 of this chapter.

The Village District should be considered a "transit priority area," where new development may undergo streamlined CEQA review process per Senate Bill 743 (Chapter 386, Statutes of 2013).

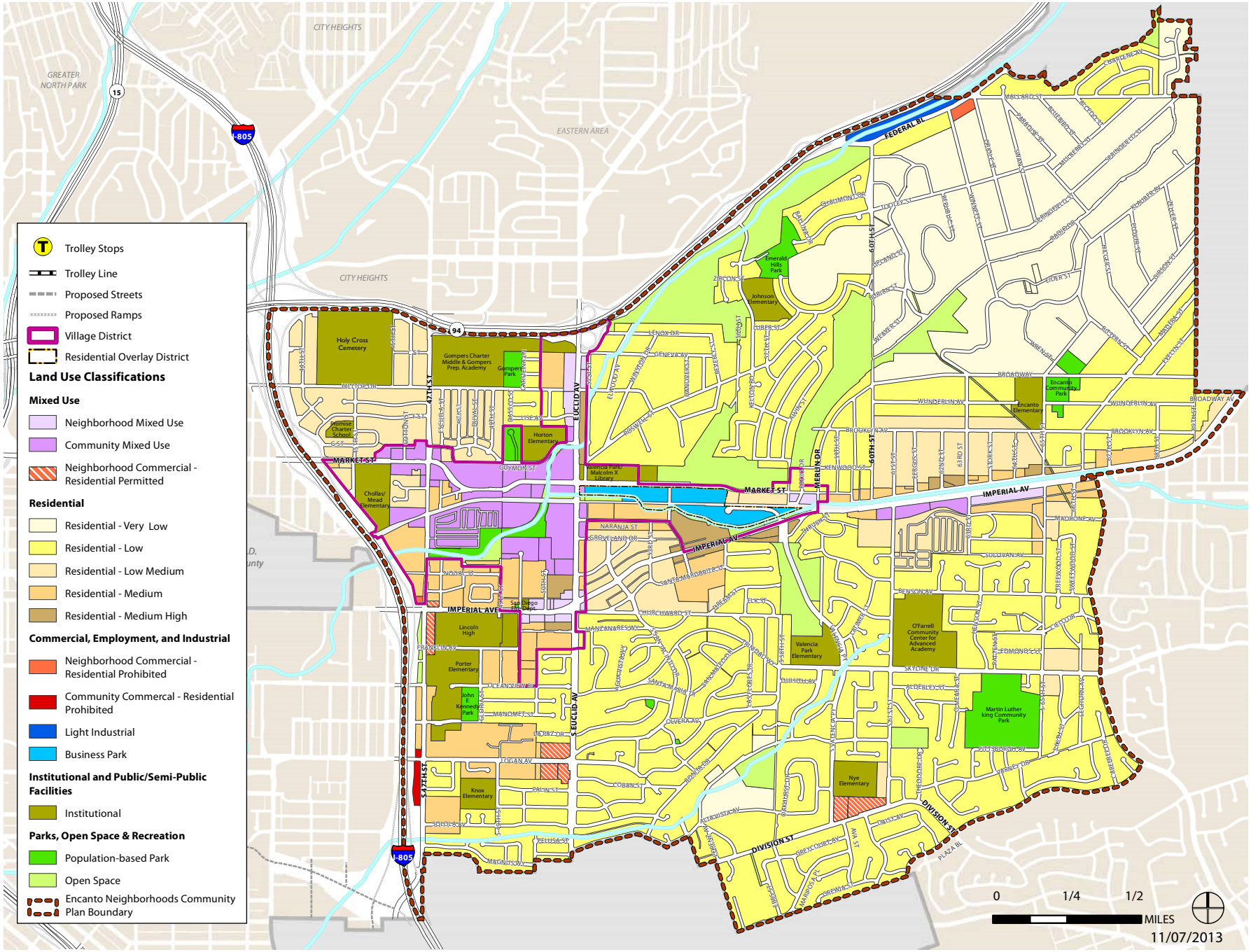
Classification of Uses

The land use framework consists of the land use classifications, the Land Use Map, and Active Frontage Required Map 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 the Encanto Neighborhoods. It describes permitted land uses and mixes, and the density and/or intensity (floor area ratio or FAR) for each designation. These descriptions are abbreviated; for fuller descriptions, the City's Municipal Code should be consulted. 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. See Figure 2-1: Community Plan Land Use for the map of the neighborhood.

Mixed-Use Designations

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. Community and Neighborhood Mixed Use areas will feature mixed-use buildings as well as commercial-only buildings, with heights limited to 30 feet along corridors and rising up to 60 feet (typically five stories) near the Trolley stations.

FIGURE 2-1: COMMUNITY PLAN LAND USE



WORKING DRAFT: November 14, 2013

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 40' Max. Height

Neighborhood Village

Neighborhood Village 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 60' Max. Height

Community Village

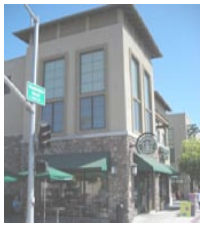
Community Village encourages community-wide retail and mixed-use development that occurs at critical activity centers. Buildings are typically medium-scaled and integrated into a mixed-use development, with residential densities that can range between 30 to 74 du/ac. This type of development accommodates 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 60' Max. Height

Neighborhood Commercial

Neighborhood Commercial provides for small-scale, pedestrian-oriented commercial development that primarily serves local neighborhood uses, such as retail, service, civic, and office uses. Horizontal or vertical residential mixed-use is also permitted and retail typically occurs at key street corners within a predominantly residential area. This designation promotes primarily 1 to 2 story retail with moderate office and multi-family as supportive uses. A traditional "corner store" character is encouraged with active storefronts, outdoor seating and pedestrian-oriented design. Residential densities range between 15 to 44 du/ac.

Up to 30' / 60' Max. Height
1.0 - 2.2 Max. F.A.R.



Community Commercial

Community Commercial allows for residential as well as larger format retail that will serve the community at large. The designation is geared primarily towards commercial uses, however, residential, office, public, and community gathering spaces are also allowed, but not required. Residential is permitted at a density range between 15 and 44 du/acre to support transit. Much of this land use area is within a 5-minute walk of a trolley station. A traditional "Main Street" character is encouraged with active storefronts, outdoor seating and pedestrian-oriented design.

Up to 45' / 60' Max. Height
1.5 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 5 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 60' Max. Height
1.0 Max. F.A.R.

Office Commercial

Office Commercial provides for office employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project at a density range of 0 to 44 du/ac. 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' / 60' Max. Height
0.75 - 1.5 Max. F.A.R.

Business Park

The Business Park designation represents the type and character of 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 will be discouraged to minimize truck traffic. Limited retail will be allowed, to augment commercial uses and serve nearby residential areas, but is not intended as a primary use.

Up to 40' Max. Height

Light Industrial

Light Industrial allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are 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.

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 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.

The Community Commercial designation is meant for shopping and office uses that serve the whole community, while the Neighborhood Commercial designation is meant for local convenience retail. In most parts of the community, these designations also allow residential development, creating more opportunities for mixed use, with heights typically limited to 30 feet.

Active Frontage

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.

Residential Land Use Designations

Five residential land use designations are established to provide for development of a full range of housing types. These designations range from Very Low Density Residential, where new development would typically be single-family houses on 10,000-square foot or larger lots; to Medium High Density Residential, where new development would occur in the form of 3-to 4-story "stacked flat" apartments. Under the Low Residential categories, development would consist of single-family housing, while Residential-Low Medium could include a mix of attached and detached houses. Medium and Low density residential areas would include areas of garden apartments and single-family housing.

Commercial, Employment, and Industrial Designations

The Community Commercial designation is meant for shopping and office uses that serve the whole community, while the Neighborhood Commercial designation is meant for local convenience retail; in several of these areas, residential uses are permitted. In specific locations where new housing would not be desirable (adjacent to freeways), the Community Commercial designation is applied with the "Residential Prohibited" use distinction. Elsewhere, mixed-use development including housing is allowed in these commercial areas.

The Office Commercial land use designation allows for office employment uses with limited, complementary retail uses. Residential uses are not allowed, except as part of a mixed-use project. Office, research and development, and light manufacturing uses are allowed in the Business Park land use designation, while the Light Industrial land use designation 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.

FIGURE 2-2: ACTIVE FRONTAGE MAP

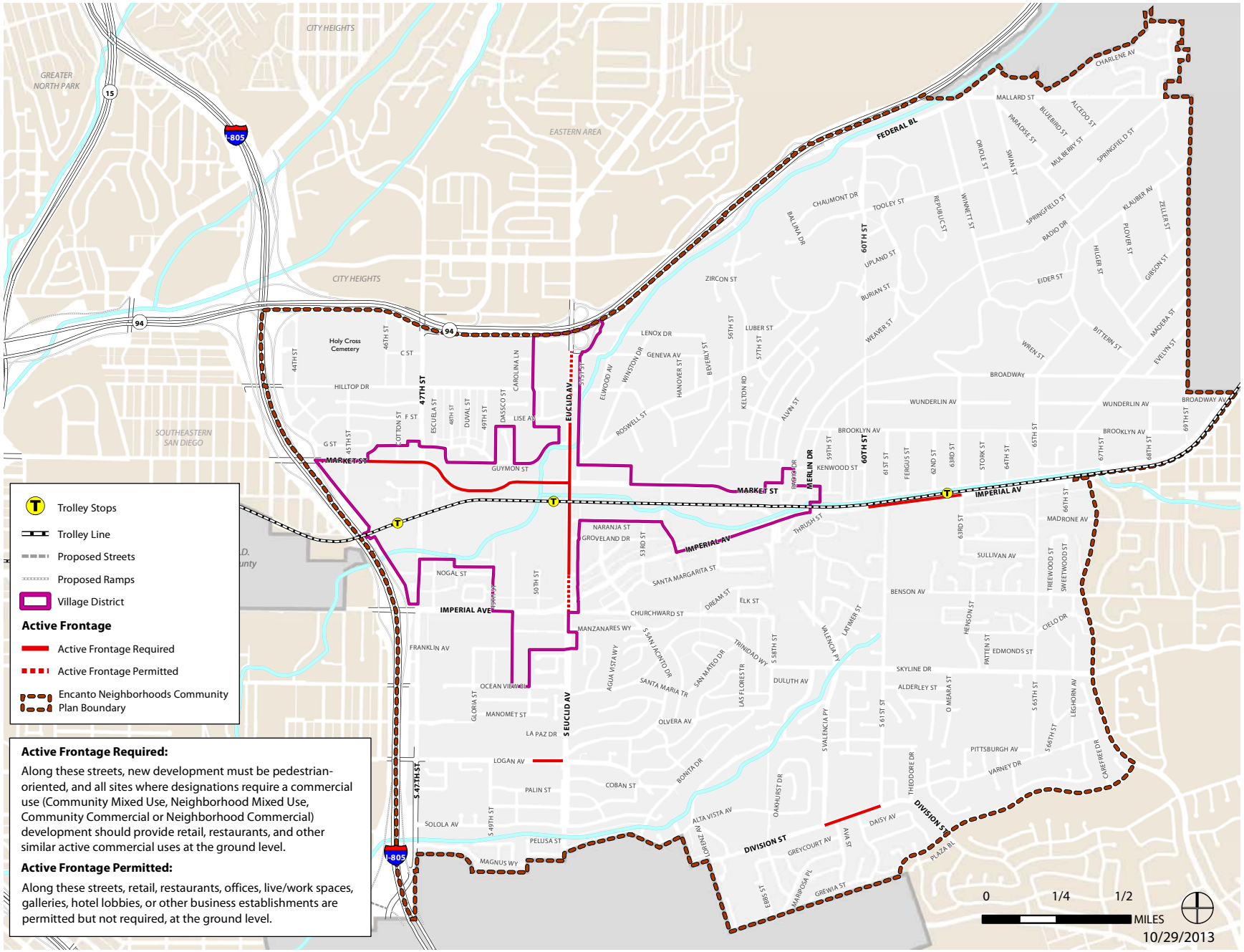


TABLE 2-3: LAND USE CLASSIFICATIONS AND PERMITTED DENSITIES/INTENSITIES

COMMUNITY PLAN LAND USE	DESCRIPTION	RESIDENTIAL DENSITY (DU/AC)	MAXIMUM FLOOR AREA RATIO (FAR; MINIMUM WHERE SPECIFIED)[1]
Multiple Use			
Community Mixed Use	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 44 (included in overall FAR calculations)	4.0 (1.0 minimum)
Neighborhood Mixed Use	Provides convenience shopping and services and housing in a mixed-use setting, as well as 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.		3.0 (0.75 minimum)
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, with somewhat lower residential densities than Neighborhood Mixed Use. Ground level commercial uses are required along designated retail streets.	Up to 30 (included in overall FAR calculations)	2.0 (0.5 minimum)
Neighborhood Commercial, Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximately three-mile radius. Housing may be allowed only within a mixed-use setting.	Up to 29 or 44, as specified (in addition to FAR for non-residential uses, specified on the next column. Density calculated only for portion of site devoted to residential use)	1.75 to 2.2, as specified in zoning
Community Commercial, Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles. Multifamily residential uses may be added to enhance the viability of commercial uses.		1.5 to 4.0, as specified in zoning
Residential			
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
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

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 - 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 - 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 - Very Low	Provides for single-family housing within the lowest density range.	0 to 4	Varies; see Table 131-04J in Municipal Code
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 0.75
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
Institutional and Public and Semi-Public Facilities			
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
Park, Open Space and Recreation			
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.

Institutional and Semi-public and Public Designations

The Institutional and Semi-public and Public Designations apply to areas identified as public or semi-public facilities in the Community Plan, including but not limited to schools, libraries, police and fire facilities, and cemeteries.

Parks, Open Space, and Recreation Designations

The Population-based Park designation covers parks in the community that have an active-use character, while the Open Space designation is given to dedicated open space lands.

TABLE 2-4: ADDITIONAL STANDARDS AND INCENTIVES IN VILLAGES

	COMMUNITY MIXED USE DESIGNATION	NEIGHBORHOOD MIXED USE DESIGNATION	VILLAGE DISTRICT
Minimum Density and Intensity	Minimum intensity limits established as part of the land use classifications (Table 2-2) need to be adhered to. Exceptions would require zoning amendment.		As per land use designation
Reduction in Minimum Required Parking	Required minimum parking is reduced to half (50%) of parking required in Transit Area Overlay Zone (Section 142.0525 of the Municipal Code). Development can choose to provide greater parking.	Transit Area Overlay Zone parking standards in accordance with Section 142.0525 of the Municipal Code	
Shared Parking	Required visitor parking for new non-residential development shall be available for general use.	Existing provisions for shared parking.	
Retail/Restaurant Location	Figure 2-2 identifies streets where active ground-floor commercial uses are required and where they are permitted.		As per land use designation
Publicly-Accessible Open Space	Appropriately located open space or plaza at ground level for public use (dedicated or with public access easement; minimum 500 square feet in size) is eligible for FAR bonus as follows — for every 100 square feet dedicated, building area can increase by 200 square feet, up to total 1 FAR bonus (for half of the site area dedicated to open space).	–	–
Environmental Analysis	Streamlined review under the California Environmental Quality Act (CEQA), in accordance with SB 743 (Chapter 386, Statutes of 2013)		

Note: Features of the San Diego Municipal Code that facilitate higher-density/intensity development also apply throughout the community, as applicable. These include density bonuses and reduced parking requirements for affordable housing; exceptions to minimum parking requirements for transit demand management; and provisions for tandem parking, shared parking and parking assessment districts.

2.2 Future Development

Land Use Distribution at Plan Buildout

The proportion of land in planned land use designation is shown in Table 2-5. The predominant land use designation in the Encanto Neighborhoods will remain residential, with Residential – Low Density (1,285 acres, with another 543 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 69 acres or 2 percent of the Planning Area, 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.

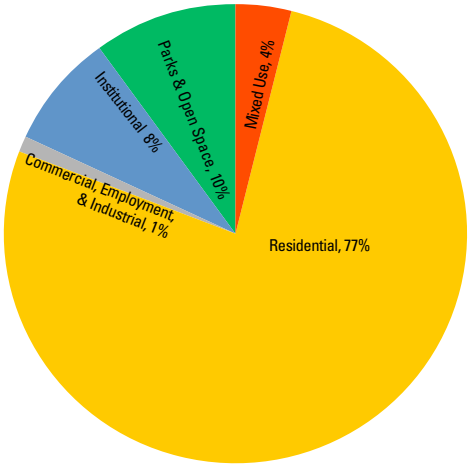
Table 2-6 shows potential development resulting from application of land uses shown on the Land Use Map on vacant and underutilized sites. This includes development already permitted but not yet built. As shown in the tables, the existing inventory of 12,533 housing units (as of 2012) could increase by ___ (__ percent) to a total of ___. Commercial, office, and industrial development is projected to increase by __ percent, __ percent, and __ percent respectively.

TABLE 2-5: LAND USE CLASSIFICATIONS IN THE ENCANTO NEIGHBORHOODS

COMMUNITY PLAN LAND USE	ACRES	PERCENT
Mixed Use		
Neighborhood Mixed Use	20	1%
Community Mixed Use	92	3%
Neighborhood Commercial – Residential Permitted	16	1%
Community Commercial – Residential Permitted	26	1%
MIXED USE TOTAL	**129**	**4%**
Residential		
Residential – Very Low	543	18%
Residential – Low	1,285	43%
Residential – Low Medium	267	9%
Residential – Medium	177	6%
Residential – Medium High	27	1%
RESIDENTIAL TOTAL	**2,249**	**77%**
Commercial, Employment, and Industrial		
Neighborhood Commercial – Residential Prohibited	2	0%
Community Commercial – Residential Prohibited	3	0%
Business Park	22	1%
Light Industrial	9	0%
COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL TOTAL	**36**	**1%**
Institutional and Public and Semi–Public Facilities		
Institutional	230	8%
INSTITUTIONAL TOTAL	**230**	**8%**
Parks and Open Space		
Open Space	214	7%
Population-based Parks	79	3%
PARKS AND OPEN SPACE TOTAL	**293**	**10%**
TOTAL	**2,987**	**100%**

Source: Dyett & Bhatia, 2013.

CHART 2-3: FUTURE LAND USE IN THE PLANNING AREA, BY PERCENT SHARE[1]



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

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

TABLE 2-6: POTENTIAL DEVELOPMENT UNDER THE ENCANTO NEIGHBORHOODS COMMUNITY PLAN

DEVELOPMENT TYPE	EXISTING	NET NEW	TOTAL
Residential (dwelling units)			
Single-Family Residential	10,056		
Multifamily Residential	2,477		
Total Residential	12,533		
Non-Residential (square feet)			
Commercial	439,023		
Office	190,797		
Industrial and Utilities	467,048		
Community Facilities	1,886,667		
Total Non-Residential	2,983,535		

Sources: SANDAG, 2012; City of San Diego, 2008, 2013; Dyett & Bhatia, 2013.

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 freeway traffic on community land uses and 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 District and Key Corridors

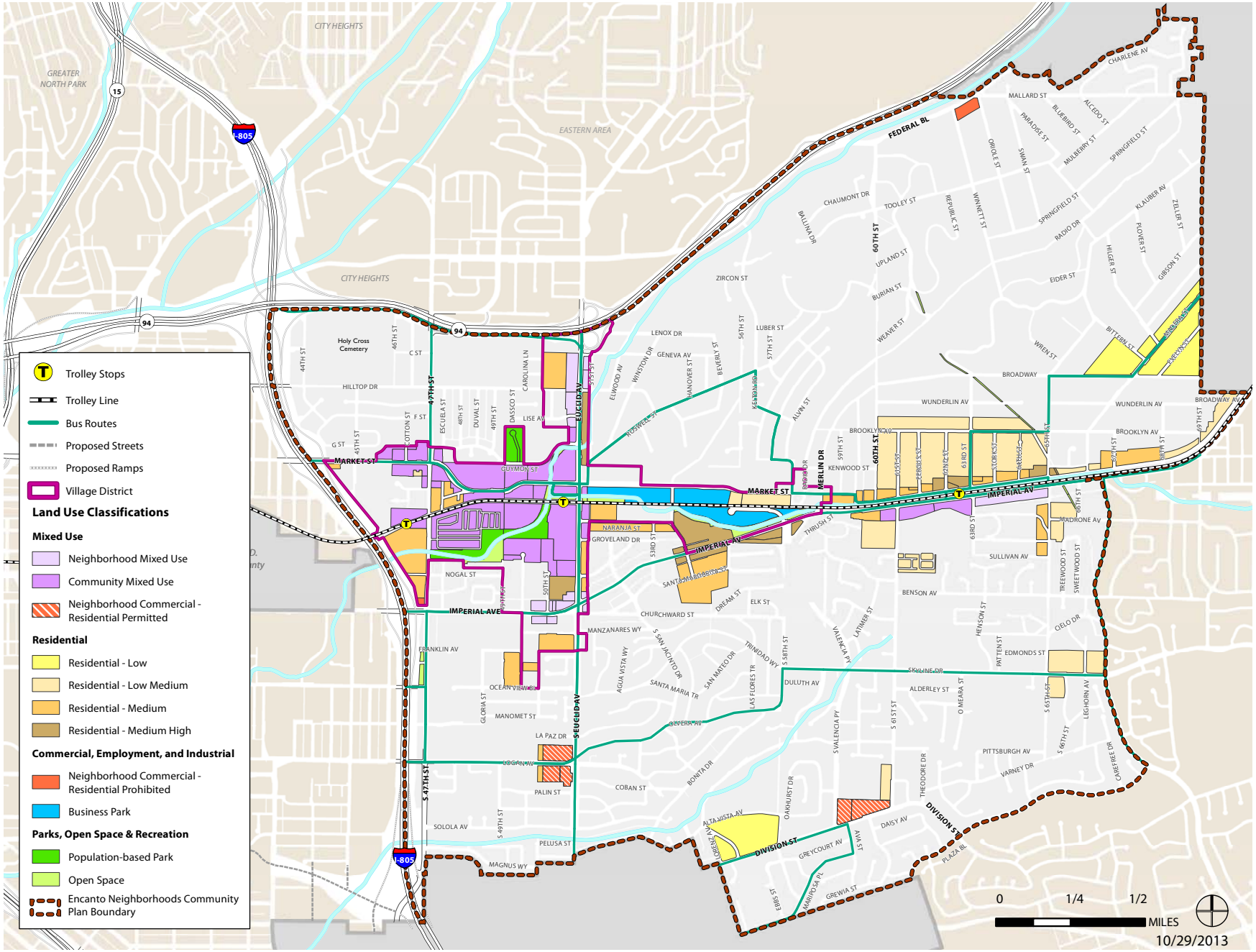
This section describes the Community Plan's approach to fostering growth that enhances the community in the core areas around Euclid Avenue and Market Street and Imperial Avenue at 62nd Street, and along the community's main thoroughfares.

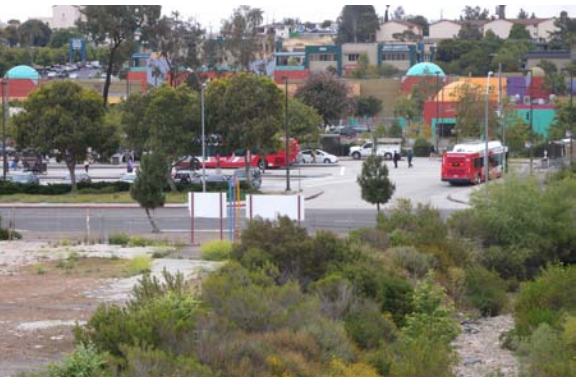
Figure 2-3 shows the proposed Village District, and highlights the parts of the community where land use or intensity would be substantially changed as a result of the Plan. This map shows that the Market Street, Imperial, and Euclid Avenue corridors are expected to experience land use change during 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 the Encanto Neighborhoods, except where a concentration of vacant or underutilized land exists.

Euclid and Market Village District

To fulfill the City of San Diego General Plan's key strategy of becoming a "City of Villages," the Euclid and Market Village District is envisioned as the mixed-use heart of the Encanto Neighborhoods and the center of the community. As shown in Figure 2-3, the Village District 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

FIGURE 2-3: AREAS OF CHANGE AND VILLAGE BOUNDARIES





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."

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.

The Community Plan incorporates the Euclid + Market Land Use and Mobility Plan (EMLUMP). The heart of the 227-acre master plan area is at the Euclid Avenue Trolley station, one of the most heavily used intermodal stations in the MTS network. The EMLUMP includes the Village at Market Creek shopping center near the trolley station, and new public space and facilities along Chollas Creek, as well as other developments and vacant sites that are not well-linked in terms of access, building form, or public realm definition. The area has been designated by the State of California as a Gold Level "Catalyst Community," a designation which gives it priority ranking when seeking State funding. The Community Plan provides a regulatory framework and design guidance for new development in the area, building on the EMLUMP.

Density Incentives for Transit-Oriented Development

The arrangement of land uses and densities/intensities reflects the Plan's strong transit-oriented development (TOD) framework. The Plan promotes TOD through designation and development of complete neighborhoods, with a diverse array of community's shopping and service needs, high-density residential and employment-oriented uses, and mixed-use development proximate to trolley stops. Higher density development will be complemented by enhancement of the public realm, and fostering comfortable and safe pedestrian and bicycle movement, especially in neighborhoods adjacent to trolley and bus rapid transit (BRT) stops.

The Village District comprises the heart of what is intended to become pedestrian-friendly destinations with higher-intensity development around trolley stations, where opportunity sites are concentrated and station access is best. Densities in the Village District are summarized in Table 2-2, while Table 2-5 outlines additional standards and incentives. The Village District is also targeted for streetscape and pocket park improvements, as discussed in the Urban Design and Recreation elements.

Key Corridors

Imperial Avenue Corridor

Imperial Avenue is the community's primary east-west artery. 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 area 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.

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 Corridor

Euclid Avenue is the community's most important north-south spine. The Euclid corridor from State Route 94 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 SR 94 interchange is a key "gateway" location for the community, and the Euclid corridor as a whole is a focus for streetscape improvements. The Community Plan provides a framework for new development along this corridor, incorporating the Euclid Avenue Master Plan. A major purpose of the Euclid Avenue Master Plan is to recommend an appropriate mix of land uses and densities, and balance the needs of all modes of travel along the corridor, resulting in a welcoming roadway that enhances connectivity and serves as a gateway to the Euclid and Market Street Village district.

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 identified 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 Villages and along transit corridors.

P-LU-6: Promote 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 Village designations 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 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 and wider sidewalks and trails, in new and existing development in order to improve access to transit, parks and 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.

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.)

P-LU-14: Develop the vacant lot immediately west of Euclid Avenue and north of Hilltop Drive with a mixture of single-family attached and detached homes. Use small lot single-family detached homes to provide a transition between small lot single-family attached homes and existing single-family neighborhoods with lower density. This site should provide a variety of housing opportunities, including for-sale market-rate and affordable housing, in a pedestrian-friendly setting.

P-LU-15: Develop the Village Center at the Euclid and Market Pilot Village with a mixture of multi- family, commercial/retail, and office land uses that are pedestrian-friendly and support transit use. A range of housing opportunities, including for-sale and affordable housing, should be provided on this site. This area can be developed as a hub of the Southeastern San Diego and Encanto communities by providing opportunities for people to live, work and recreate.

P-LU-16: Develop the former Ouchi Nursery (south of Imperial Avenue, between Willie James Jones Avenue and Euclid Avenue) with townhomes. Development on this site should consider compact building design and pedestrian-friendliness. This site should provide a variety of housing opportunities, including for-sale and affordable housing.

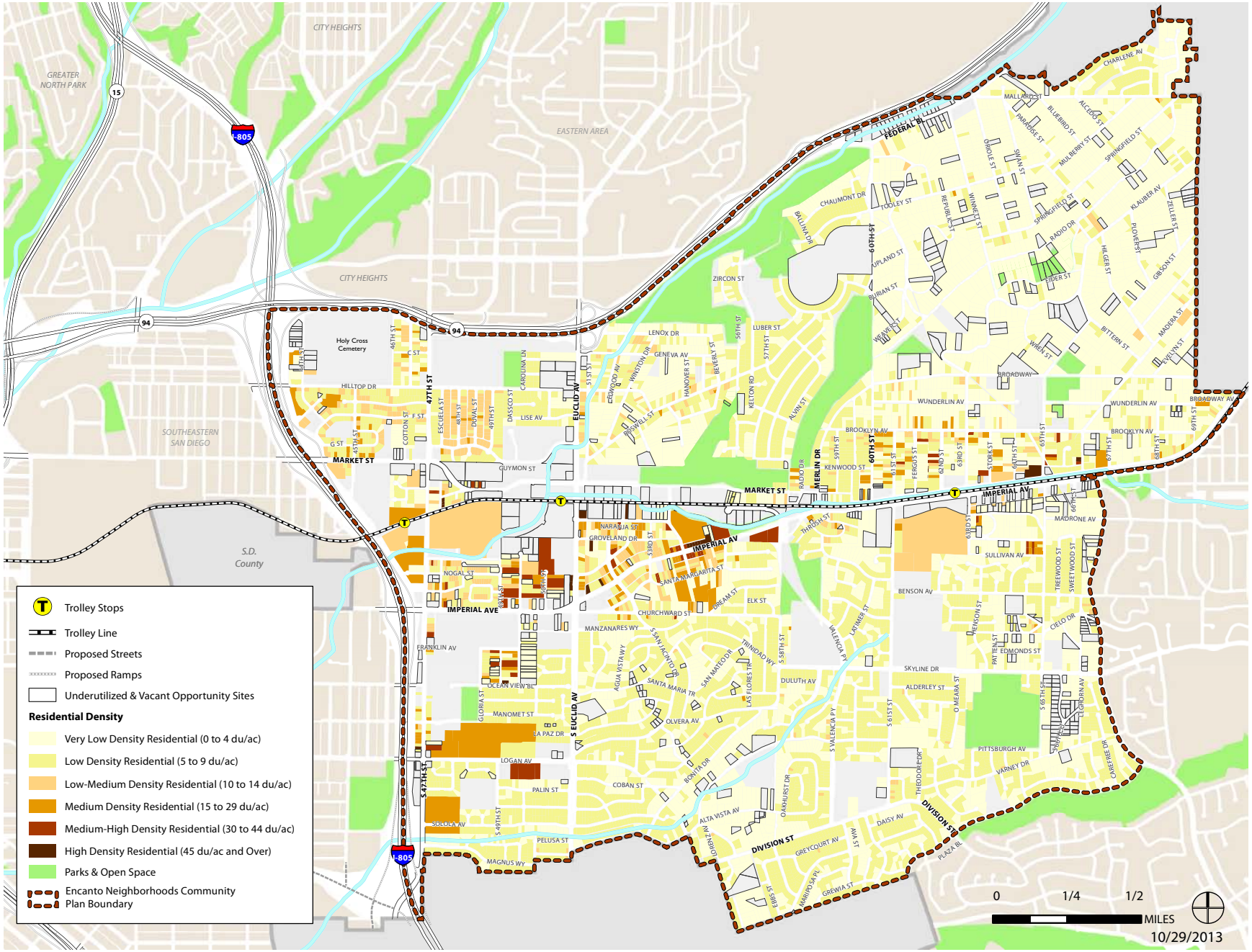
P-LU-17: Develop parcels within the Imperial Avenue Corridor Master Plan site with a mixture of zero-lot line single-family homes (townhomes), and multi-family homes. Mixed uses including residential, retail and commercial uses should be provided in close proximity to the 63rd Street Trolley Station and at the southwestern corner of Euclid Avenue and Imperial Avenue, and the Southeastern Corner of Willie James Jones Street and Imperial Avenue consistent with the land use designation and zoning. This corridor should provide a variety of housing opportunities, including for-sale and affordable housing, in a pedestrian-friendly environment.

2.4 Residential Land Use

Residential Uses

The Encanto Neighborhoods are primarily low-density and residential. There were approximately 2,060 acres of residentially-occupied land in the 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 Planning Area in 2013 has a substantially higher proportion of detached single-family housing compared to San Diego as a whole. A somewhat higher proportion of the Encanto Neighborhoods' housing units are owner-occupied than in San Diego as a whole and the vacancy rate is lower. Housing units in the 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.

FIGURE 2-4: RESIDENTIAL DENSITY/INFILL OPPORTUNITY AREAS



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

In the Plan, neighborhoods east of Euclid Avenue are primarily in the Low or Very 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.

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

The Encanto Neighborhoods have 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 that 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 the 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 to City Heights. Residential designations 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 the Encanto Neighborhoods.

Policies

P-LU-18: Encourage higher densities with a half-mile of transit that accommodate a range of housing types and provide support for increased transit service.

P-LU-19: Encourage a diversity of housing types, including single- and multi-family, and a mixture of both rental and ownership housing.

P-LU-20: 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-21: Preserve the existing stable, well-maintained single-family neighborhoods surrounding the transit corridors.

P-LU-22: Require new housing developments to dedicate a portion of the units as affordable for low- and moderate-income households.

P-LU-23: Promote homebuyer assistance programs for moderate-income buyers.

P-LU-24: Encourage infill residential developments within existing neighborhoods to be compatibly designed with neighborhood character and form.

P-LU-25: 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-26: Support the development of companion units in lower density areas in order to provide additional residential units and opportunities for co-generational habitation as well as a tool for low-income homeowners to meet their mortgage obligations

P-LU-27: Encourage preservation and renovation of housing stock that may become culturally and historically significant during the planning period (for Historic Preservation Element).

P-LU-28: Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

P-LU-29: Rehabilitate quality older residential development and balance it with new development.

P-LU-30: Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

P-LU-31: Provide development of housing that incorporates universal design standards for persons with disabilities.

P-LU-32: Enable rental and ownership opportunities in all types of housing including the alternate housing units such as companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for- sale townhomes.

P-LU-33: Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

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

P-LU-34: Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development. 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 the 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 Commercial areas are clustered around the intersections of Euclid andLogan avenues, Imperial Avenue and 47th Street, and Division Street and Valencia Parkway, where convenience shopping uses would be within walking distance of surrounding neighborhoods.

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 be designed to integrate with the surrounding neighborhood.

P-LU-39: Use active uses such as lobbies, offices, and retail areas to provide transparency on the street.

P-LU-40: Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.

P-LU-41: The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provided multi-modal access (refer to General Plan Policies UD-D.1 through D.3).

P-LU-42: Accommodate employment opportunities through the land use framework that would allow for the types of jobs that may be appropriate for current and future residents.

P-LU-43: Improve access and 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)

P-LU-44: Promote Valencia Business Park and the Market Street corridor east of Euclid Avenue as an employment area, with an emphasis on small businesses and clean industry, potentially with a business incubation component. (see also Economic Prosperity)

P-LU-45: 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 as well as around Market and 47th streets, and at the gateway to the community on Euclid Avenue. Commercial uses should be integrated with higher-density mixed use and residential development.

P-LU-46: 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. Commercial uses may be supported by housing in mixed use or adjacent buildings.

P-LU-47: Encourage small and mid-sized businesses, which are more likely to be locally owned, in additional 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 the 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

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).

of park land in the 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 Southeastern San Diego 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 areas. 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-48: The Planning Area has good park and open space access, and a focus of the Community Plan update is to link these spaces, such as through implementation of the Chollas Creek Enhancement Program to develop trail corridors and improving signage, safety, and trails in the canyons. (Recreation Element)

P-LU-49: 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. (Recreation Element)

P-LU-50: 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-51: 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-52: Coordinate with the San Diego Unified School District to develop joint-use park facilities on school campuses throughout the community.

P-LU-53: Provide support to community social service institutions.

P-LU-54: Evaluate remnant cemetery land for opportunities for additional open space and parks.

P-LU-55: Protect public health by evaluating the effects of noise and air pollution from freeway traffic on community land uses and 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-56: Control noise impacts at the source by dampening, buffering, or active cancelling, particularly on sites that abut residential development or other sensitive receptors.

P-LU-57: Reduce potential noise impacts, particularly from the trolley, by orienting windows and openings away from noise sources or developing mitigations for noise and vibrations.)

P-LU-58: Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

P-LU-59: Restrict building intensities underneath the approach path to Lindbergh Field consistent with the Airport Land Use Compatibility Plan (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 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. Factors that affect individuals' health are influenced by the aspects of the Community Plan. 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 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 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

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

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

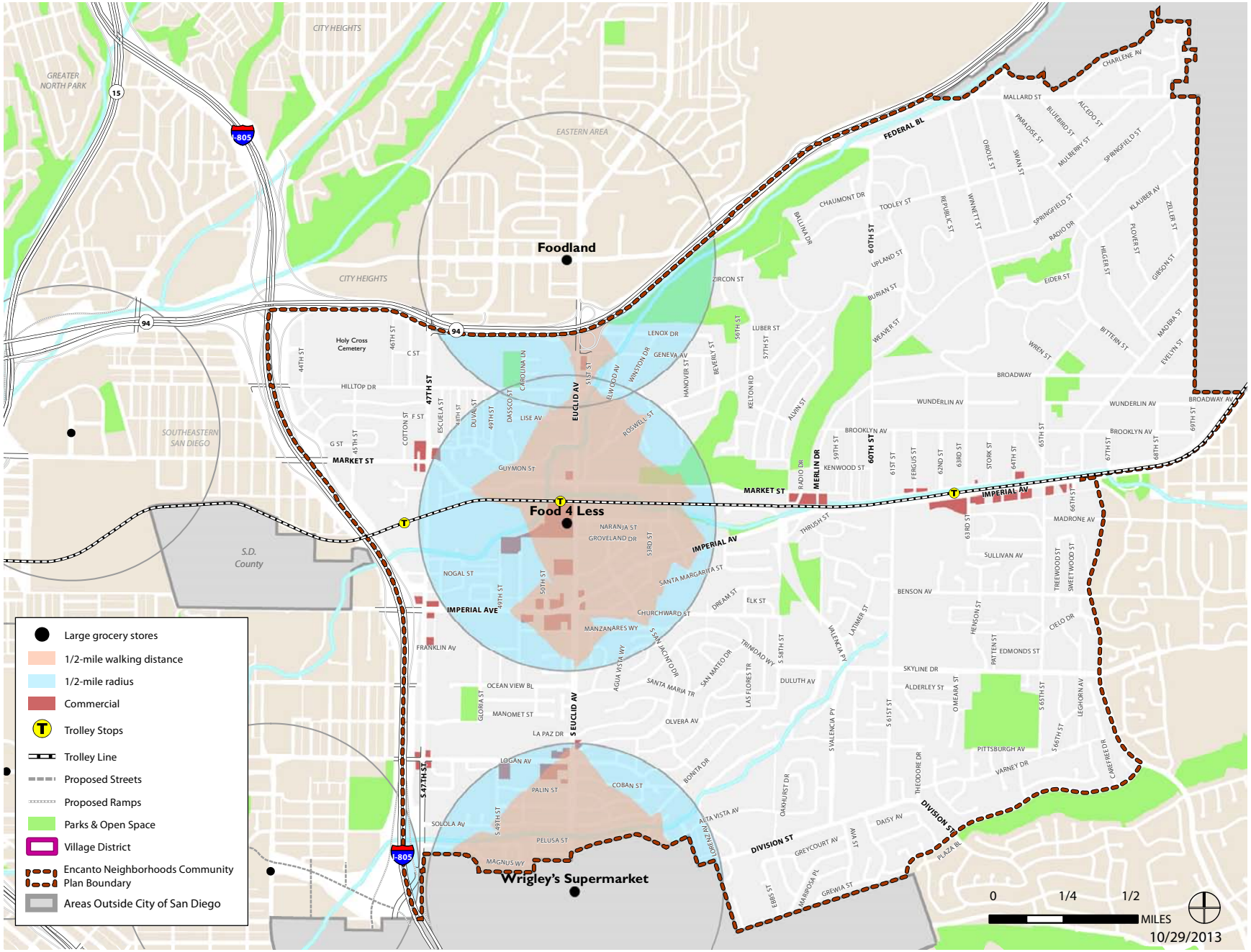
While Encanto Neighborhoods experiences less prevalence of health risks from collocation of industrial uses, the community does contain a high amount of less desirable unhealthy land uses such as liquor stores and fast food, and a low prevalence of desirable healthy retail such as grocery stores. Liquor 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 Planning Area'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 standards 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 Planning Area 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 northeastern corner, is out of the one-mile range.

FIGURE 2-5: ACCESS TO GROCERY STORES



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 located throughout the neighborhood, the Encanto Neighborhoods are 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 the Encanto Neighborhoods. Recreation centers, operated by the Parks and Recreation Department, offer health and wellness 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 District—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

The 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 affordable rental and for sale housing, senior and multi-generational housing and small lot townhome development.

Policies

P-LU-60: Affordable and diverse housing stock for all incomes and household sizes

P-LU-61: Employment options and economic development opportunities

P-LU-62: Balanced, accessible and desirable community-serving retail that includes healthy food

P-LU-63: Mobility options that promote accessibility and active living

P-LU-64: Transit-oriented development that decreases automobile reliance

P-LU-65: Physical activity opportunities through complete streets and recreation opportunities

P-LU-66: Public facilities, infrastructure improvements and community services

Affordable Housing

P-LU-67: Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

P-LU-68: Create affordable home ownership opportunities for moderate income buyers.

P-LU-69: 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-70: Promote homebuyer assistance programs for moderate-income buyers.

P-LU-71: Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels.

Community Health

P-LU-72: 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-73: 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-74: Prioritize healthy food outlets in economic development efforts, especially in areas where a healthy food outlet, farmer's market, farm stand or corner store/market selling healthy foods and fresh produce is not located within a quarter to a half mile away.

P-LU-75: Encourage the development of healthy food establishments in areas with a high concentration of fast food establishments, convenience stores, and liquor stores

P-LU-76: Encourage development 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-77: Discourage fast food outlets and liquor stores from locating near schools.

P-LU-78: 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. Underserved areas where retail is not feasible should be considered for farm stands, and community gardens.

2.8 Noise

Noise-sensitive land uses are locations where the presence of unwanted sound could adversely affect the use of the land. These include residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds and parks. The Encanto Neighborhoods have a variety of land uses as well as proximity to major transportation facilities. The main sources of unwanted sound 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 2-6 identifies the existing noise contours in the community.

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 standards (maximum noise levels) 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.

Motor Vehicle Traffic

The dominant noise source in the 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 and Interstates 805) are the primary sources of motor vehicle noise within the community. Future noise levels are expected to often exceed 65 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 this threshold in many parts of the Encanto Neighborhoods today; increases may be expected along major roadways where traffic levels will increase.

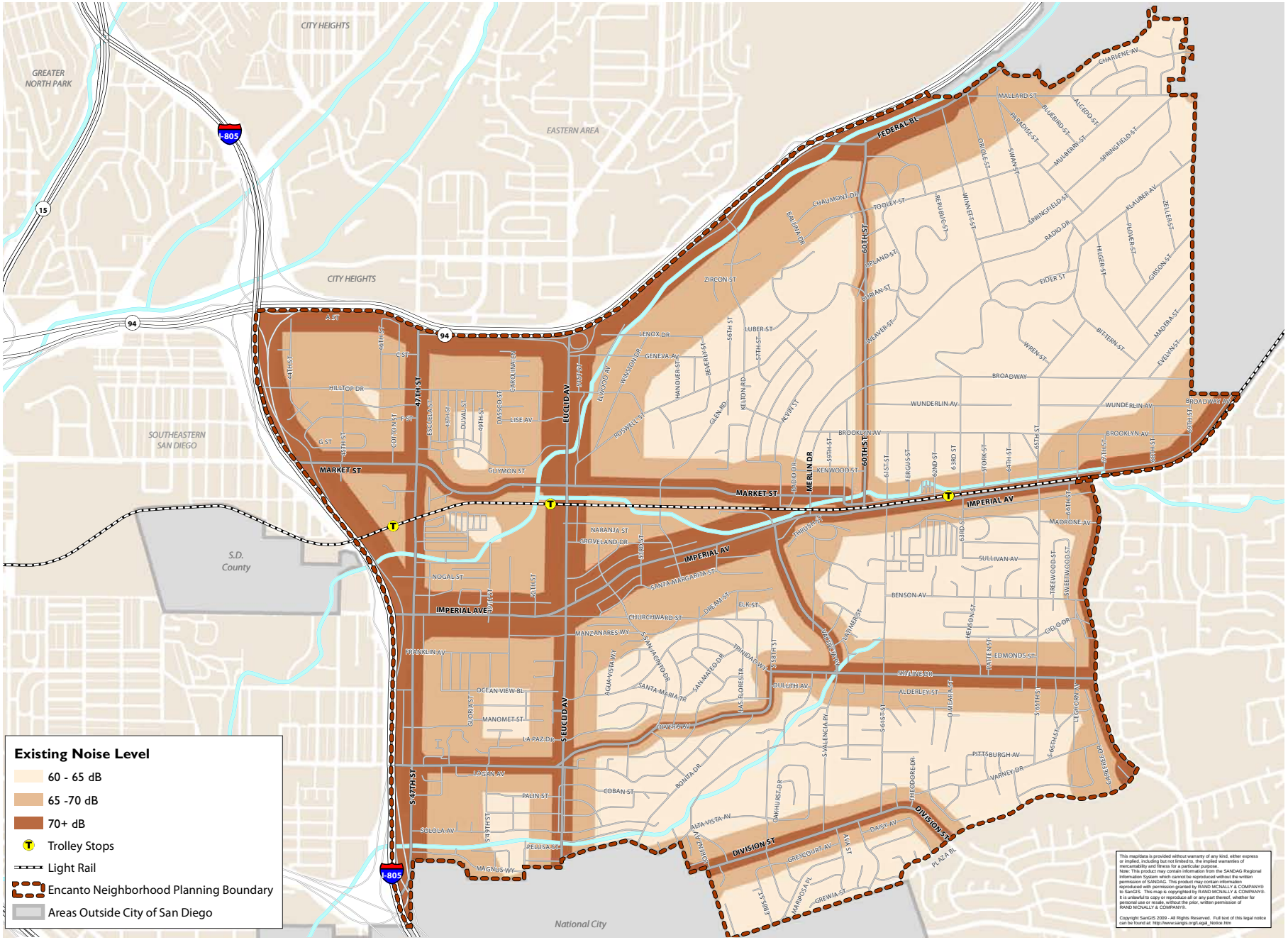
The noise contours shown in Figure 6-2 represent the predicted noise level based on future roadway volumes, the percent of trucks, speed and other factors. They do not reflect the attenuating effects of noise barriers, structures, topography, or dense vegetation and should not be considered site-specific.

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 vicin-

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

FIGURE 2-6: FUTURE NOISE CONTOURS AND AIRPORT ACTIVITY



ity 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 excessive 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 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. The Encanto Neighborhoods are located entirely outside of the present and future 65 CNEL noise contour for San Diego International Airport. However, 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, as discussed in the Land Use Element.

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 the Encanto Neighborhoods are limited to land along parts of Federal Boulevard, Market Street, and Imperial Avenue. The Plan's land use diagram seeks to minimize the areas where sensitive land uses and potentially noise-producing land uses adjoin. Where residential and other sensitive receptor 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 standards to ensure sound-reducing features and site design.

Policies

P-LU-79: Locate noise-sensitive uses, such as schools and homes, away from noise sources.

P-LU-80: Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-81: Reduce the effect of noise by utilizing 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;
- 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-82: Ensure that future residential use above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.

P-LU-83: Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E-1 through NE-E6.

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