2 LAND USE

How land is used underlies the experience of living, working, or visiting any urban area, making land use a pivotal element of the Community Plan. This element outlines the framework to guide land use decision-making, provides the land use classification system, intensity standards, and outlines goals and policies to promote vibrant communities, enhance neighborhoods and open spaces, and support sustainable lifestyles.

GOALS

1. A vibrant and pedestrian-oriented community that provides residential, commercial, office, institutional, industrial, and civic, including governmental, uses.
2. A compatible mix of land uses that promote a healthy environment.
3. Stable base sector employment uses and supportive commercial and industrial services.
4. A diverse mix of residential opportunities including affordable rental and market rate housing, senior and multi-generational housing, and small lot townhome development.
5. Well-designed and aesthetically pleasing neighborhood and community-serving commercial and institutional uses to meet the daily needs of the residents.
6. Special districts and villages to address the unique commercial needs of the community, including the Southeastern Village centered along the Commercial/ Imperial Corridor. The eastern Commercial Street corridor is to remain industrial.
7. A vibrant, pedestrian-oriented village with a mix of residential, commercial, industrial, and civic facilities for the enjoyment of community residents, with unique, local character.
8. Preservation of the present employment opportunities in the community and increased opportunities through education.
9. Make improvements to and stimulate investments in this area.

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	

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.

Many aspects of the Land Use Element overlap with topics also covered in other Plan elements. For example, Southeastern San Diego has a rich history and wealth of historic resources, which are addressed in the Historic Preservation Element. 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 element.

2.1 Land Use Framework

Existing Land Use Snapshot

Southeastern San Diego is primarily residential with a mix of single-family homes and multi-family developments. There are large-scale commercial spaces, parks and school sites.

Southeastern San Diego consists of residential neighborhoods and commercial corridors, industrial areas, shopping and employment centers, and schools and other community amenities framed by the freeway system.

The community has a mix of single-family and multi-family housing in all neighborhoods. Commercial development is concentrated along commercial corridors west of Highway 15 and at shopping centers to the east. Industrial and employment uses are found on both sides of Highway 15 south of Highway 94 (Gateway West and East) as well as along Commercial Street.

Table 2-2 and Chart 2-1 show the proportion of land area occupied by different uses in the community as of 2013. Southeastern San Diego encompasses 2,950 acres, not including 121 acres of unincorporated San Diego County land at Greenwood Cemetery.

A majority of Southeastern San Diego is not anticipated to change significantly in land use or development intensity. Some sites, because of the current land use and intensity of development, have a heightened potential for reuse or intensification; these areas are clustered along the principal corridors in the community. Discussion or mapping of a site as an area of change

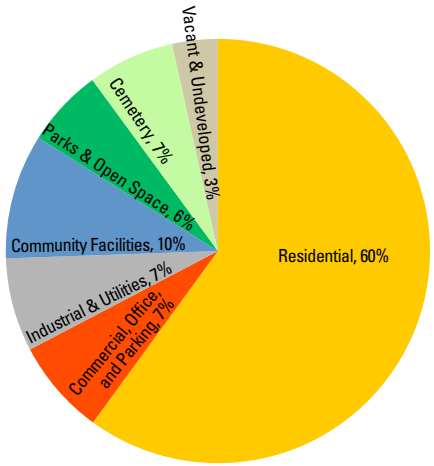
TABLE 2-2: EXISTING LAND USES IN SOUTHEASTERN SAN DIEGO[1]

COMMUNITY PLAN LAND USE	ACRES	PERCENT
Single-family Housing	667	36%
Multi-family Housing	454	24%
Community Facilities	178	10%
Parks and Open Space	111	6%
Commercial Uses	136	7%
Industrial Uses and Utilities	133	7%
Mount Hope Cemetery	123	7%
Vacant Land	65	3%
SUB-TOTAL	**1,867**	**100%**
Streets and Public Right-of-Way	1,062	
TOTAL	**2,929**	

1. Does not include streets and public right-of-way.

Source: Dyett & Bhatia, 2013.

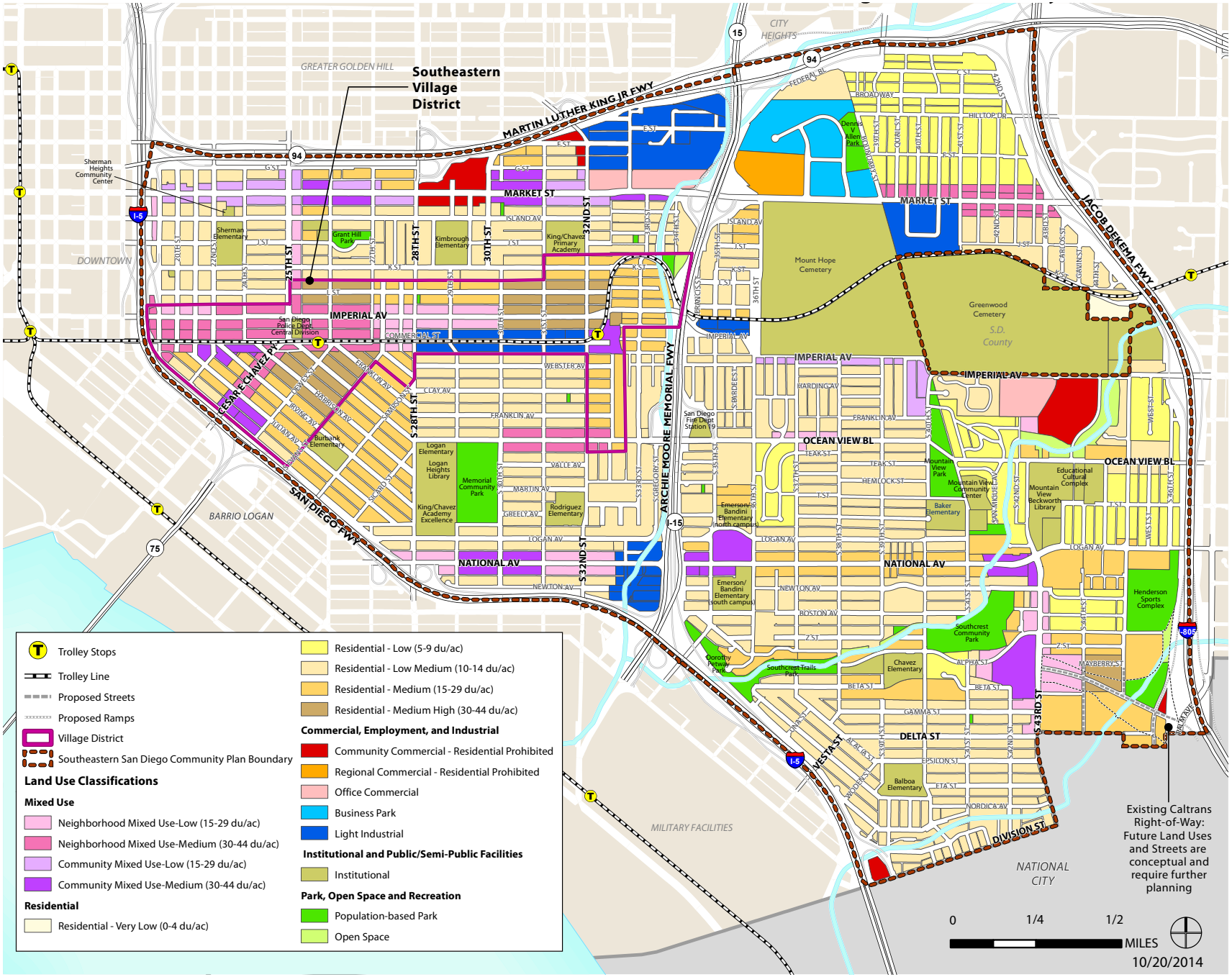
CHART 2-1: Existing Land Use in the Planning Area, by Percent Share



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

Southeastern San Diego is primarily residential with a mix of single-family homes and multi-family developments. There are large-scale commercial spaces, parks and school sites.

FIGURE 2-1: Community Plan Land Use



does not necessarily mean that the site will undergo a use or intensity change, as development would result from private property owner initiative.

Classification of Uses

The land use framework consists of the land use classifications, the Land Use map (Figure 2-1), and Active Frontage map (Figure 2-2) that work together to define activities and capacities. Table 2-3 outlines the land use classification system for Southeastern San Diego. 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 a fuller description of permitted uses and development intensity, 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 associated building typologies. The characteristics and locations of each use designation are described in sections 2.4 through 2.7.

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 facade 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 shows two designations, with the requirements below:

- Active Frontage Required. Along these streets, new development must be pedestrian-oriented, and all sites with where designations require a commercial use (Community Mixed Use, 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.

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 60' Max. Height

Community Mixed Use

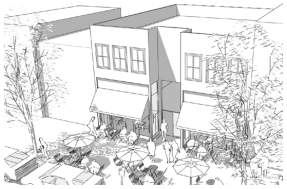
Community Mixed-Use encourages community-wide retail and mixed-use development that occurs at critical activity centers. Buildings are typically medium-scaled and integrated into a mixed-use development, with residential densities that can range between 15 to 29 du/ac or 30 to 44 du/ac. This type of 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 60' 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 60' 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.

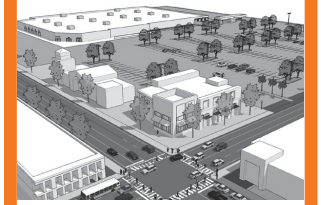


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CHART 2-2: Development Types and Land Use Classifications (Continued)

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

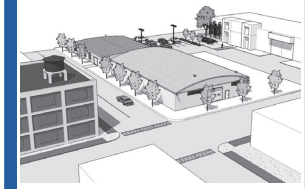
The Business Park designation represents employment-generating uses that will both create jobs and a pleasant and safe streetscape environment. Intended uses include office, research and development, and light manufacturing. Storage and distribution is discouraged to minimize truck traffic. Limited retail 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 single-family within a low-density range.	5 to 9	Varies; see Table 131-04J in Municipal Code
Residential – Low Medium	Provides for single-family 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 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.	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 3.0 (0.75 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
Business Park	Allows office, research & development, and light manufacturing uses. Recycling uses are prohibited.	Not Applicable	2.0

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]
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. Recycling uses are prohibited.	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

1 Floor Area Ratio (FAR) represents total allowed FAR, as follows:

- For Community Mixed Use 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 2-1. 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.

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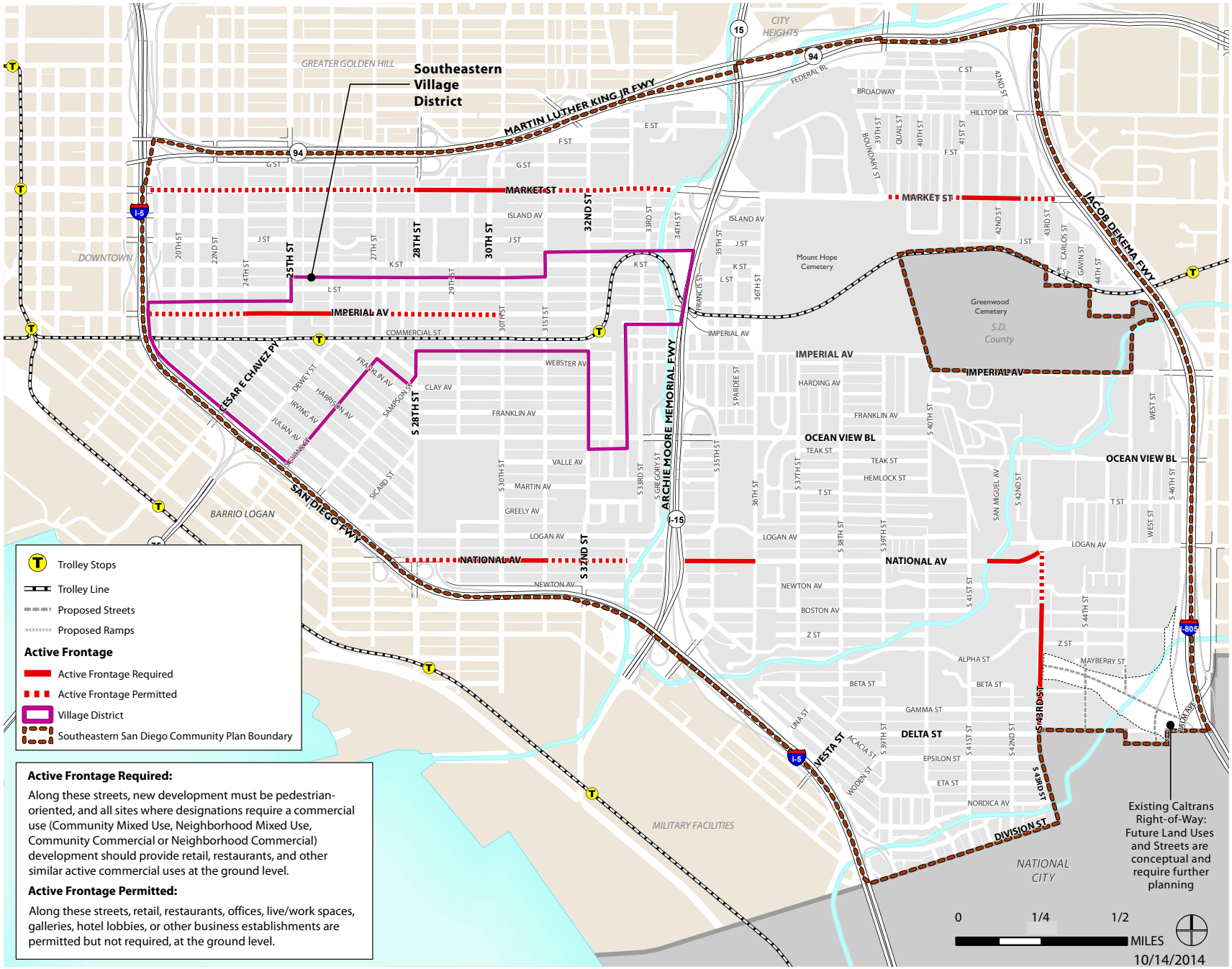
FIGURE 2-2: Active Frontage



2.2 Future Development

Land Use Distribution at Plan Buildout

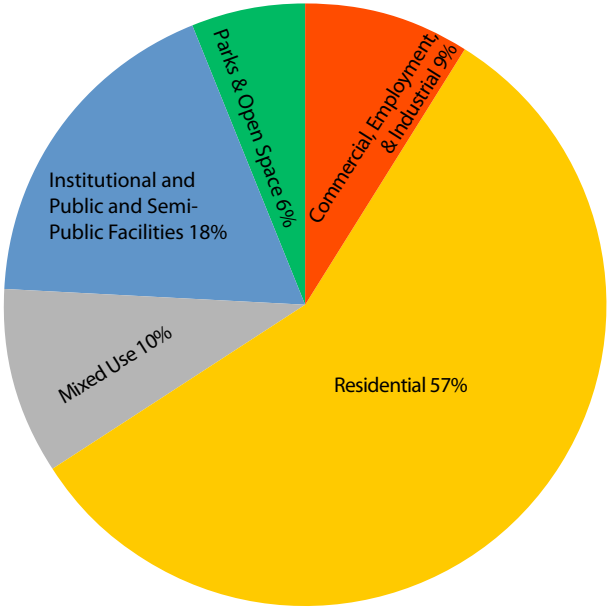
The amount of land in each land use designation is shown on Table 2-4 and summarized in Chart 2-3. The predominant land use designation in Southeastern San Diego will remain residential, with Residential – Low Medium (678 acres) mirroring the current prevalence of single-family houses intermixed with duplexes and apartments. Land use categories allowing both commercial and residential would comprise about 10 percent of the community, spanning much of the Commercial Street/Imperial Avenue, Market Street, and National Avenue corridors.

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 2-5 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 15,028 housing units could increase by 3,010 (20 percent) to a total of 18,038. Commercial, office, and industrial development is projected to increase by 40 percent, 70 percent, and 20 percent respectively.

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



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

TABLE 2-4: LAND USE CLASSIFICATIONS IN SOUTHEASTERN SAN DIEGO		
COMMUNITY PLAN LAND USE	**ACRES**	**PERCENT**
Residential		
Residential - Very Low	4	< 0.5%
Residential - Low	175	9%
Residential - Low Medium	678	34%
Residential - Medium	250	12%
Residential - Medium High	48	2%
RESIDENTIAL TOTAL	**1,153**	**57%**
Mixed Use		
Neighborhood Mixed Use - Low (15-29 du/ac)	49	2%
Neighborhood Mixed Use - Medium (39-44 du/ac)	59	3%
Community Mixed Use - Low (15-29 du/ac)	30	2%
Community Mixed Use - Medium (39-44 du/ac)	59	3%
MIXED USE TOTAL	**197**	**10%**
Commercial, Employment, and Industrial		
Community Commercial - Residential Prohibited	30	2%
Regional Commercial - Residential Prohibited	15	1%
Office Commercial	22	1%
Business Park	35	2%
Light Industrial	88	4%
COMMERCIAL, EMPLOYMENT, AND INDUSTRIAL TOTAL	**190**	**9%**
Institutional and Public and Semi-Public Facilities		
Institutional	365	18%
INSTITUTIONAL AND PUBLIC AND SEMI-PUBLIC FACILITIES TOTAL	**365**	**18%**
Parks and Open Space		
Population-based Parks	94	5%
Open Space	17	1%
PARKS AND OPEN SPACE TOTAL	**111**	**6%**
TOTAL	**2,017**	**100%**

Source: Dyett & Bhatia, 2014.

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: Foster development of neighborhood structure around existing elements such as the Educational Cultural Complex, Chollas Creek, 43rd and Logan node, and National Avenue. Include a center in the neighborhood structure, as well as other elements such as a spine, a gradation of density, or clearly distinct use areas.

2.3 Village Areas and Key Corridors

This section describes the Community Plan's approach to fostering growth that enhances the community along its key corridors and around trolley stations. To fulfill the City of San Diego General Plan's key strategy of becoming a "City of Villages," the Southeastern Village is envisioned as the mixed-use center for the community of Southeastern San Diego. This Village District is shown in Figure 2-3, which also highlights the areas of Southeastern San Diego where land use or intensity may change as a result of the Community Plan. The Southeastern Specific Plan provides detailed development standards and land use regulations and is a companion document to this plan.

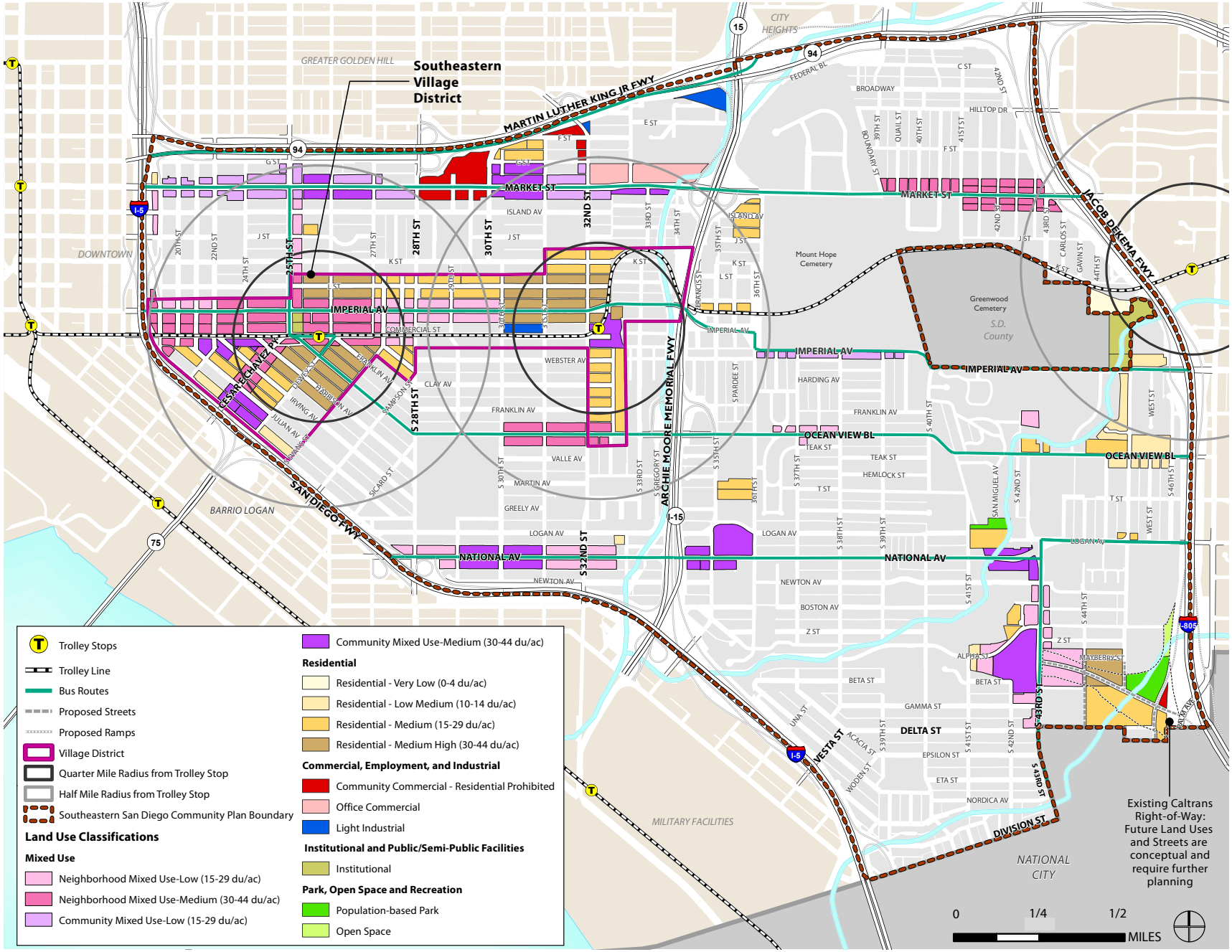
TABLE 2-5: POTENTIAL DEVELOPMENT UNDER THE SOUTHEASTERN SAN DIEGO COMMUNITY PLAN

	EXISTING	NET NEW	TOTAL (2035)
Residential Development			
Single-Family Units	5,631	134	5,765
Multi-Family Units	9,397	2,876	12,273
TOTAL HOUSING UNITS	**15,028**	**3,010**	**18,038**
Non-Residential			
Commercial	1,758,200	708,800	2,467,000
Office	163,600	113,800	277,400
Industrial and Utilities	2,068,700	420,400	2,489,100
Community Facilities	2,332,800	260,600	2,593,400
TOTAL NON-RESIDENTIAL	**6,323,300**	**1,503,600**	**7,826,900**

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.

FIGURE 2-3: Areas of Change, Master Plan Areas, and Village Boundaries



The Comm22 development will be joined by additional buildings and street improvements as the Commercial/ Imperial corridor becomes a vibrant, mixed use area.

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.

TABLE 2-6: ADDITIONAL STANDARDS AND INCENTIVES IN VILLAGES

CATEGORY	COMMUNITY PLAN AND MUNICIPAL CODE REGULATIONS	VILLAGE DISTRICT
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 area.
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 ½ 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.

A major purpose of the National Avenue Master Plan, reflected in this Community Plan, is to recommend an appropriate mix of land uses and densities along the corridor.

Southeastern Village

The Southeastern Village includes the Commercial/Imperial corridor from Interstate 5 to SR-15, and is centered on the trolley stops at 25th Street and 32nd Street. As shown in Figure 2-4, the Village will contain a mix of uses, with higher density allowed near the transit corridor while respecting the Historic Districts in Sherman Heights and Grant Hill. The Community Plan seeks to achieve the vision expressed by the community to allow a greater mix of uses in the corridor, preserve some industrial jobs, and ensure that development is sensitive in terms of heights and densities to the existing character.

Density Incentives for Transit Oriented Development

TThe 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 District are summarized in Table 2-6: Standards and Incentives in Villages. The Urban Design and Recreation elements also detail streetscape and pocket park improvements.

Key Corridors

In addition to the Commercial/Imperial Corridor, there are three other main corridors in the Southeastern San Diego community: National Avenue, Market Street, and Ocean View Boulevard.

National Avenue

National Avenue is a neighborhood spine connecting across the southern portion of the community, from Interstate 5 to 43rd Street, where the street shifts and becomes Logan Avenue. National Avenue provides a through connection between neighborhoods and features clusters of businesses, as well as one larger shopping center (Otto Square). The primary character of most segments of the street is residential. A community park is envisioned to occur along National at the SR-15 freeway.

Market Street

Market Street spans the northern tier of Southeastern San Diego, connecting the community with Downtown to the west and the Encanto Neighborhoods to the east. The street is broad, and segments east of 32nd Street carry more traffic than Imperial or National Avenues do. It passes through a variety of settings, including the Sherman Heights historic district; an area with some larger-scale commercial and light industrial buildings; alongside the Gateway West and Gateway East industrial parks, and through the Mt. Hope residential neighborhood. The Land Use Plan recognizes these distinct characteristics, while providing more opportunities for a mixture of uses to develop in complementary ways. For example, residential development will be facilitated in mixed use buildings, helping to

support local convenience shopping. An office designation along the Market Street frontage should help to revitalize the Gateway West industrial park while capitalizing on exposure to Market Street and I-805.

Ocean View Boulevard

Ocean View Boulevard is the community's fourth major east-west corridor, crossing Highway 15 and linking directly to the heart of the Imperial corridor at 25th Street. Ocean View connects large parks and community hubs at Memorial Park and Mountain View Park, and features two small commercial districts which, under the Plan, should grow into small higher-density mixed use areas.

Policies

P-LU-3: Focus the highest intensity development (residential and non-residential) on both Commercial Street and Imperial Avenue around the trolley stops to capitalize on access to transit, boost transit ridership, and reduce reliance on driving.

P-LU-4: Refer to the Sherman Heights Historic District and Grant Hill Historic District for development and rehabilitation guidelines.

P-LU-5: Promote Cesar E. Chavez Parkway and 25th Street as the Village's primary ceremonial street as described in the Mobility Element.

P-LU-6: Orient street frontages towards Imperial Avenue and 25th Street, and provide space for outdoor seating and for retailers to display their wares.

P-LU-7: Provide sidewalks that are 15 feet wide (minimum) along Cesar E. Chavez Parkway, 25th Street, and Imperial and Commercial

New development and streetscape improvements are envisioned to grow around the 32nd Street station.

An extension of Alpha Street would become the spine of a new mixed-use neighborhood integrated with surrounding residential areas.

avenues to enhance pedestrian and commercial activity.

P-LU-8: Require ground-floor commercial uses, such as retail spaces and small businesses, in the Neighborhood Mixed Use designation near the 25th Street trolley stop, as shown by the symbol "Active Frontage Required" on Figure 2-2: Active Frontage.

P-LU-9: Work with Caltrans to eliminate the I-805 on and off ramps in order to develop parcels for a variety of community serving uses.

P-LU-10: Promote 43rd Street as a higher density mixed-use spine with 15-foot wide sidewalks (minimum), corner popouts, shade-producing street trees, and pedestrian-oriented lighting.

2.4 Mixed Use

The Neighborhood Mixed Use and Community Mixed Use designations are provided where the integration of housing and commercial uses in a thoroughly 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 or at the center of mixed use areas. The Community Mixed Use zones generally extend to a 1/4 mile radius around trolley stops and along major corridors. The Neighborhood Mixed Use zones generally extend to about 1/2 mile of trolley stops and along corridors, and exclude low-density residential areas, industrial areas, parks and schools. See the San Diego General Plan for policies on mixed use.

2.5 Residential Land Use

Neighborhoods

Neighborhood structure is relatively clear in some areas, such as in Logan Heights, Sherman Heights, and Mount Hope with a recognizable community nucleus around community centers, schools, parks and libraries. Some neighborhoods in Southeastern San Diego are among the city's oldest, and reveal interesting aspects of the city's urban development. Conservation of character and historic preservation are key objectives in the neighborhoods west of SR-15. The Plan aims to enhance neighborhood structure in other areas like Mountain View and Southcrest.

Residential Uses

Most neighborhoods in Southeastern San Diego are in the Residential – Low Medium category, indicating a mix of single-family and small-scale multi-family development. Much of Logan Heights and the Southcrest neighborhood east of 43rd Street are classified as Low-Medium density due to proximity to transit or existing

development patterns. Medium-High density development is facilitated within a few blocks of the heart of the Commercial/Imperial corridor. Meanwhile much of the Mt. Hope neighborhood and the eastern half of Mountain View are classified as Low Density.

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. Affordable housing is a particular need for young Latino families in the community. Though most of its lots have been developed, there remains some vacant or underutilized land in Southeastern San Diego. With its good access to transit and central location, the community provides an opportunity for well-located, mixed-use infill development.

Although much of the community has already been developed, there are some opportunities for infill development through the construction of companion units on the lower density residential sites. Companion units increase the housing stock and allow for multi-generational housing opportunities. The community also has a number of medium and small vacant lots along its main transit corridors and in its Village District. These areas 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. In addition, there are some vacant lots scattered in residential neighborhoods where new housing may be created over time.

Policies

P-LU-11: Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

P-LU-12: Balance new development with the rehabilitation of high-quality older residential development.

P-LU-13: Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

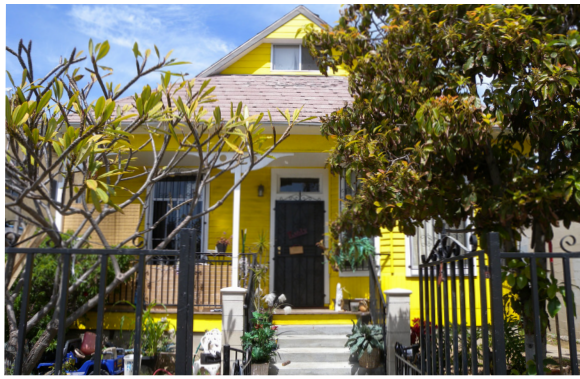
P-LU-14: Support rental and ownership opportunities in all types of housing, including alternative housing such as companion units, live/work studios, shopkeeper units, small-lot housing typologies, and for-sale townhomes.

P-LU-15: 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-16: Preserve existing single-family homes that provide affordable housing and contribute to Southeastern San Diego's unique character in particular in the Sherman Heights and Grant Hill Historic Districts.

P-LU-17: Rehabilitate existing residential units that contribute to the historic district's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

P-LU-18: Support development of companion housing units in lower density areas to provide additional residential units and opportunities for co-generational habitation.



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

P-LU-19: Discourage parcel consolidation over 14,000 square feet in the lower density and historic district areas to maintain the historic building pattern of smaller buildings.

Affordable Housing Policies

P-LU-20: Develop 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-21: Enable in-law units for existing single-family homes to accommodate growing families and provide an opportunity for rental income.

P-LU-22: Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

P-LU-23: Create affordable home ownership opportunities for moderate income buyers.

P-LU-24: 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-25: Promote homebuyer assistance programs for moderate-income buyers.

P-LU-26: Utilize land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.

2.6 Commercial, Employment, and Industrial Land Use

Most of the community's commercial development is in two basic categories, small businesses and large commercial centers. The community's small businesses are located along the main commercial corridors of Market Street, Imperial Avenue, and National Avenue, mainly west of Highway 15. These corridors are long, but they do not build up a critical mass at any point and provide a limited range of services. Located east of State Route 15, there are four large commercial centers in Southeastern San Diego: Imperial Marketplace, Gateway Center, Northgate Market, and Otto Square.

Commercial Land Uses

The Community Commercial designation is meant for shopping and office uses that serve the whole community. In most parts of the community, commercial uses are provided for in mixed use areas, including most of Market Street, Imperial Avenue, and National Avenue.

Community Commercial areas without residential are located on Market Street between 28th and 30th Streets, and at Imperial Marketplace.

Employment and Industrial Land Uses

The Community Plan provides three land use designations for industrial or employment-focused uses. The Light Industrial designation is given to land along Commercial Street at the industrial parks, and along National at Highway 15 (though this area along National Avenue is also proposed for park land, as dis-

cussed in the Recreation Element). The Business Park designation is applied to much of the Gateway Center development, where there may be room for employment intensification. The Office Commercial designation is given to the Market Street frontage at the Gateway West industrial park, to encourage higher-value use and economic diversification along this high-visibility corridor.

Policies

P-LU-27: Focus light industrial uses in one portion of the Commercial Street corridor—between 28th and 32nd streets—to minimize potential conflicts with residential and other sensitive uses and to concentrate industrial activities, including freight and truck loading/unloading.

P-LU-28: Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.

P-LU-29: Retain and enhance existing quality neighborhood-serving commercial uses.

P-LU-30: Develop shopkeeper units and live/work units that allow residents to own and operate office, professional, and retail uses.

P-LU-31: Mitigate potential negative effects where industrial uses are located through zoning performance measures (such as glare and noise standards), landscaping and/or screening to reduce noise, dust, toxins, and unattractive presence along streets and sidewalks.

P-LU-32: Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than larger or more intensive uses.

2.7 Institutional Uses and Open Space

Institutional Uses

Community facilities, including schools and churches, represent a large share of non-residential space in Southeastern San Diego. These facilities are spread throughout the community, and provide meeting rooms, education and recreation classes, and cultural events. Mount Hope Cemetery, owned and operated by the City of San Diego, occupies 123 acres in the community's eastern section, while Greenwood Cemetery, owned and operated by the County of San Diego, occupies 121 acres on the far eastern side of the community. Refer to the Public Facilities, Services and Safety Element for more information.

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 111 acres of park land and open space in Southeastern San Diego spread throughout the community. Parks and open space are covered in depth in the Recreation Element.

Airport Land Use Compatibility

The Airport Influence Area for the San Diego International Airport (SDIA) affects the Southeastern San Diego Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for SDIA and is divided into

A wide variety of industrial and commercial uses occupy nearly 270 acres of land in Southeastern San Diego.

two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for SDIA 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 Element and Noise Element) 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

Institutions

P-LU-33: Evaluate remnant cemetery properties for opportunities for additional open space and parks.

Airport Land Use Compatibility Plan

P-LU-34: Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

2.8 Environmental Justice

Environmental justice is defined in the California Government Code as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." (Gov. Code, §65040.12, subd. (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 Plan. For example, the 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 Southeastern San Diego residents.

Compared to the City as a whole, Southeastern San Diego is a relatively lower-income community with a racially and ethnically diverse population. In some areas, communities with these attributes also feature a concentration of contaminated sites or industrial uses that pose health risks to residents. In Southeastern San Diego, this condition is most notable along the Commercial Street corridor, where recycling facilities and industrial uses are located in close proximity to homes. Industrial and auto uses can have negative impacts on workers, residents, children, and other sensitive receptors due to loud noises from machinery, unappealing facades and open industrial yards, and potential hazardous emissions.

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.

To improve health and the built environment, some businesses have already made an effort to soften and screen the facades on 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

The availability of healthy food options at stores and farmers markets may correlate with a higher consumption of fruits and vegetables, which in turn can promote better health in individuals. The community does contain a high amount of less desirable unhealthy land uses such as liquor stores and fast food, and a lower 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 Community Plan promotes development of spaces that can be occupied by fresh food retailers and policies that promote community gardens, urban gardening, and farmers' markets.

Access to Parks and Green Space

The General Plan provides specific service area stan-

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

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.

The Plan designates many new park and recreation areas, including proximate to neighborhoods that currently lack these facilities in Southeastern San Diego. 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. Active transportation – mobility powered by human energy, such as walking and bicycling – and physical activity and recreation are other important factors of community health outcomes, which are addressed in the Mobility and Recreation elements.

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. There are two community centers in Southeastern San Diego: Sherman Heights Community Center serves the western side of the community, while Mountain View Community Center serves the eastern side of the community. In addition to private health care providers located throughout the community, Sherman Heights Family Health Center provides important health services in the community. The Jackie Robinson YMCA at the eastern end of the Imperial corridor is in the process of modernizing and rebuilding; it provides a technology center and child care, in addition to fitness and wellness services. Additionally, the Boys and Girls Club in Logan Heights serves the youth of the community.

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.

Gentrification

Gentrification is a shift in an urban community towards wealthier residents an/or businesses and increasing property values. Gentrification is typically the result of investment in a community by real estate development business, local government, or community activists, and can oftern spur economic development, attract business, and lower crime rates. In addition to these potential benefits, gentrification can lead to population migration, which involves poore residents being displaced by wealthier newcomers and the loss of affordable housing opportunities. In a community undergoing gentrification, the average income increases and average family size decreases. Poorer pre-gentrification residents who are unable to pay increased rents or property taxes may be driven out. Old industrial buildings are often coverted to residences and shops. new businesses, which can afford increased commercial rent, cater to a more affluent base of con-

sumers - further increasing the appeal to higher income migrants and decreasing the accessibility to the poor.

Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to represent a portion of overall housing production. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with applicable policies and regulations.

Policies

Collocation of Uses

P-LU-35: 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-36: Avoid siting of new sensitive receptors—schools, homes, and other community facilities—adjacent to freeways, truck distribution centers, dry cleaners, and gas stations.

Landscaping Treatments

P-LU-37: Use natural landscape materials (trees, shrubs, and hedges) to buffer differing land uses, and provide a transition between adjacent properties.

P-LU-38: Require screening walls on the interior lot lines of industrial uses abutting residential uses. Screen the view of any parking or storage area, refuse collection, utility enclosures, or other service area visible from major streets, alley, or pedestrian area.

P-LU-39: Use screens of attractive high-quality materials and/or landscaped screening such as vines, mesh, and livings walls (e.g. concrete wall with green creepers) of consistent height and design.

P-LU-40: Educate and encourage property owners to apply for Encroachment Maintenance and Removal Agreement with support from City staff to approve planting and irrigation within the public right of way and to plant vines on industrial fences to screen industrial sites from adjacent sidewalks and properties.

Community Health

P-LU-41: Increase availability of fresh healthy foods by actively engaging such businesses, and undertake measures to decrease the density of liquor stores in the commercial corridors.

P-LU-42: 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-43: 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-44: 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-45: 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-46: Discourage fast food outlets and liquor stores from locating near schools.

P-LU-47: 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 underserved areas where retail is not feasible.

2.9 Noise

Noises are undesirable sounds that vary widely in their scope, source, and volume. They range from individual occurrences, such as leaf blower or holiday firecrackers, to regular through intermittent disturbance by aircraft flying overhead and the trolley passing, to the fairly constant noise generated by traffic on freeways and roads. Noise is primarily a concern to sensitive land uses, such as residences and schools. Southeastern San Diego has a variety of land uses in 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 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.

Motor Vehicle Traffic

The dominant noise source in the community 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 roads generating the greatest noise level in the area are I-5, I-805, SR-15, SR-94, Market Street, National

Avenue, Ocean View Boulevard, and 43rd Street. The noise contours shown in Figure 2-4 represent the projected future noise level based on roadway volumes, the percent of trucks, speed and other factors, with full development under the community plan. They do not reflect the attenuating effects of noise barriers, structures, topography, or dense vegetation and should not be considered site-specific.

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 this threshold in Southeastern San Diego today; increases may be expected along major roadways where traffic levels will increase.

Rail Activity

Rail noise is a source of noise in the community. Freight trains and light rail transit (trolley) can generate high, 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 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 dB CNEL only 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. Portions of the community are located in the present and future 60 to 65 dB and 65 to 70 dB CNEL noise contours 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.

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 (colocation). The colocation of these land uses is a long-standing concern in the community. Noise impacts generated by construction activities, as well as commercial businesses can periodically generate high levels of noise in the community. The Community Plan's land use diagram seeks to minimize the areas where noise sensitive land uses and potentially noise-producing land uses adjoin. In many areas, residential areas are separated from industrial districts by commercial areas, major roads, or natural features. Where residential and other noise sensitive uses are present or proposed, the potential for noise impacts from commercial activities

The dominant noise source in the Planning Area is traffic on roadways.

are important to evaluate, such as deliveries during late night and early morning hours that generate noise that can affect the nearby residential uses. The Plan provides or reinforces land use siting and buffering techniques to ensure sound-reducing features and site design.

Policies

P-LU-48: Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-49: Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor.

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.

P-LU-50: Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to create an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.

P-LU-51: Reduce the effect of commercial activity noise through site planning and integrating noise attenuation measures in new buildings to reduce interior sound levels. (Refer to General Plan Policies NE-E-1 through NE-E6.)

P-LU-52: Minimize exposure of commercial and industrial noise to noise-sensitive land uses.

P-LU-53: Reduce excessive rail, truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.

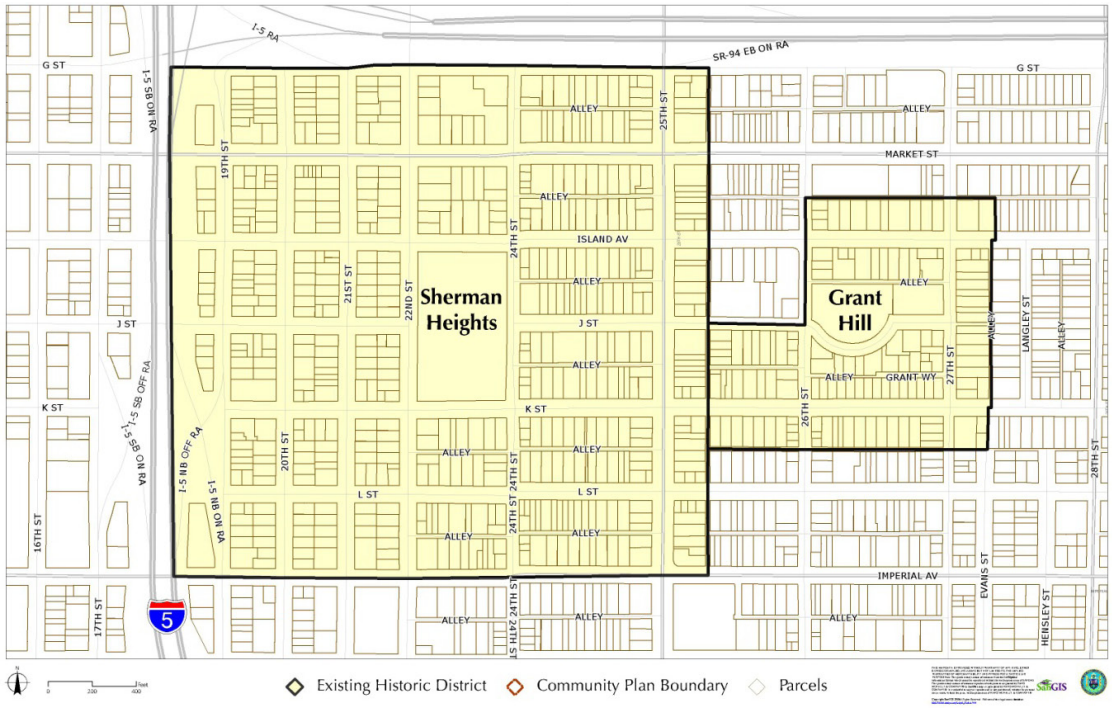
P-LU-54: Control noise impacts at the source through dampening, buffering, or active cancelling, particularly on sites that abut residential development or other sensitive receptors.

P-LU-55: Reduce potential noise impacts, particularly from the trolley, by orienting windows and openings away from noise sources or developing mitigations for noise and vibrations.

2.10 Sherman Heights and Grant Hill Park Historic Districts

The Sherman Heights Historic District and the Grant Hill Park Historic District were designated in 1987 and 1988, respectively, by the City of San Diego Historical Resources Board (HRB). As designated historic districts, development within the Sherman Heights and Grant

FIGURE 2-4: Sherman Heights and Grant Hill Park Historic Districts



Hill Park Historic Districts must comply not only with the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines, but the City's Historical Resources Regulations (Municipal Code Chapter 14, Article 3, Division 2) as well. See Chapter 9: Historic Preservation for more detail on the historic districts.

The boundaries of the Sherman Heights and Grant Hill Park Historic Districts are shown on Figure 2-6. Within these Historic Districts, the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines (Guidelines) shall be applied. Projects consistent with the Guidelines and the City's Historical Resources Regulations shall be processed ministerially in accordance with Process 1. Projects that are not consistent with the Guidelines and/or the Historical Resources Regulations shall require a Site Development Permit, Process 4, consistent with SDMC Section 143.0210(e)(2).

March 2015

FIGURE 2-5: Existing Noise Contours

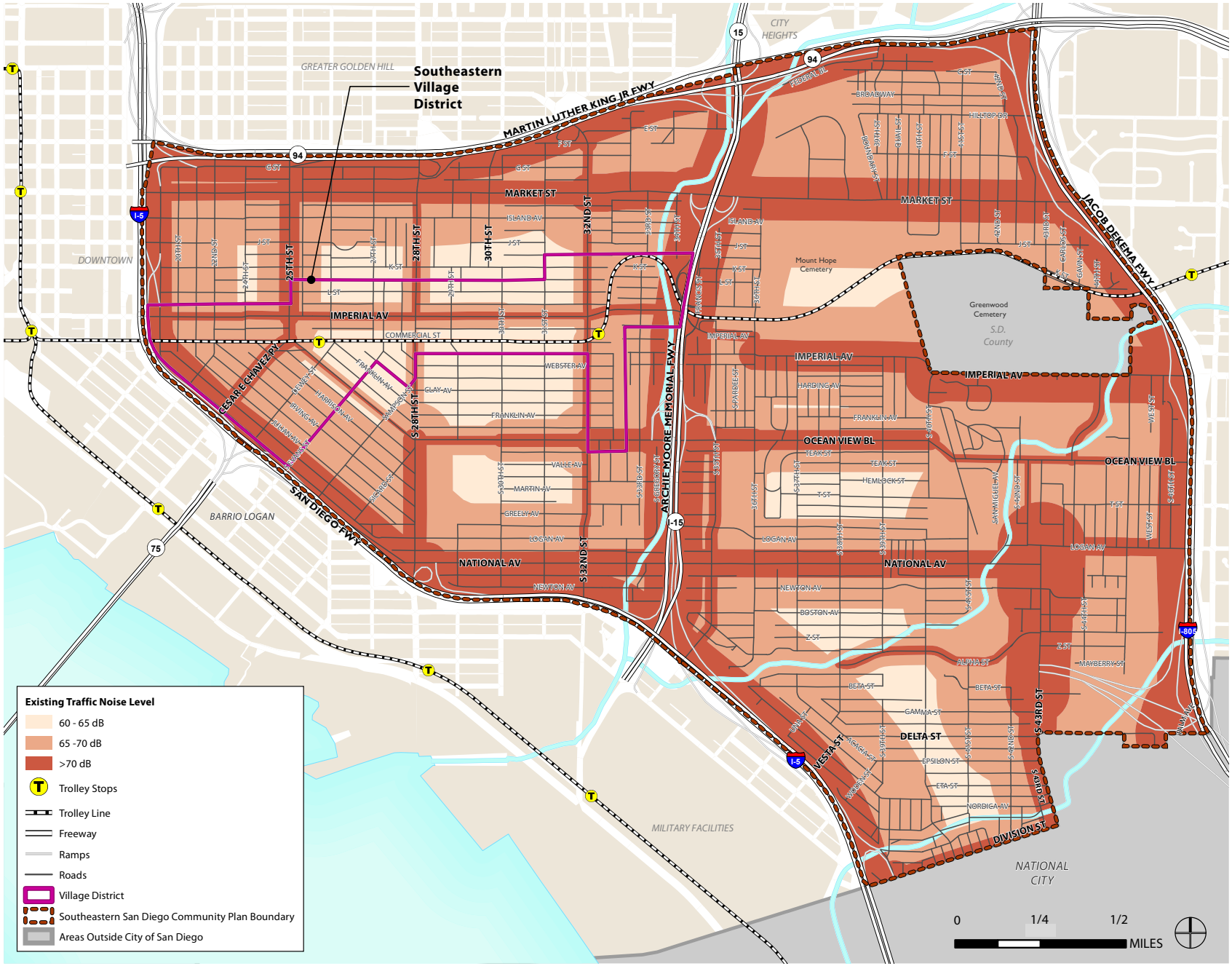
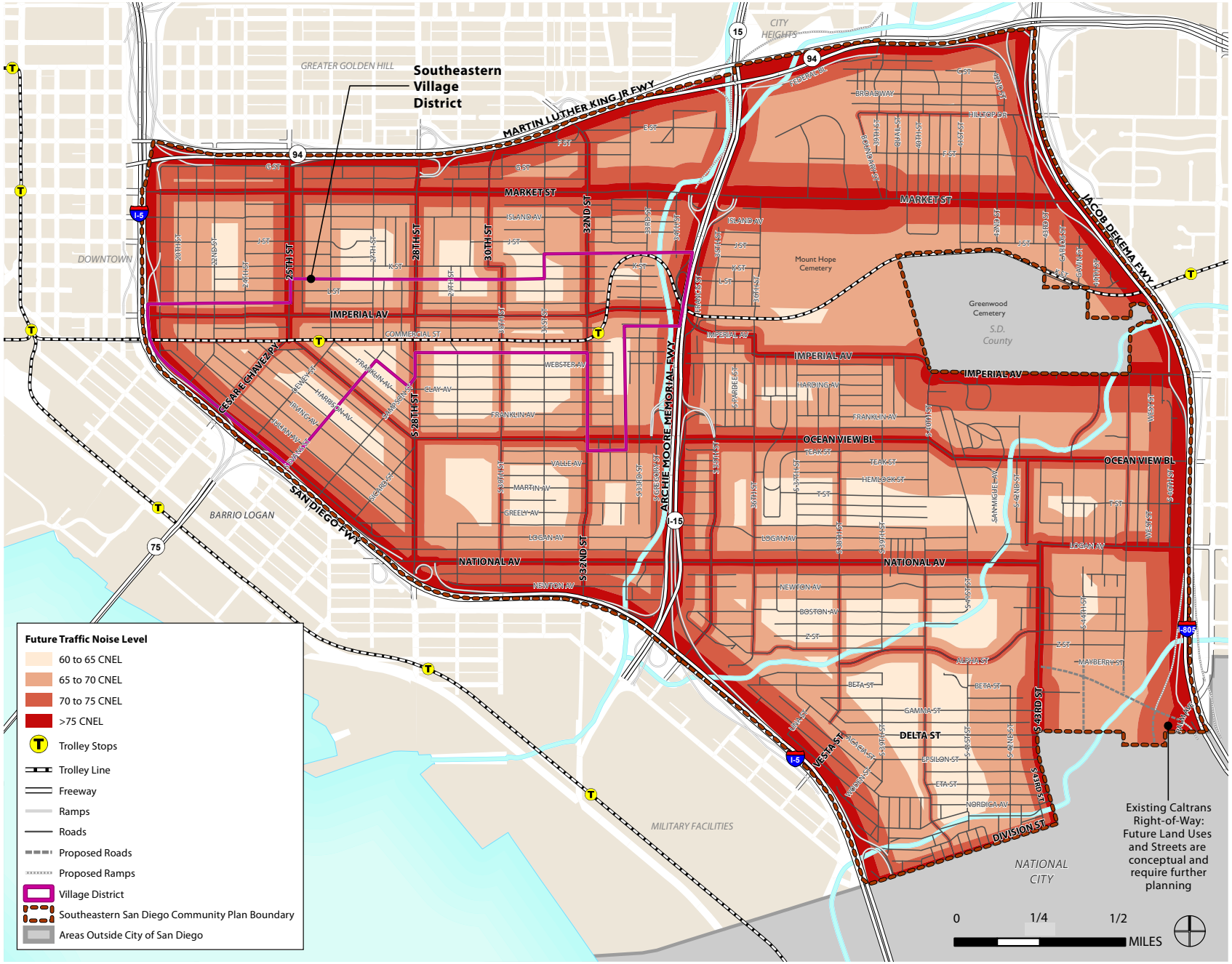


FIGURE 2-6: Future Noise Contours



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