

LINDA VISTA – NORTHEAST OF GENESEE AVENUE

Adopted Preliminary Plan

The Adopted Preliminary Plan would divide the Linda Vista Community planning area (CPA) (see first attachment) into 3 parts:

- Central Linda Vista with a population of 20,283 would be in District 7; this would represent 14.1% of the District 7 population. Neighborhoods included in this part are Central Linda Vista (with 5 subareas), Manon Terrace, Linda Vista Village, Casa Bella, Mission Heights, University Canyon, Fashion Heights, and North Rim.
- The area northeast of Genesee Avenue with a population of 3,361 would be in District 6; this would represent only 2.3% of the District 6 population. Neighborhoods included in this area are Linda Vista Hills, Chesterton, and Wheatley. This area also includes Kearny Educational Complex and Kearny Mesa Community Park.
- The Morena area with a population of 2,569 would be in District 2; this would represent 4.6% of the District 2 population. Neighborhoods included in this area are Friars Village, Silver Terrace, and Overlook Heights. This area also includes the University of San Diego.

If the entire Linda Vista CPA were in one target district of 144,624 it would constitute 20.9% of the population. Community members have expressed concern that the division into three reduces their opportunity to be a major voice in any one of the Districts.

Recommendation

The following alternatives would unite the area northeast of Genesee Avenue with Linda Vista to the south.

Alternative 1

- Move the area northeast of Genesee Avenue from District 6 into District 7 (see second attachment), resulting in a District population of 147,362. The combined Linda Vista population in District 7 would now be 23,644 or 16.0% of the District population and would result in the opportunity for a larger voice.

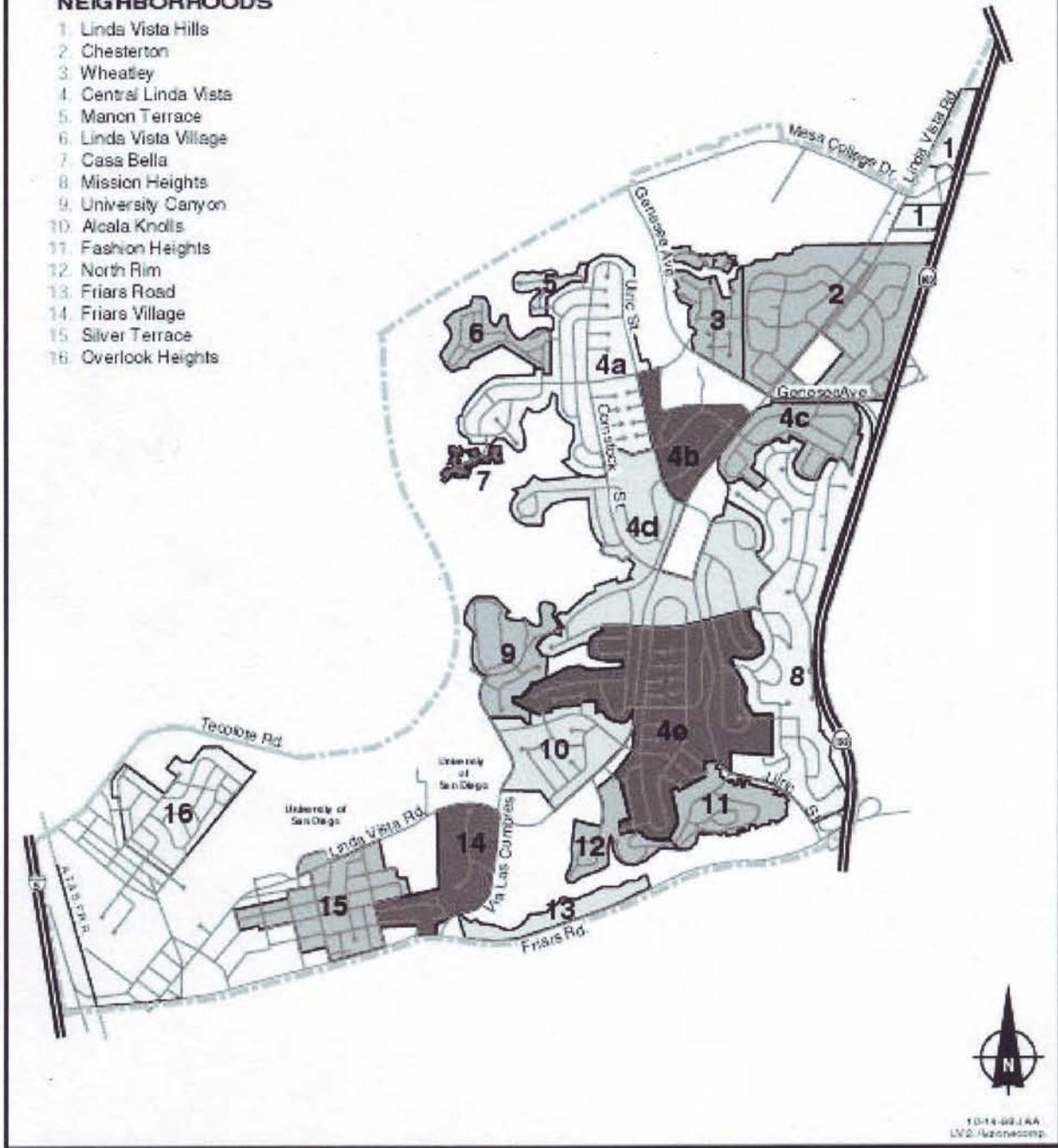
As a companion action, move the area in Rancho Peñasquitos CPA bounded by SR-56, Rancho Peñasquitos Boulevard, I-15, and the San Diego Aqueduct/Salmon River Road from District 5 to District 6 (see third attachment). This area has a population of 3,698.

Alternative 2

- Move the part northeast of Genesee Avenue from District 6 into District 7 while moving Stonecrest (population of 2,338) from District 7 into District 6 (see fourth attachment), resulting in a District 7 population of 144,024. The combined Linda Vista population in District 7 would now be 23,644 or 16.4% of the District population and would result in the opportunity for a larger voice.

NEIGHBORHOODS

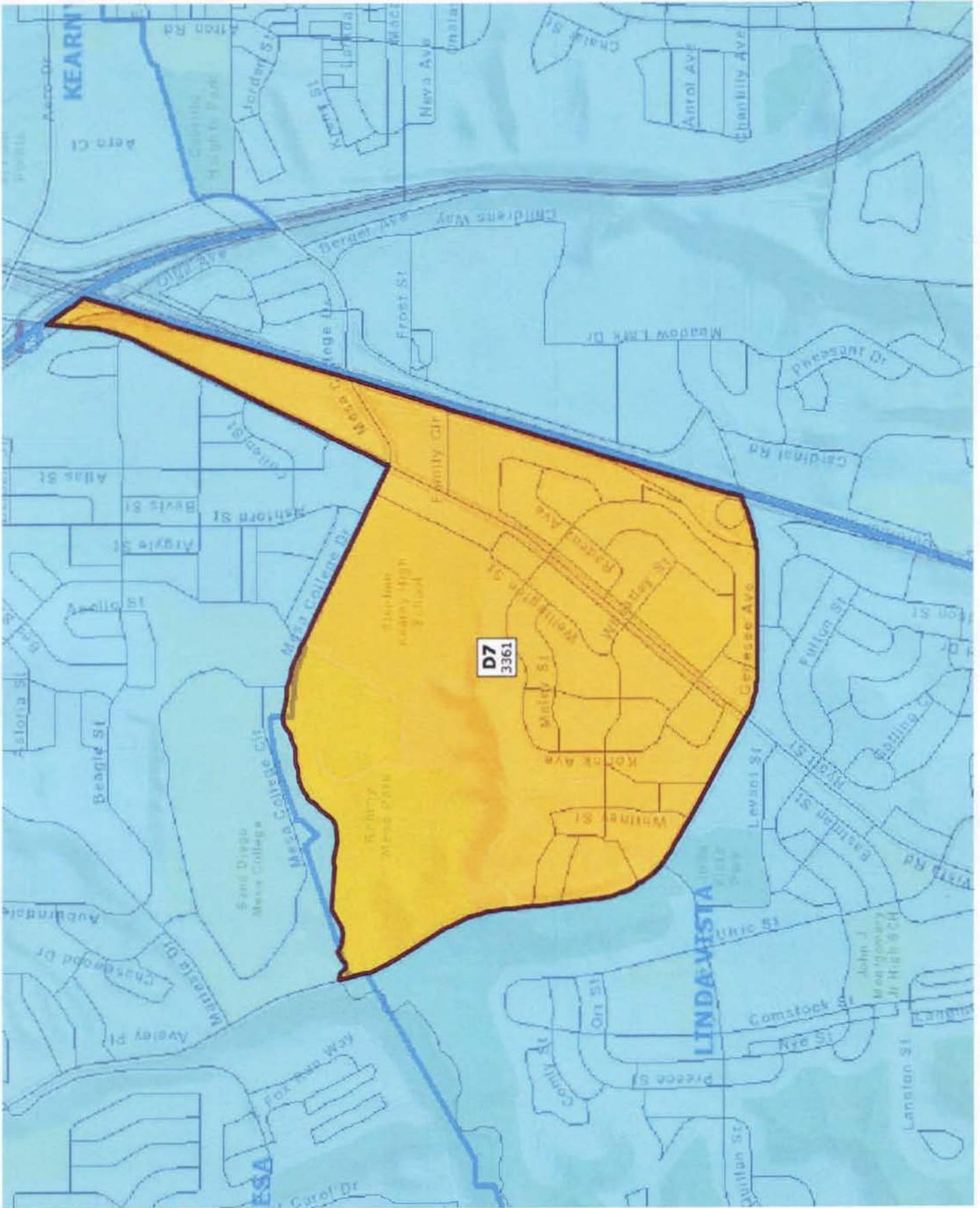
- 1. Linda Vista Hills
- 2. Chesterton
- 3. Wheatley
- 4. Central Linda Vista
- 5. Manon Terrace
- 6. Linda Vista Village
- 7. Casa Bella
- 8. Mission Heights
- 9. University Canyon
- 10. Alcalá Knolls
- 11. Fashion Heights
- 12. North Rim
- 13. Friars Road
- 14. Friars Village
- 15. Silver Terrace
- 16. Overlook Heights

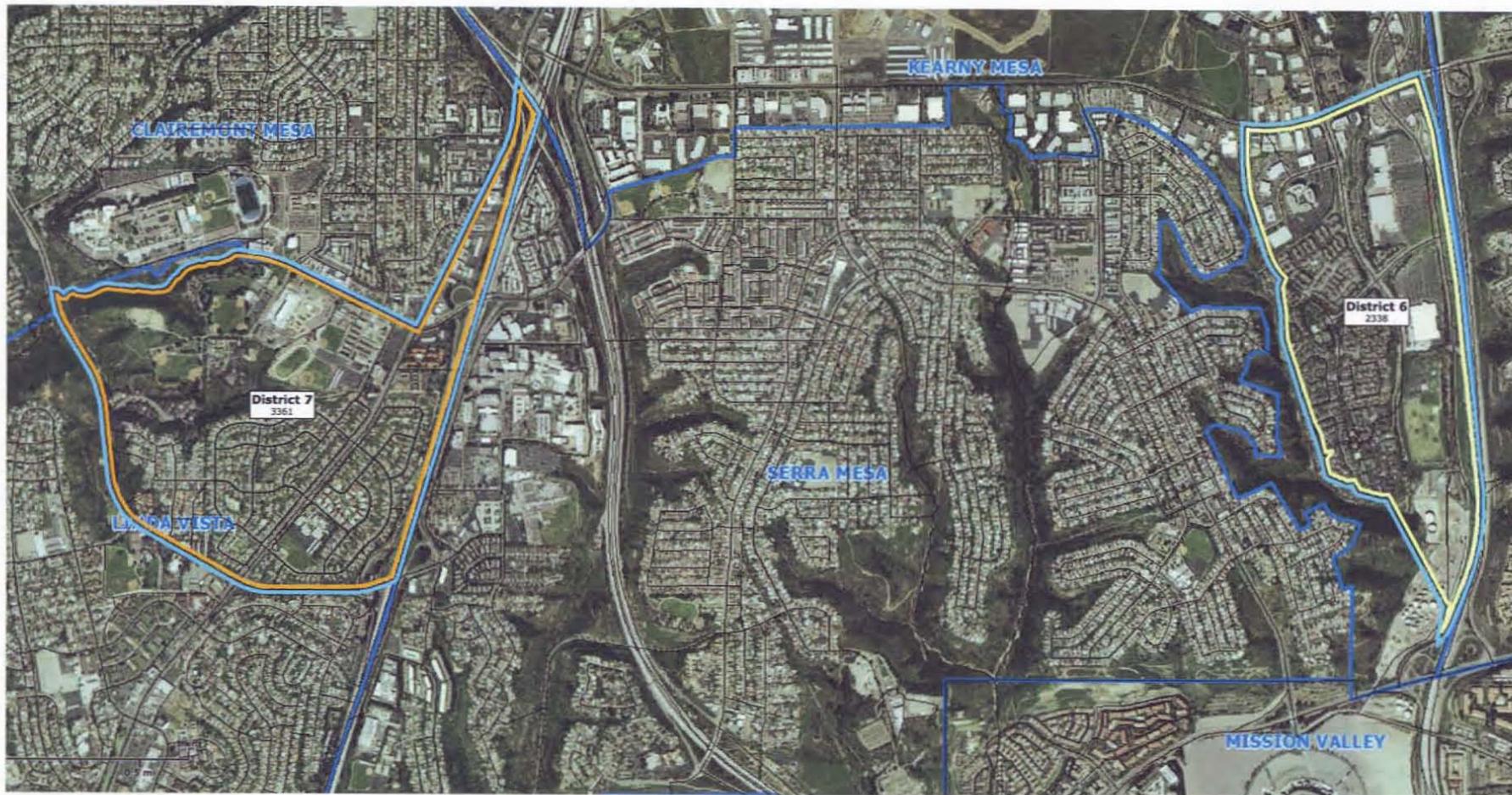


**Residential Neighborhoods
Linda Vista Community Planning Area**

City of San Diego • Community and Economic Development

Figure
6





CLAYMOUNT MESA

KEARNY MESA

District 7
3361

District 6
2338

SERRA MESA

LINDA VISTA

MISSION VALLEY

0.5 mi

DOWNTOWN – EAST VILLAGE AND ADJACENT TROLLEY MARSHALLING YARD

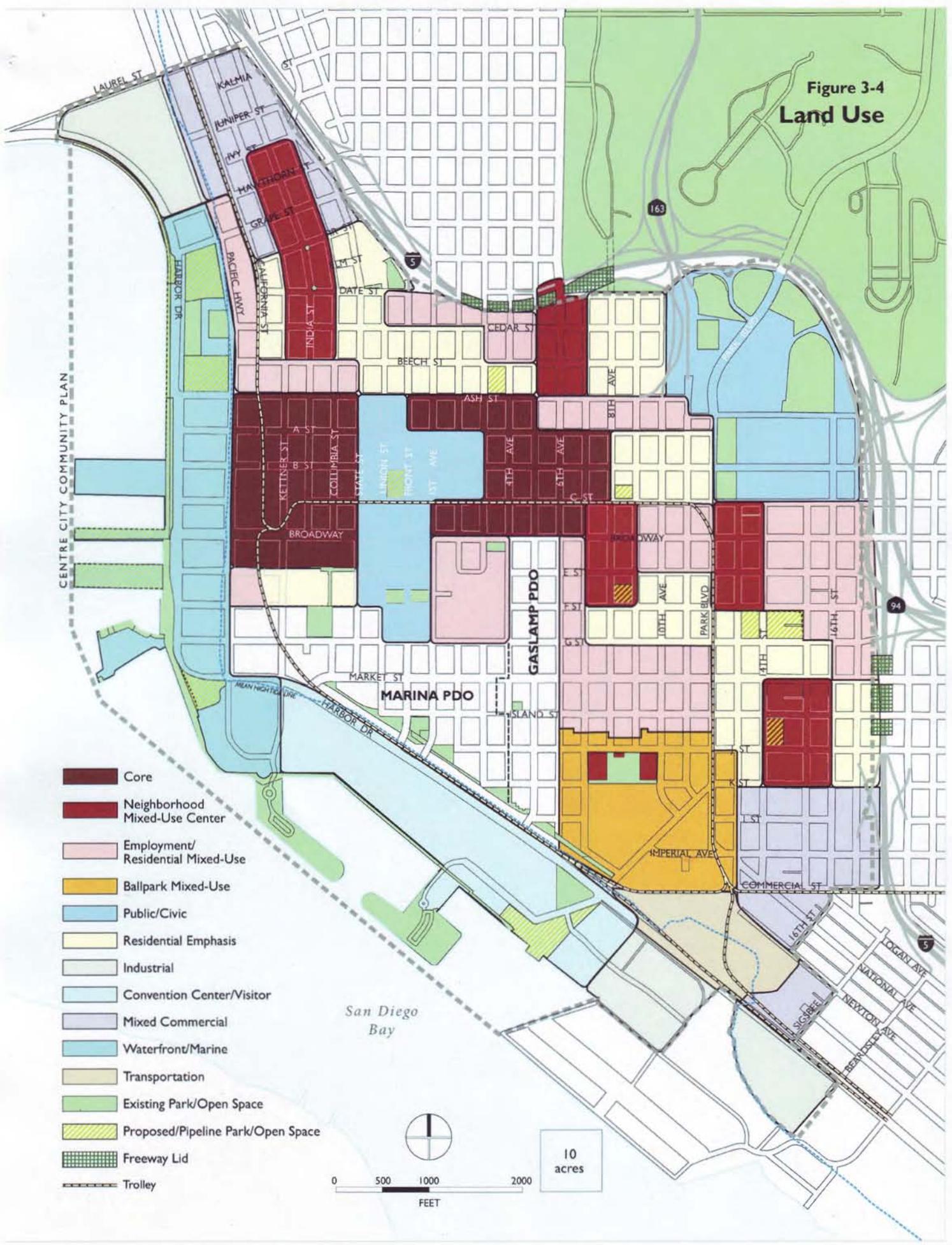
Adopted Preliminary Plan

The Adopted Preliminary Plan does not include all of Downtown (Centre City) community planning area (see first attachment) in District 3 – it excludes an area in the southeastern portion of the CPA below Commercial Street.

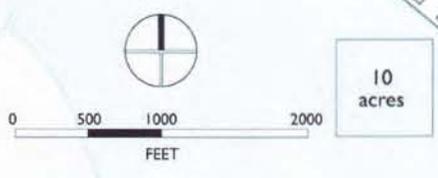
Recommendation

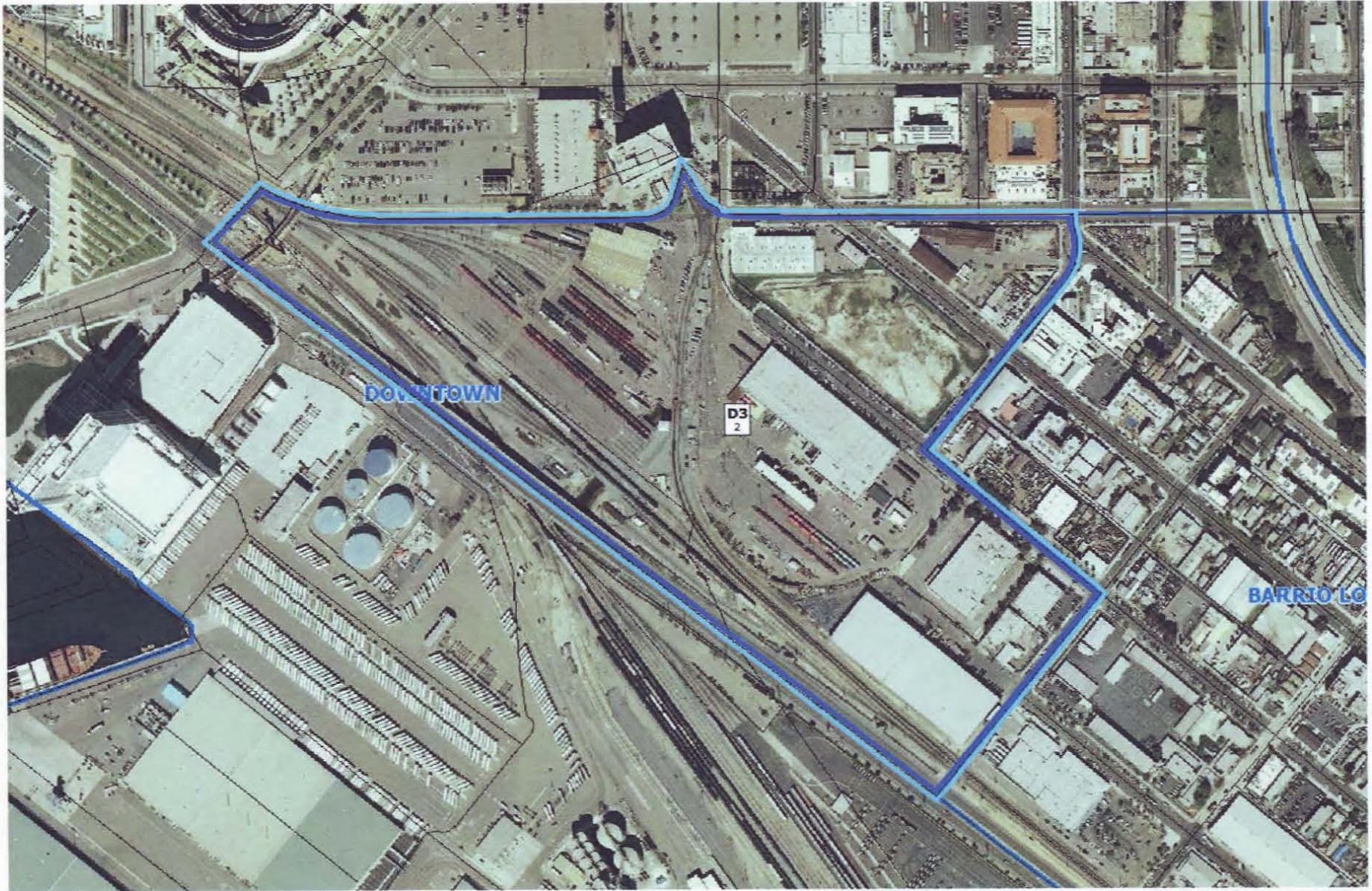
Move the area bounded by Commercial Street, 16th Street, National Avenue, Sigbee Street, and Harbor Boulevard (see second attachment) from District 8 to District 3. The area, which has a population of 2, includes a small portion of East Village and the adjacent trolley marshalling yard.

Figure 3-4
Land Use



- Core
- Neighborhood Mixed-Use Center
- Employment/ Residential Mixed-Use
- Ballpark Mixed-Use
- Public/Civic
- Residential Emphasis
- Industrial
- Convention Center/Visitor
- Mixed Commercial
- Waterfront/Marine
- Transportation
- Existing Park/Open Space
- Proposed/Pipeline Park/Open Space
- Freeway Lid
- Trolley





KENSINGTON

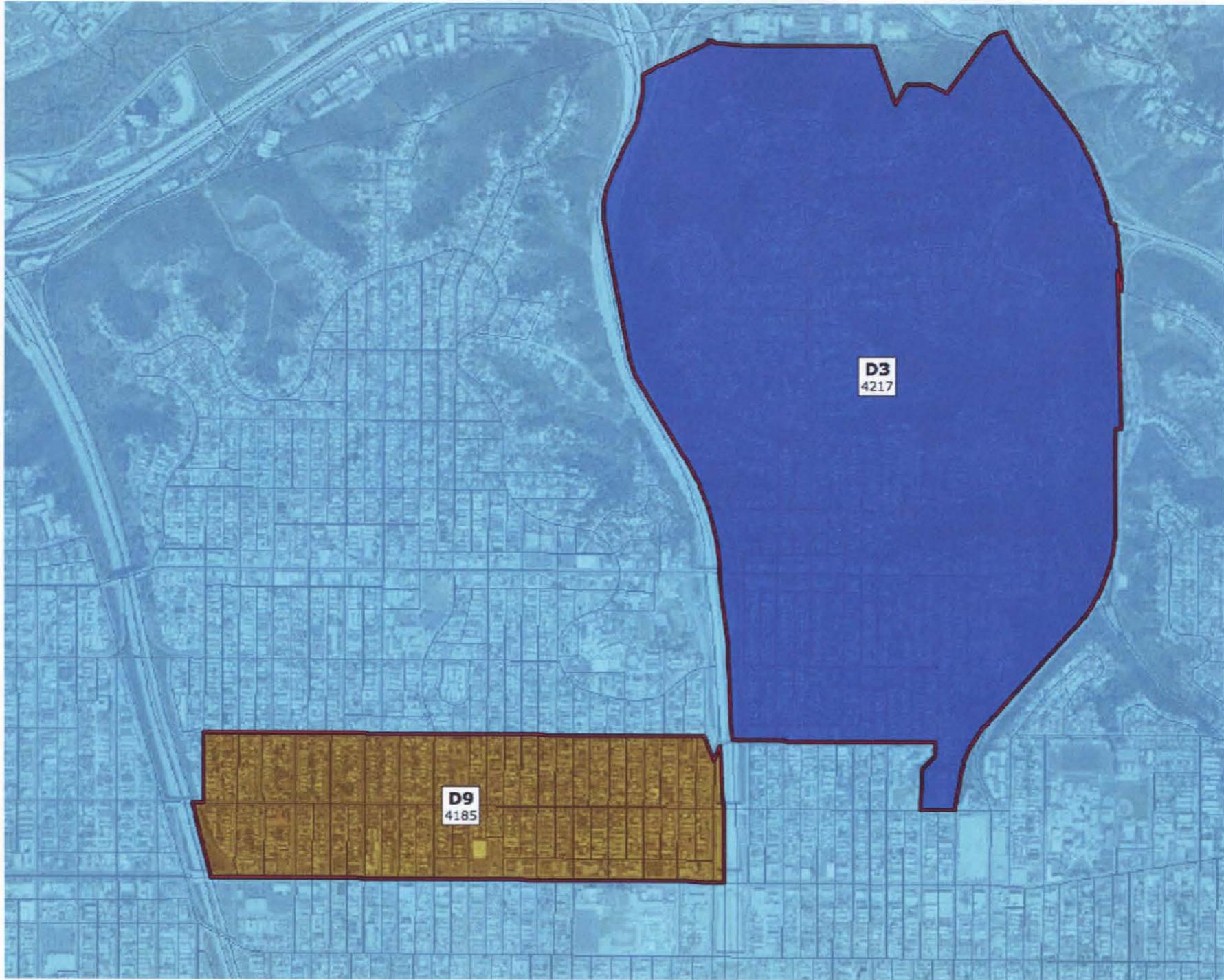
Adopted Preliminary Plan

The Adopted Preliminary Plan would locate the Kensington community planning area in District 9.

Extensive public testimony requested that Kensington remain united with other communities to the west which are all part of the Adams Avenue corridor including Normal Heights and University Heights.

Recommendation

Move Kensington north of Monroe Avenue from District 9 to District 3 and move the portion Normal Heights south of Monroe Avenue to El Cajon Boulevard from District 3 to District 9. See attachment.



D3
4217

D9
4185

PACIFIC HIGHWAY CORRIDOR

Adopted Preliminary Plan

The Adopted Preliminary Plan included the Pacific Highway Corridor in District 2. There was public testimony requesting that the area be included in District 3.

Recommendation

The Pacific Highway Corridor should remain in District 2 based on the Supplemental Findings presented below.

Supplemental Findings

The Pacific Highway Corridor is located within the Midway/Pacific Highway Corridor community planning area.

Historically, the Pacific Highway Corridor, located between I-5 on the east, Pacific Highway on the west, Witherby Street on the north and Laurel Street on the south, was associated with the Middletown and Uptown communities. Upon the construction of I-5, however, the area became physically isolated from those communities and is now linked only by a few pedestrian and auto underpasses and one pedestrian bridge which spans I-5 at Redwood Street. The I-5, elevated on fill on its south side, created a fortress-like wall separating the Pacific Highway Corridor from the communities to the east.

In addition to I-5 the area is connected to District 2 by Pacific Highway; also, Hancock Street/Kettner Boulevard located adjacent to I-5 serve the area.

The area located between Washington Street and Laurel Street has historically been used for industrial purposes but is now being used increasingly for airport-related commercial land use activities, including parking and car rental agencies that serve the San Diego International Airport/Lindbergh Field located west of Pacific Highway.

Portions of Pacific Highway Corridor along with the majority of District 2 are located within the Coastal Zone, which was established by the California Coastal Act of 1976 to protect and enhance California Coastal resources.

In March 1981, the City Council adopted the Centre City/Pacific Highway Corridor Local Coastal Program—Supplemental Report. The report provided land use guidelines for the portion of the Midway/Pacific Highway Corridor community planning area that lies within the Coastal Zone. The issues identified in the Centre City/Pacific Highway Corridor Local Coastal Program relate to land use development goals to: enhance the area's economic base and physical environment; promote land uses compatible with the airport; preserve public views to the waterfront; and provide criteria for land development under the airport approach zone.

Therefore, based on location within the Midway/Pacific Highway Corridor community planning area, the physical barrier created by I-5, connectivity to adjacent areas within District 2, land uses related to the airport, and coastal zone issues, the Pacific Highway Corridor has been included in District 2.

UNIVERSITY COMMUNITY

AREA EAST OF I-805

Adopted Preliminary Plan

The Adopted Preliminary Plan includes the area east of I-805 in District 1.

Public Testimony of Dr. Allen Chan

At the public hearing on August 3, 2011, Dr. Allen Chan stated the following:

“Should the 144K+ residents in the proposed District 6 (that would include Mira Mesa) have any say to safeguard the health and safety of their children if, heaven forbid, the waste water treatment plan (or any potential power plant) at the corner of 805 and Miramar Road has an environmental disaster?”

On August 5, 2011, the Assistant Director of the Wastewater Operations Branch provided the following response:

“Regardless of which district the plant is ultimately included in, the City will continue to work with all impacted communities to address odor complaints or environmental concerns. Historically, plant staff have worked with residents and businesses of both Districts 1 and 5 to address the few odor issues that have arisen from the plant. This practice will continue. We will address every issue (odor or otherwise) brought to our attention in the same manner, regardless of who brings the issue forward.

Concerning a potential "environmental disaster", all plants' activities - including North City's - are regulated by the Federal Government (EPA, OSHA), State Government (RWQCB, APCD, CalOSHA) and County Government (DPH). The plant has an excellent compliance record. Our hazardous chemical storage has multiple alarms and containment to prevent accidental release into the environment. In the event of a sewage spill, the system is designed to greatly reduce the probability that any spill would leave the site uncontained. In the worst case, we could mitigate a spill event by redirecting flow to Point Loma until the problem at North City was resolved.

If there are any future expansions or upgrades to the plant we will work with the communities of both District 1 and 6 to ensure their concerns are addressed. Additionally, many of these decisions will require City Council approval and there is a process for public input at Council Committee meeting and at the Council meeting. Thus, citizens of all eight (or soon to be nine) districts will have an opportunity to be heard and represented.

Recommendation

1 based on the above statement from the Wastewater Operations Branch and the Supplemental Findings presented below the area west of I-805 should remain in District 1.

Supplemental Findings

The area bounded by I-805 on the west; the Atchison, Topeka and Santa Fe Railroad which passes through Soledad Canyon on the north and east; and MCAS Miramar on the east is included in District 1 for the following reasons: 1) the area is part of the University Community planning area; 2) the area is joined to University City by Miramar Road, Eastgate Mall, and Nobel Drive; and 3) the area is separated from Mira Mesa by the railroad in Soledad Canyon – there are no bridges spanning the canyon and railroad which would connect this area to Mira Mesa. The area, which includes open space, the North City Water Reclamation Plant, and industrial uses such as warehouses, distribution centers, storage facilities, and automotive-related commercial uses, has a population of only two people.

UNIVERSITY COMMUNITY AND UCSD

The following Supplemental Findings are presented to further recognize the relationship between the University Community and UCSD.

Supplemental Findings

The relationship between the University Community and the University of California - San Diego (UCSD) is highlighted by the following goals in the adopted University Community Plan:

An Overall Community Goal - Create a physical, social and economic environment complementary to UCSD and its environs and the entire San Diego metropolitan area.

A Housing Goal - Encourage housing for students and employees of the University and life sciences-research facilities.

An Employment Goal - Encourage the development of life sciences-research facilities which maximize the resources of the University.

An Industrial Goal - Emphasize the citywide importance of and encourage the location of scientific research uses in the North University City area because of its proximity to UCSD.