

From: Anthony B. Court <abcourt@abcourtse.com>
Sent: Wednesday, June 16, 2021 5:02 PM
To: 'Naveen Waney' <nwaney@plattwhitelaw.com>; 'Kevin Carpenter' <kevin.james.carpenter@gmail.com>
Cc: Pangilinan, Marlon <MPangilinan@sandiego.gov>
Subject: [EXTERNAL] May 19, 2021 EERI-Seismic+Geologic Presentation to CCPG

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Hi Naveen & Kevin & Marlon

I am attaching my presentation from last month FYI. Please enter into the record if feasible so that it might be accessed by the rest of the CCPG. My hope and intent is that the EERI planning scenario study and the CGS Alquist Priolo maps be considered in future planning deliberations.

Thank you.

Tony Court

Anthony B. Court, SE, SEAOC Fellow

A. B. Court & Associates

Structural, Seismic & Sustainable Engineering

4340 Hawk Street, San Diego, CA 92103

Phone: 619-546-7050 Alt: 619-840-3900

San Diego Earthquake Planning Scenario

**Magnitude 6.9
on the Rose Canyon Fault Zone**

*EERI Earthquake Planning
Scenario 2020*

Implications for Clairemont & Lower Tecolote Canyon

Presented to TCCAC by:

Anthony B. Court SE
SEAOC Fellow
EERI EQ Planning Scenario
Buildings & Infrastructure, Co-Chair

Key Scenario Objective:

Inform San Diego Regional Planners regarding the Rose Canyon Fault and help San Diego plan for an inevitable future earthquake.

May 19, 2021



DEVELOPED BY THE
EARTHQUAKE ENGINEERING RESEARCH INSTITUTE
SAN DIEGO CHAPTER

California Geological Survey

Earthquake Zones of Required Investigation La Jolla Quadrangle

This Map Shows Preliminary Alquist-Prilo Earthquake Fault Zones.
Seismic Hazard Zones Have Not Been Prepared for the La Jolla Quadrangle.

PRELIMINARY
EARTHQUAKE FAULT ZONES
FOR REVIEW PURPOSES ONLY
TO BE SUPERSEDED ON OR ABOUT:
AUGUST 17, 2021

AREA NOT EVALUATED FOR
LIQUEFACTION OR LANDSLIDES

This map shows the location of Preliminary Alquist-Prilo (AP) Earthquake Fault Zones, as defined in the California Earthquake Fault Zones Act (Public Resources Code Section 2623), and the California Geological Survey (CGS) to assist cities and counties in fulfilling their responsibilities for protecting the public from the effects of surface fault rupture as required by the AP Earthquake Fault Zones Act (Public Resources Code Section 2623). Though not present on this map, the CGS also prepares zones of required investigation for earthquake triggered landslides and liquefaction as required by the Seismic Hazard Mapping Act (Public Resources Code Sections 2690-2699.5). The purpose of releasing these Preliminary zones before zone maps become official is to allow for public review and comment as described in the Policies and Criteria of the State Mining and Geology Board (California Code of Regulations Section 90023).

For information regarding the general approach and recommended methods for preparing final zones, see CGS Special Publication 42, Earthquake Fault Zones, a Guide for Government Agencies, Property Owners, Contractors, and Developers (Preliminary to Alquist-Prilo Act) (Available at www.conservation.ca.gov/cgs). This publication also contains information regarding the scope and recommended methods to be used in conducting required AP investigations in Appendix C, Guidelines for Evaluating the Hazard of Surface Rupture. For a general description of the AP Act, CGS zoning programs, and related information, please refer to the CGS website at www.conservation.ca.gov/cgs.

MAP EXPLANATION

EARTHQUAKE FAULT ZONES

- Earthquake Fault Zones**
Zone boundaries are delineated by straight line segments. The boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2623.5(a) would be required.
- Earthquake Fault Zones**
(Not considered for this Preliminary Review)
Zone boundaries are delineated as straight line segments. The boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2623.5(a) would be required.
- Active Fault Traces**
Faults considered to have been active during Holocene time and have potential for surface rupture. Solid Line in Black or Red when Approximately Located; Long Dash in Black or Solid Line in Purple when Approximately Located; Short Dash in Black or Solid Line in Orange when Located. Located in Black or Solid Line in Orange when Located. Located in Black or Solid Line in Orange when Located. Clarity (C) indicates additional uncertainty. Existence of historic effect indicated by year of earthquake, associated event or C for displacement caused by fault creep.

ADDITIONAL INFORMATION

For additional information on the zones of required investigation presented on this map, the data and methodology used to prepare them, and additional information contained, please refer to the following:

The Rose Canyon Fault Zone in the La Jolla and Point Loma 7.5 Minute Quadrangles, San Diego County, California.
California Geological Survey, Fault Evaluation Report F20-216.
<https://www.conservation.ca.gov/cgs/earthquake-fault-zones>

The Rose Canyon Fault Zone in the La Jolla and Point Loma 7.5 Minute Quadrangles, San Diego County, California.
California Geological Survey, Fault Evaluation Report F20-216.
<https://www.conservation.ca.gov/cgs/earthquake-fault-zones>

For more information on the Alquist-Prilo Earthquake Fault Zoning Act please refer to: www.conservation.ca.gov/cgs/earthquake-fault-zones

Click the link below to learn how to take greater advantage of the GeoPDF format of this map after downloading.
<http://www.conservation.ca.gov/CES/FILES/201808/HowToUseGeoPDFs.pdf>

LA JOLLA QUADRANGLE EARTHQUAKE FAULT ZONES

Delineated in compliance with Chapter 7.5,
Division 2 of the California Public Resources Code
(Alquist-Prilo Earthquake Fault Zoning Act)

PRELIMINARY REVIEW MAP

Released: February 18, 2021
To Be Superseded on or About: August 17, 2021

OFFICIAL MAP

Released: November 1, 1991

James L. Davis
STATE GEOLOGIST

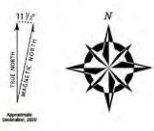


Study area defined by USGS quadrangle boundaries using NAD 27, represented by the white map border. Data are nationalized and distributed in NAD 83 (EPSG:31436). California dates presented are based on data compiled from the USGS USGS 1661 photograph, 1976.

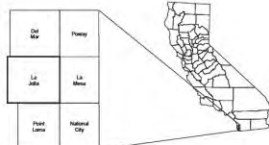
Scale 1: 24,000



Contour Interval 20 Feet



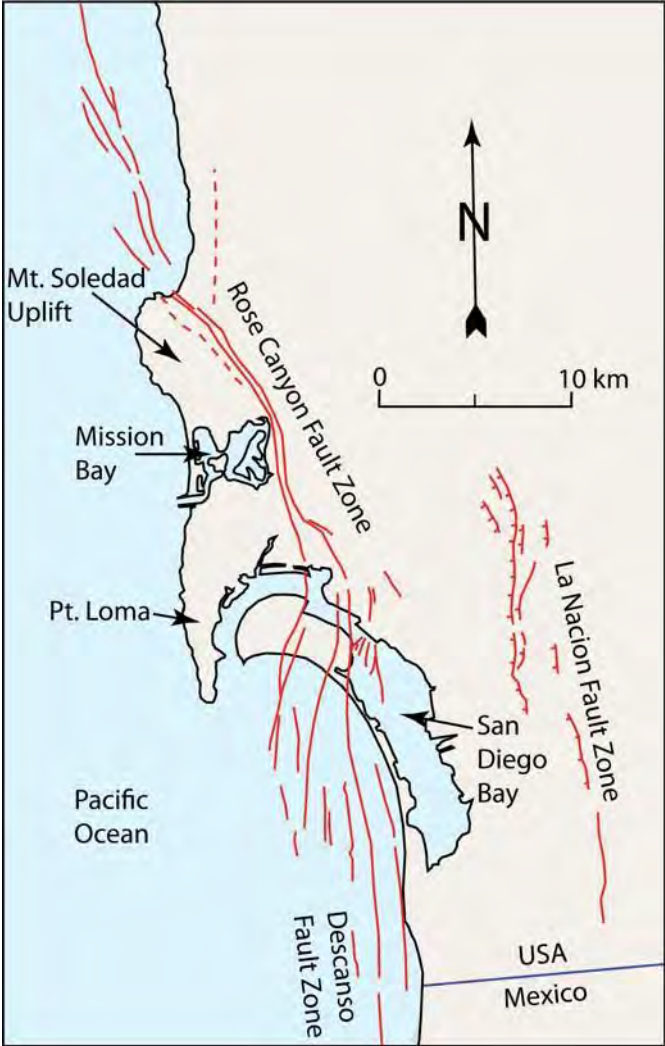
California Geological Survey
Geologic Information and Publications
801 K Street, MS 14-34
Sacramento, CA 95814-3032
www.conservation.ca.gov/cgs



IMPORTANT

- This map was prepared from data that have been provided for surface fault rupture, other active Earthquake Fault Zones, and other information. Additional information may be available that have not been included on this map. This map is not intended to be used for planning, engineering, or other purposes. It is not intended to be used for any purpose other than that for which it was prepared.
- Boundaries of Earthquake Fault Zones (EFZs) shown on this map are based on information available at the time of preparation.
- The identification and location of faults shown on this map are based on available data. The quality of data used is varied. Faults have been depicted as accurately as possible at a scale of 1:24,000.
- Liability issues may also involve areas susceptible to the effects of earthquake-induced landslides. This location typically occur at or near the trace of existing faults. However, these landslides may occur in areas not shown on this map.
- Liability issues on this map were determined, in part, by analyzing methods first developed by the U.S. Geological Survey (USGS) and other agencies. Although the quality of data used to determine the location of faults and other areas of required investigation may vary, the quality of data used to determine the location of faults and other areas of required investigation may vary.
- Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations that are required for engineering purposes.
- Seismic Hazard Zones identified on this map may include developed land areas and undeveloped lands. It is the responsibility of the user to determine the hazard level for any area shown on this map. The user should consult the Department for information regarding the location of fault rupture areas.
- Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations that are required for engineering purposes. It is the responsibility of the user to determine the hazard level for any area shown on this map. The user should consult the Department for information regarding the location of fault rupture areas.

Local Faults & RCFZ Scenario EQ



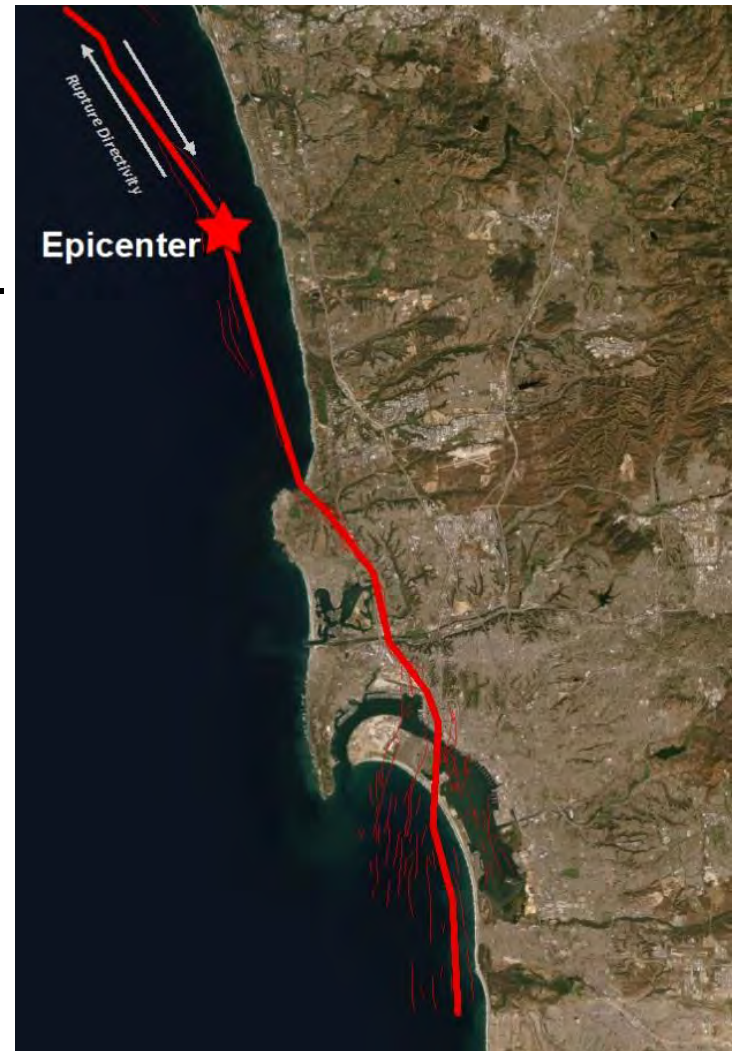
SCENARIO EARTHQUAKE: M6.9 on RCF

Rose Canyon Fault EQ

- Plausible & historically repeating earthquake
- Directly affects San Diego area.
- Useful tool for regional earthquake planning.

Scenario EQ Details

- 6.9 magnitude earthquake
- **Surface fault slip: 2m (6.6 ft)**
- **Widespread Liquefaction**
- **High ground accelerations**
- Recurrence Interval 700 years
- “Design Level Earthquake”



Geohazards Summary – RCFZ Scenario EQ

- Surface fault rupture

6.6 feet

- Ground shaking

MMI = IX

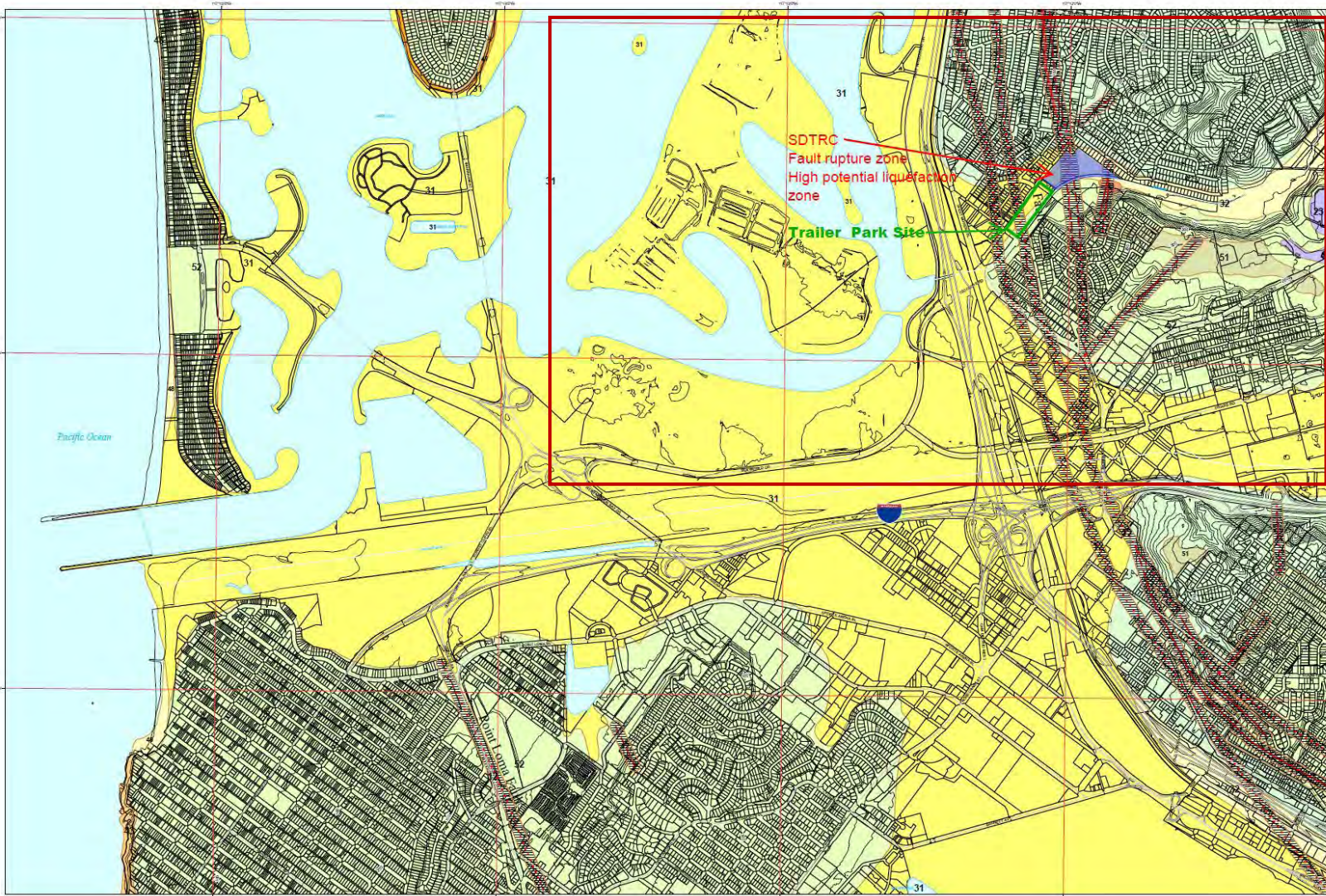
PGA = 0.55g

- Liquefaction displacements

4 ft to 6 ft horizontal

12" to 20" vertical





LEGEND

Geologic Hazard Categories

FAULT ZONES

- 11 Active, Alquist-Priolo Earthquake Fault Zone
- 12 Potentially Active, Seismicity, Proven or Suspected, or Activity Unknown
- 13 Deactivated special fault areas

LANDSLIDES

- 21 Confirmed, known, or highly suspected
- 22 Possible or conjectured

SOILS/SEDIMENT FORMATIONS

- 23 Firmly cemented or lithified geologic structure
- 24 Firmly cemented geologic structure
- 25 Artificially cemented or lithified geologic structure
- 26 Artificially cemented geologic structure
- 27 Clay, Siltstone, sand, and others

AGGREGATION

- 31 High Potential - shallow groundwater, sand or siltstone, bedrock fill
- 32 Low Potential - decreasing groundwater, minor drainage

SOILS/SEDIMENT TYPES

- 41 Generally unstable, Nonuniform, loesslike, high steep bluff, severe erosion, underivable geologic structure
- 42 Generally unstable, Underivable bedding planes, high erosion
- 43 Generally unstable, Underivable jointing, local high erosion
- 44 Moderately stable, Some minor instability, minor erosion
- 45 Moderately stable, Some underivable geologic structure, minor or no erosion, or landslides
- 46 Generally stable, Some underivable geologic structure, minor or no erosion, or landslides
- 47 Generally stable, Broad back areas, developed harbor

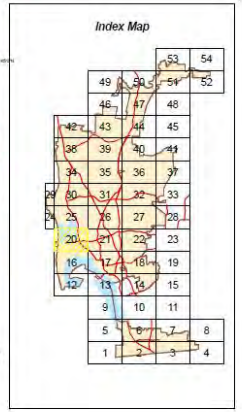
OTHER TERRAIN

- 51 Level terrain - underlain by terrace deposit and bedrock, or underlain by terrace deposit
- 52 Other level areas, gently sloping to steep terrain, Stable geologic structure, Low risk
- 53 Level or sloping terrain, underivable geologic structure, Low to moderate risk
- 54 Steeply sloping terrain, underivable or fault controlled geologic structure, Moderate risk
- 55 Modified terrain (graded view), Moderate risk

Water (Lakes and Rivers)

FAULTS

- Active Fault
- Deactivated Fault
- Confirmed Fault
- Potential Fault



SanGIS Esri/Mapbox
 SanGIS Level 10 Esri/Mapbox data for the City of San Diego, issued 2017
 Esri/Mapbox data for the 2017 Esri/Mapbox level 10
 This data meets the ASPRS Standard for Open 1 Map Accuracy at a scale of 1:100,000 at 90% confidence.
 The Esri/Mapbox Esri/Mapbox data for the City of San Diego, issued 2017
 Esri/Mapbox data for the 2017 Esri/Mapbox level 10
 This data meets the ASPRS Standard for Open 1 Map Accuracy at a scale of 1:100,000 at 90% confidence.

Every reasonable effort has been made to ensure the accuracy of the data. However, the user assumes all responsibility for any errors or omissions. The user assumes all responsibility for any errors or omissions. The user assumes all responsibility for any errors or omissions. The user assumes all responsibility for any errors or omissions.



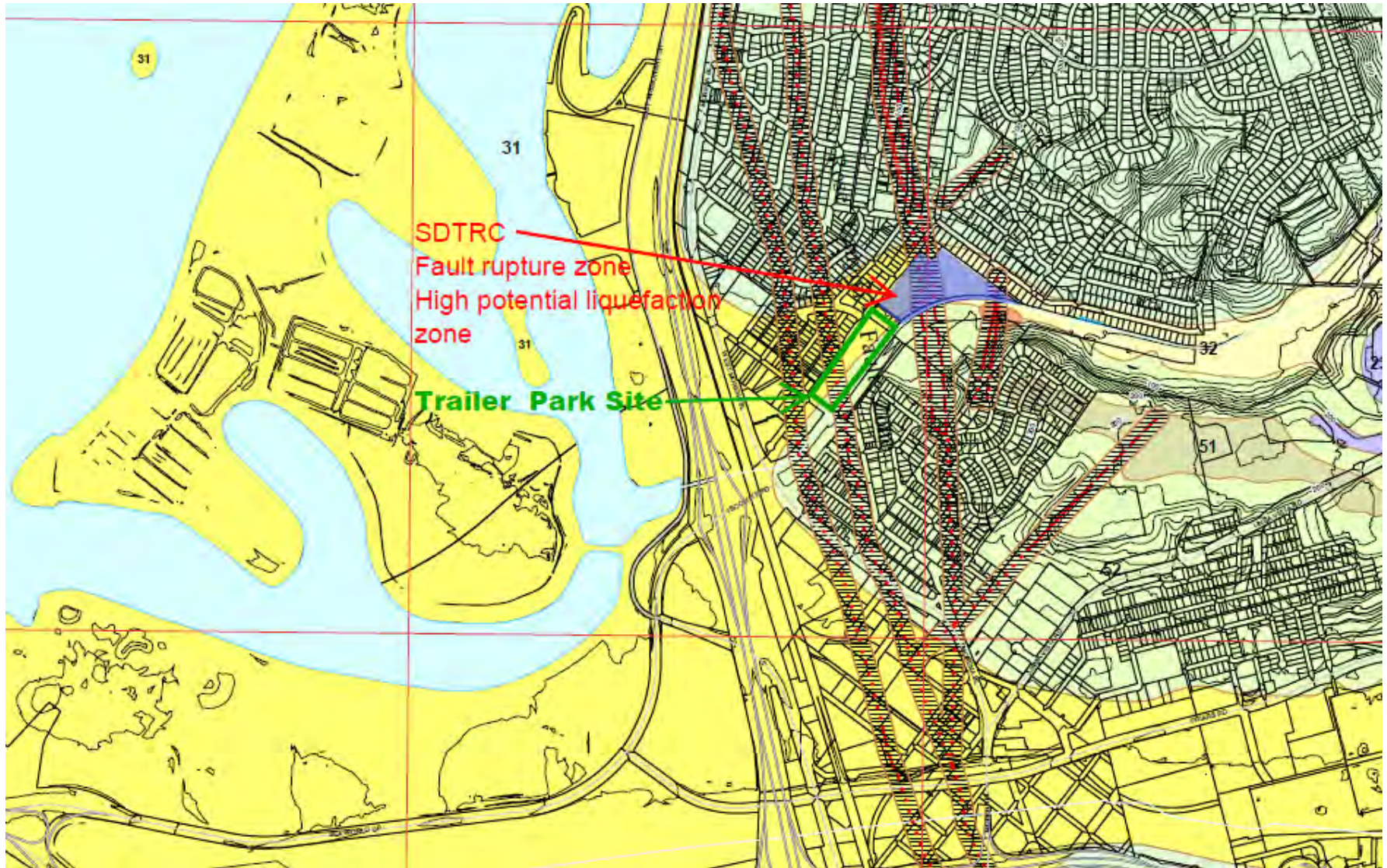
City of San Diego
SEISMIC SAFETY STUDY
Geologic Hazards and Faults



Development Services Department
 Scale bar: 0 to 1000 Feet
 Scale bar: 0 to 1000 Meters

GRID TILE: 20
 GRID SCALE: 800
 DATE: 4/3/2008

Rose Canyon Fault & High Liquefaction Potential



DRAFT Provisional Fault Map for San Diego/Tijuana Earthquake Scenario

Note: California Geological Survey (CGS) Fault data uses the scale 1:24,000 [v.3.0, 2016]. CGS suggests users defer to San Diego City fault data, where marked, for increased accuracy. SD City Faults: Location and activity of faults are based chiefly on interpretation of information contained in geologic reports by private consultants. The City of San Diego identifies active faults as Holocene ($\leq 11,000$ yr) and potentially active as Quaternary (up to 1.6my). Fault investigations are ongoing that may require future revision of this map. This map is not a substitute for a site specific fault investigation. Clicking on a line/feature will reveal metadata. Solid lines are well located at 1:24,000. Dashed lines are approximate at 1:24,000. Dotted lines are concealed faults.

[Download EERI-San-Diego-Scenario-2020.pdf \[12Mb\]](#) [Link to the Scenario resources](#)





Hilton
San Diego
Resort

Mission
Bay
Park

Tecolote
Community
Park

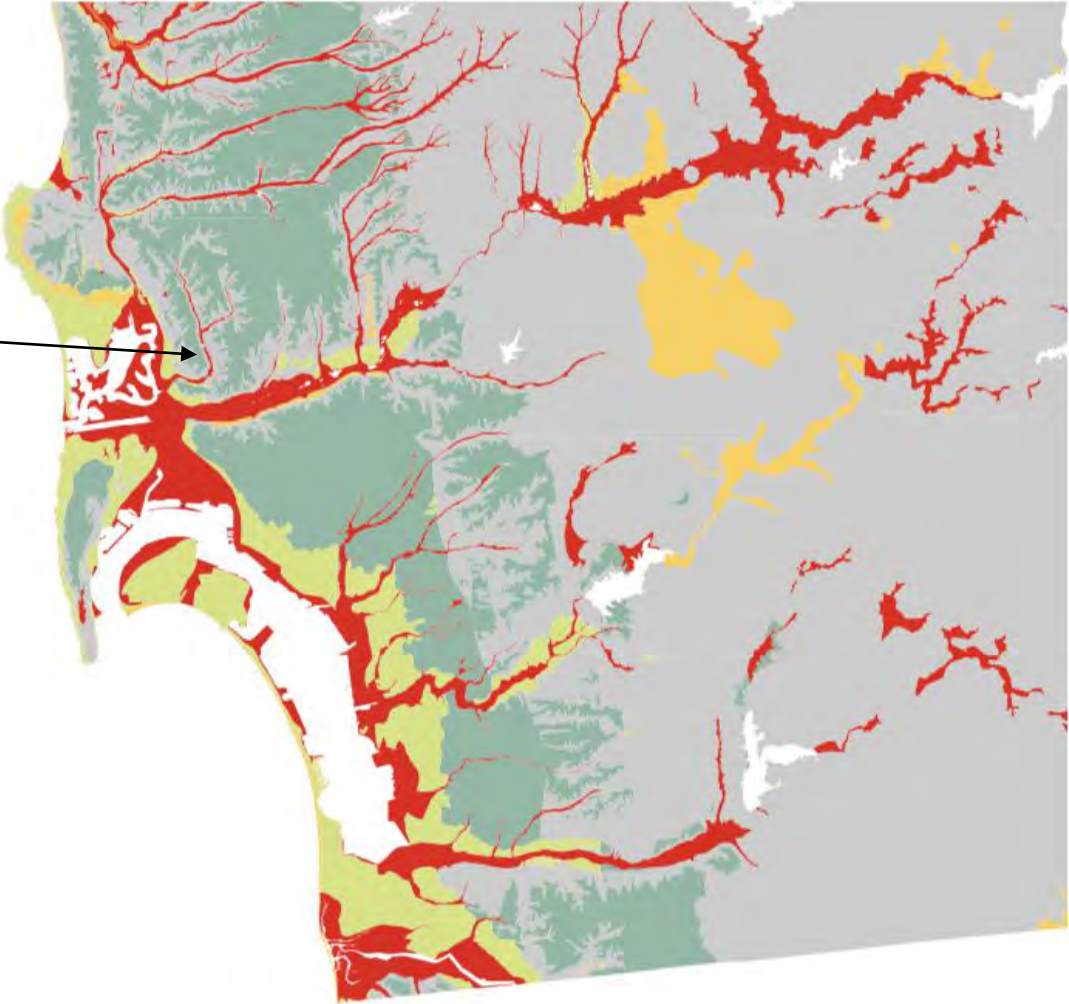
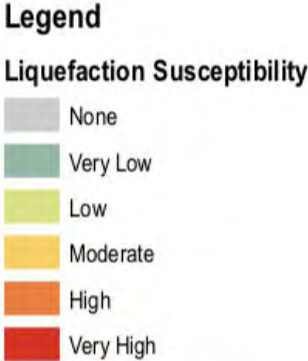
Tecolote
Creek

Overlook

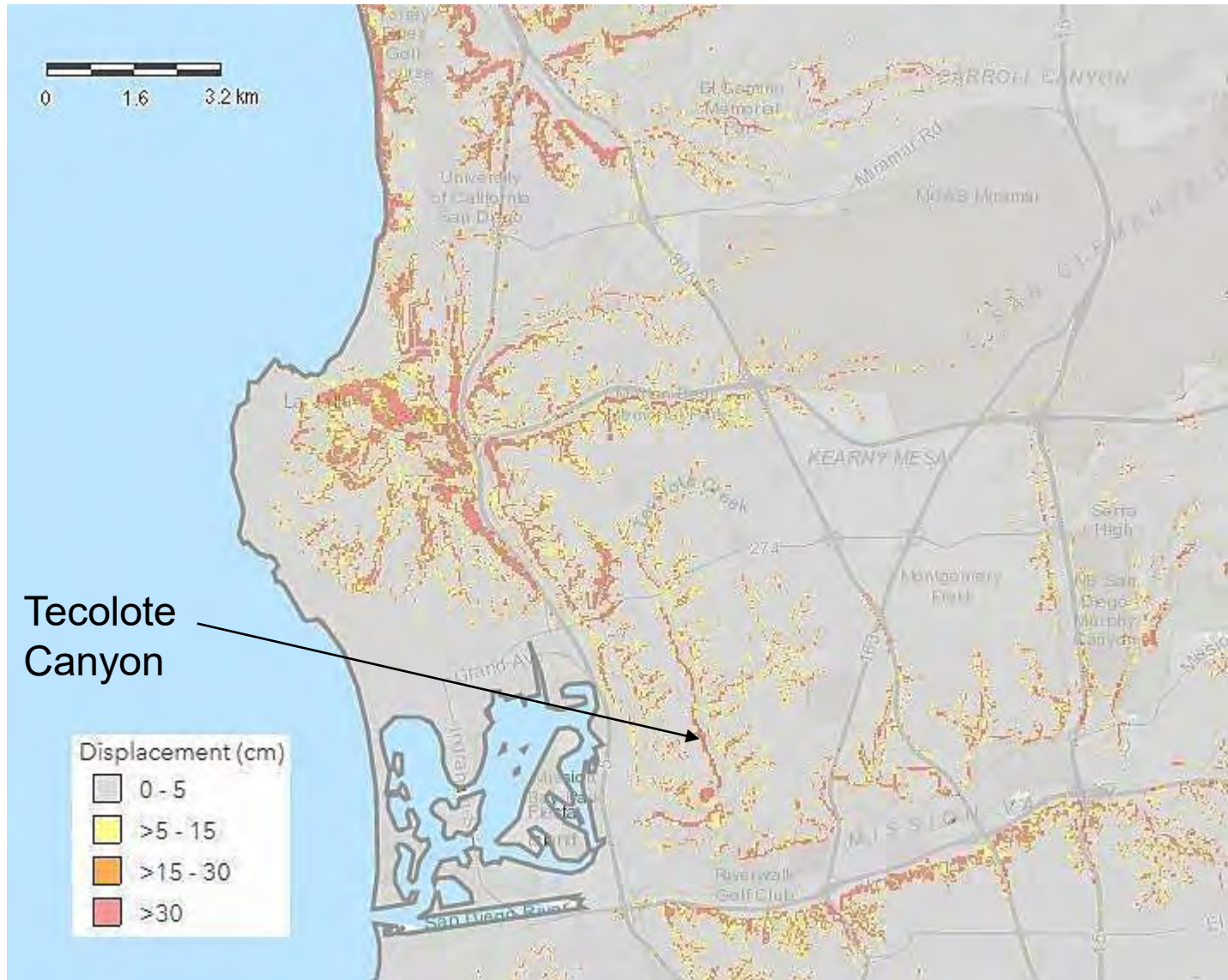
Geologic Hazard - Liquefaction



Tecolote Canyon



Seismic Slope Instability



SAN DIEGO EARTHQUAKE PLANNING SCENARIO



California Geological Survey Earthquake Zones of Required Investigation La Jolla Quadrangle

This Map Shows Preliminary Alquist-Priolo Earthquake Fault Zones.
Seismic Hazard Zones Have Not Been Prepared for the La Jolla Quadrangle.

This map shows the location of Preliminary Alquist-Priolo (AP) Earthquake Fault Zones, also referred to here as Earthquake Zones of Required Investigation. These zones were prepared by the California Geological Survey (CGS) to assist cities and counties in fulfilling their responsibilities for protecting the public from the effects of surface fault rupture as required by the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 26127). Though not present on this map at this time, CGS also prepares Zones of Required Investigation for earthquakes triggered by landslides as required by the Seismic Hazard Mapping Act (Public Resources Code Sections 26905-26909). The purpose of delineating these Earthquake Zones before any project becomes eligible to allow for public review and comment as described in the Policies and Criteria of the State Mining and Geology Board (California Code of Regulations Section 3802). For information regarding the general approach and recommended methods for preparing these zones, see CGS Special Publication #2, *Earthquake Fault Zones, a Guide for Government Agencies*, *Prepare Overhead Drawings*, and *Geographic Information for Alquist-Priolo Earthquake Fault Zoning Act*. CGS also provides information regarding the scope and recommended methods to be used in conducting required site investigations in *Appendix C, Guidelines for Locating and Mapping of Surface Ruptures*. For a general description of the AP Act, CGS zoning program, and related information, please refer to the CGS website at www.conservation.ca.gov/cgs/.

**PRELIMINARY
EARTHQUAKE FAULT ZONES
FOR REVIEW PURPOSES ONLY
TO BE SUPERSEDED ON OR ABOUT:
AUGUST 17, 2021**

MAP EXPLANATION

EARTHQUAKE FAULT ZONES

- Earthquake Fault Zones**
Zone boundaries are delineated by weight-line segments; the boundaries define the zones accompanying active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 26127(a) would be required.
- Earthquake Fault Zones**
(Not considered for this Preliminary Review)
Zone boundaries are delineated by single-line segments; the boundaries define the zones accompanying active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 26127(a) would be required.
- Active Fault Traces**
Faults considered to have been active during Holocene time and to have potential for surface rupture. Solid Line in Black or Dotted Line in Black. Limited Line in Black or Solid Line in Purple means approximately parallel. Dotted Line in Black or Solid Line in Purple means where Inferred. Dotted Line in Black or Solid Line in Purple means approximately parallel. Query (I) indicates differential uncertainty. Evidence of historic offset indicated by year of earthquake associated event or C' displacement caused by fault creep.

ADDITIONAL INFORMATION

For additional information on the zones of required investigation presented on this map, the data and methodology used to prepare them, and additional references consulted, please refer to the following:

- The Rose Canyon Fault Zone in the La Jolla and Port Loma 7.5-Minute Quadrangles, San Diego County, California. California Geological Survey, Fault Evaluation Report FEB-265. <http://cgs.conservation.ca.gov/gis/primary/reports/>
- The Rose Canyon Fault Zone in the La Jolla and Port Loma 7.5-Minute Quadrangles, San Diego County, California. California Geological Survey, Fault Evaluation Report FEB-216. <http://cgs.conservation.ca.gov/gis/FE/216/216M/Reports/FEB216/>

For more information on the Alquist-Priolo Earthquake Fault Zoning Act please refer to www.conservation.ca.gov/cgs/quakeinfo

Click the link below to learn how to take greater advantage of the GeoPDF format of this map after downloading:
<http://cgs.conservation.ca.gov/gis/FE/216/216M/Docs/FairGeoPDFGuide.pdf>

LA JOLLA QUADRANGLE EARTHQUAKE FAULT ZONES

Delineated in compliance with Chapter 7.5,
Division 2 of the California Public Resources Code
(Alquist-Priolo Earthquake Fault Zoning Act)

PRELIMINARY REVIEW MAP

OFFICIAL MAP

Released: February 18, 2021
To Be Superseded on or About: August 17, 2021

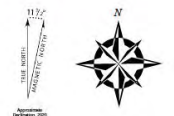
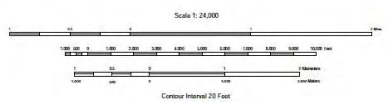
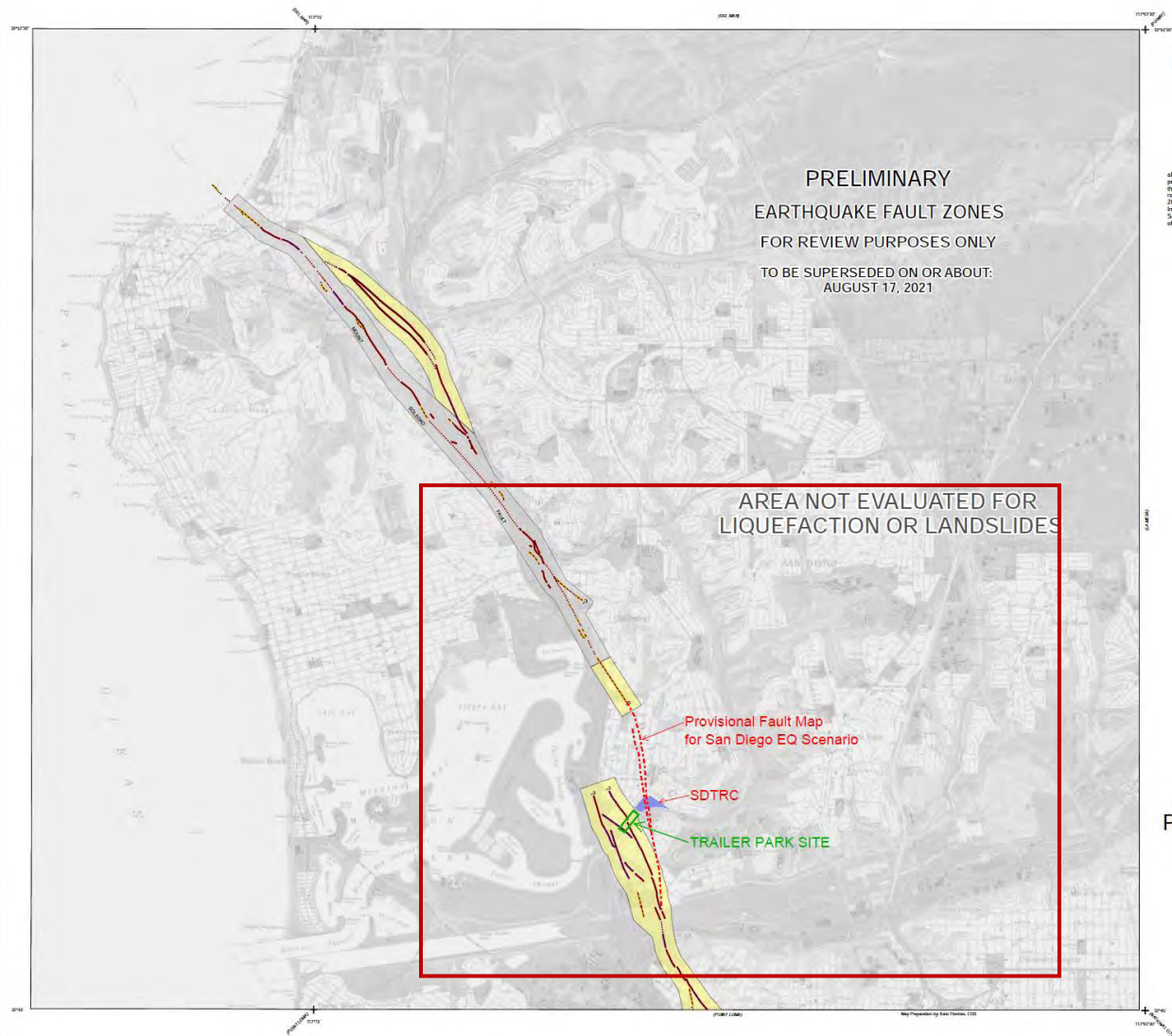
Released: November 1, 1991

James L. Davis
STATE GEOLOGIST

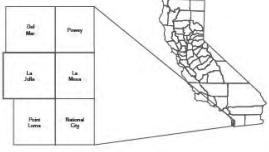
IMPORTANT

PLEASE NOTE THE FOLLOWING FOR ZONES SHOWN ON THIS MAP

- This map may not show all faults that have the potential for surface fault rupture, either within the Earthquake Fault Zones or outside them. Therefore, additional site-specific investigations may be required to determine the location, depth, and probable magnitude of existing faulting or ongoing tectonic failure and will not uniformly affect the entire watershed.
- Boundaries of Earthquake Fault Zones, if included on this map, are based on interpreted Holocene active fault traces.
- The identification and location of these faults are based on the best available data. However, the quality of the data used to create these boundaries may not necessarily be the same throughout the entire zone.
- Liquefaction zones may also contain areas susceptible to the effects of earthquake induced landlides. This nature typically results in the need for additional investigations. Other factors from which the location and nature of adjacent to steep slope faults.
- Landslide zones on this map were created or revised by Active Landslide Data developed by the U.S. Geological Survey (USGS). Landslide hazard maps prepared by the USGS typically use a systematic approach to evaluate landslide hazard and other geologic hazards. However, the USGS does not conduct field investigations for the purpose of delineating Earthquake Fault Zones.
- USGS does not map areas to provide the information of surface faulting to be located within the boundaries of the Earthquake Fault Zones. The identification and location of Earthquake Fault Zones are based on the best available data. However, the quality of the data used to create these boundaries may not necessarily be the same throughout the entire zone.
- Information on this map is not intended to be used for the purpose of preparing and approving site investigations required under Chapter 7.5 and 7.8 of Division 2 of the California Public Resources Code.
- Information on this map is not intended to be used for the purpose of preparing and approving site investigations required under Chapter 7.5 and 7.8 of Division 2 of the California Public Resources Code.
- DISCLAIMER: The State of California and the Department of Conservation make no representation or warranty of any kind, either expressed or implied, regarding the accuracy, reliability, or completeness of any data, information, or other content on this map. The Department of Conservation and the State of California make no representation or warranty of any kind, either expressed or implied, regarding the accuracy, reliability, or completeness of any data, information, or other content on this map.
- Web Accessibility Statement: We could not make this map fully accessible with automatic technology. To request alternative means of access, please visit our Accessibility website at www.conservation.ca.gov/cgs/. To help us respond to your comment, please include in your request the title of the map, the web address where you obtained it, and your contact information.

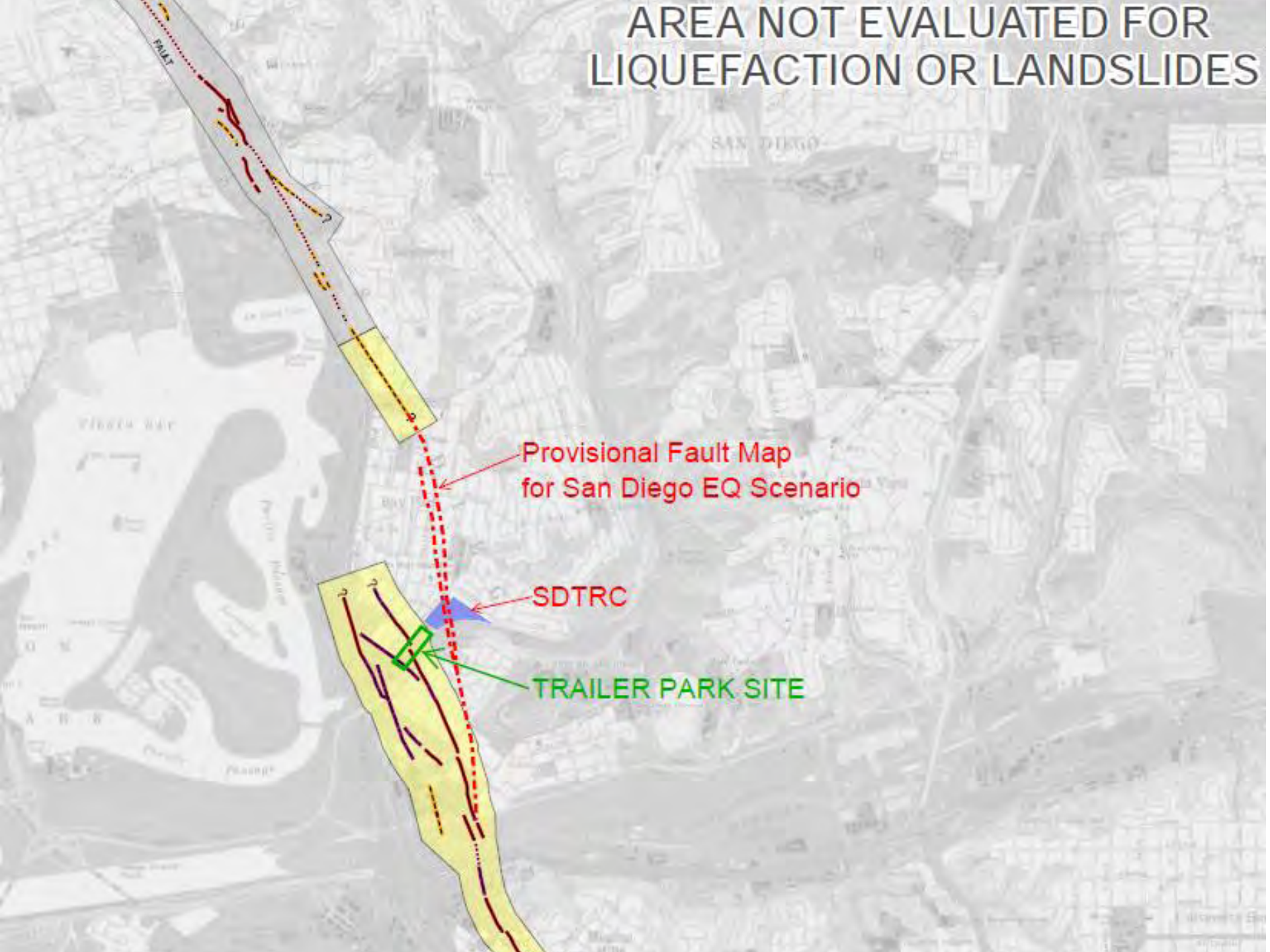


California Geological Survey
Geologic Information and Publications
801 K Street, MS 14-34
Sacramento, CA 95814-3532
www.conservation.ca.gov/cgs/



Provisional Fault Map trace and SDTRC added by ABC 4-11-2021

AREA NOT EVALUATED FOR LIQUEFACTION OR LANDSLIDES



Provisional Fault Map
for San Diego EQ Scenario

SDTRC

TRAILER PARK SITE

FER 265 - Plate 2
Geomorphic and Air Photo Interpretation Map

EXPLANATION

Geomorphic Features, see Table 2

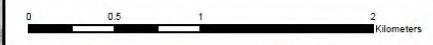
- Lineament, distinct
- - - Lineament, moderately expressed
- = Graben
- Closed Depression
- Pressure Ridge
- Drainage

Quaternary faults (USGS/ICGS 2019)

- Fault, accurate
- - - Fault, approximate
- · · · · Fault, concealed
- - - - - Fault, inferred

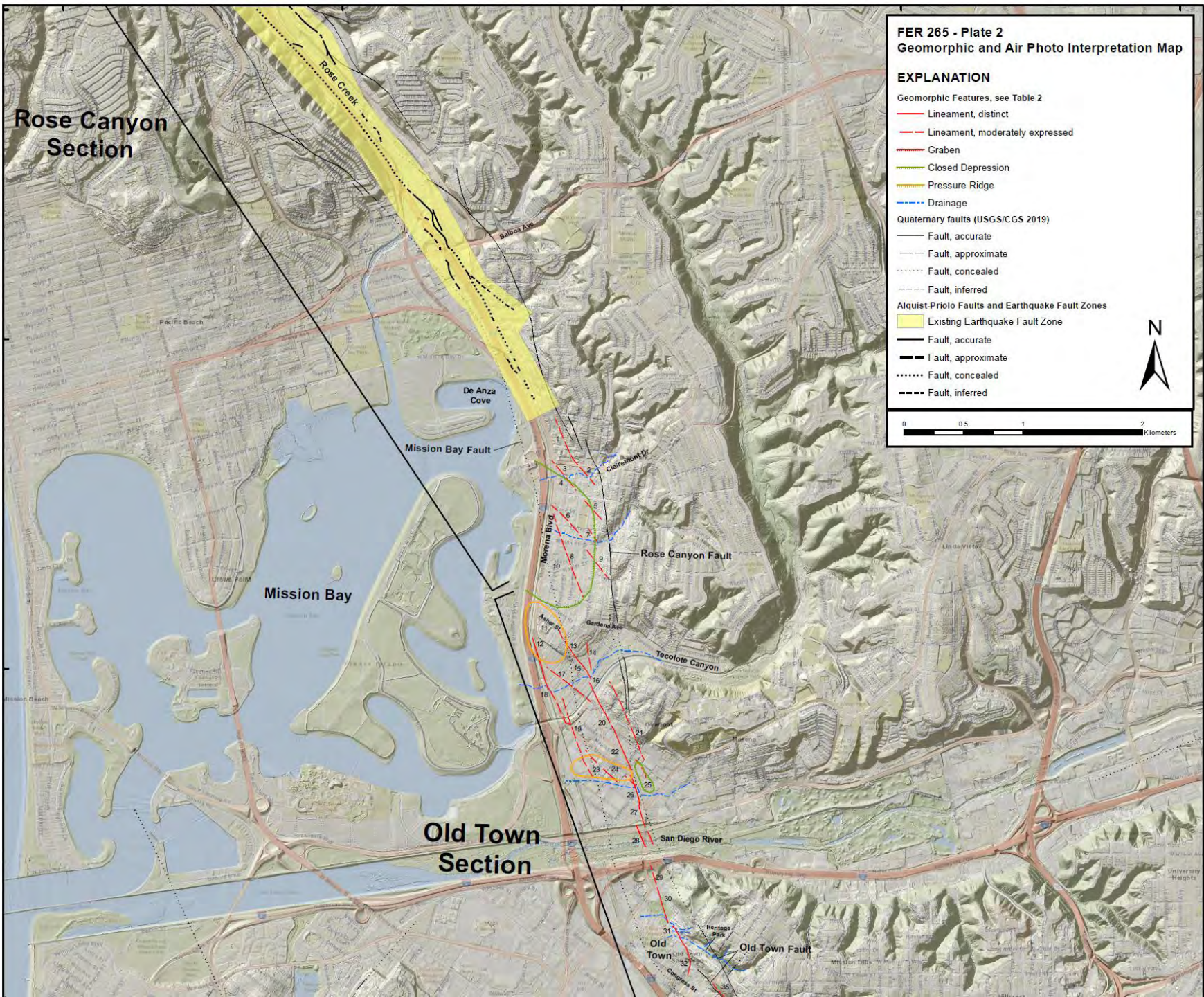
Alquist-Priolo Faults and Earthquake Fault Zones

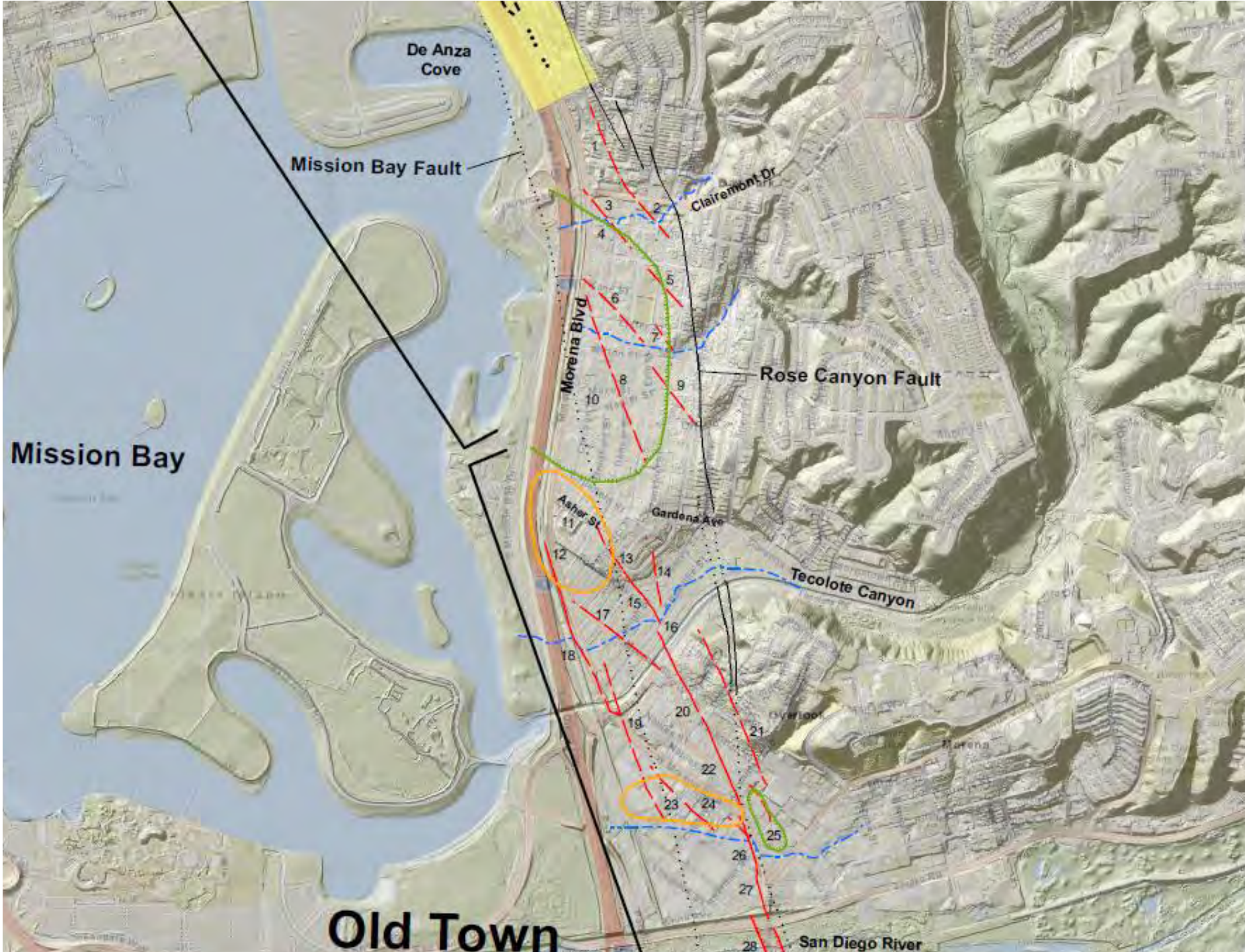
- Existing Earthquake Fault Zone
- Fault, accurate
- - - Fault, approximate
- · · · · Fault, concealed
- - - - - Fault, inferred



Rose Canyon Section

Old Town Section





De Anza Cove

Mission Bay Fault

Clairemont Dr

Rose Canyon Fault

Mission Bay

Morena Blvd

Tecolote Canyon

Asher St

Gardena Ave

Old Town

San Diego River

Alquist-Priolo Act

The intent of the Alquist-Priolo Act is to prohibit the location of developments and structures for human occupancy across the trace of active fault, thus avoiding the hazard of surface fault rupture.

1992 Mw 7.3 Landers Earthquake

Photo by W. Bryant



Setback

A setback, or no build zone, is delineated around active faults located during the site investigation to allow an appropriate level of conservatism or factor of safety. The width of a setback zone allows for the occurrence of near-fault deformation and the inherent uncertainties of projecting the location of the fault between known data points.

Setback from active fault as generally applied is 50 feet. The current California Code of Regulations (sec 3603a) states:

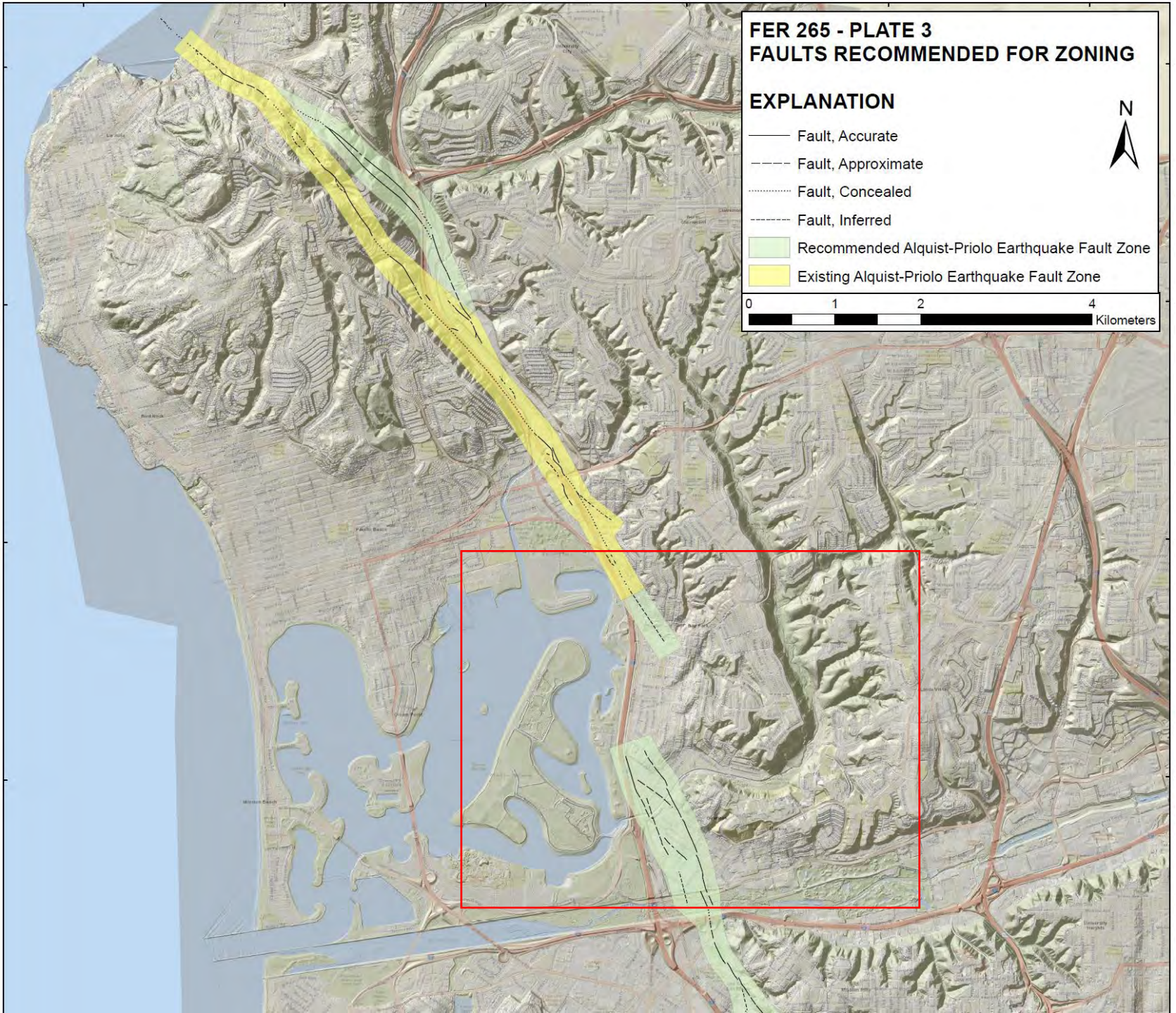
“...as the area within 50 feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise by an appropriate geologic investigation and report prepared as specified Section 3603(d) of this subchapter, no such structures shall be permitted in this area.”

As currently written, there is no minimum distance. However, SMGB initially stated that 50 feet represented minimum standard. This remained in policies and criteria until 1984.

FER 265 - PLATE 3 FAULTS RECOMMENDED FOR ZONING

EXPLANATION

- Fault, Accurate
- - - - Fault, Approximate
- Fault, Concealed
- - - - Fault, Inferred
- █ Recommended Alquist-Priolo Earthquake Fault Zone
- █ Existing Alquist-Priolo Earthquake Fault Zone

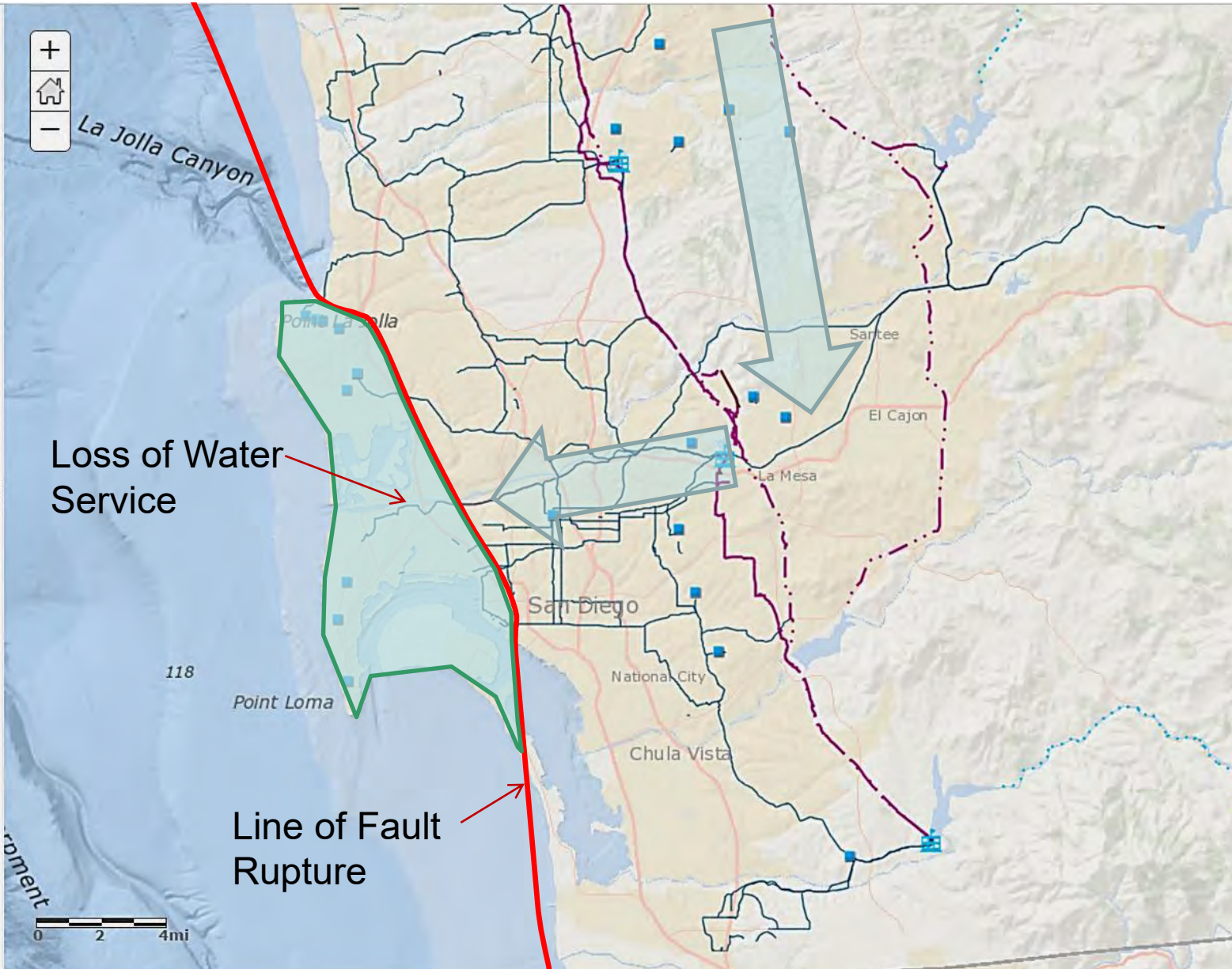




EERI Scenario: Water Service Disruptions? FFE?

Legend

- Filtration Plants
- Distribution Reservoirs
- Tunnels
- Creeks
- Aqueducts
- Water_Infrastructure - Pipes



Wastewater Systems

Figure EX-2
Metro System Facilities and
Participating Agency Service Areas



RCFZ
Rupture

Pt. Loma
Outfall

3-Interceptor
lines feeding Pt.
Loma severed
by fault.

EERI Scenario: Wastewater Service Disruptions

About Content Legend

Legend

City Limit



Sewer Infrastructure - Treatment Plants



Sewer Infrastructure - Sewer Tanks



Sewer Infrastructure - Pump Stations



Sewer Infrastructure - Pipes

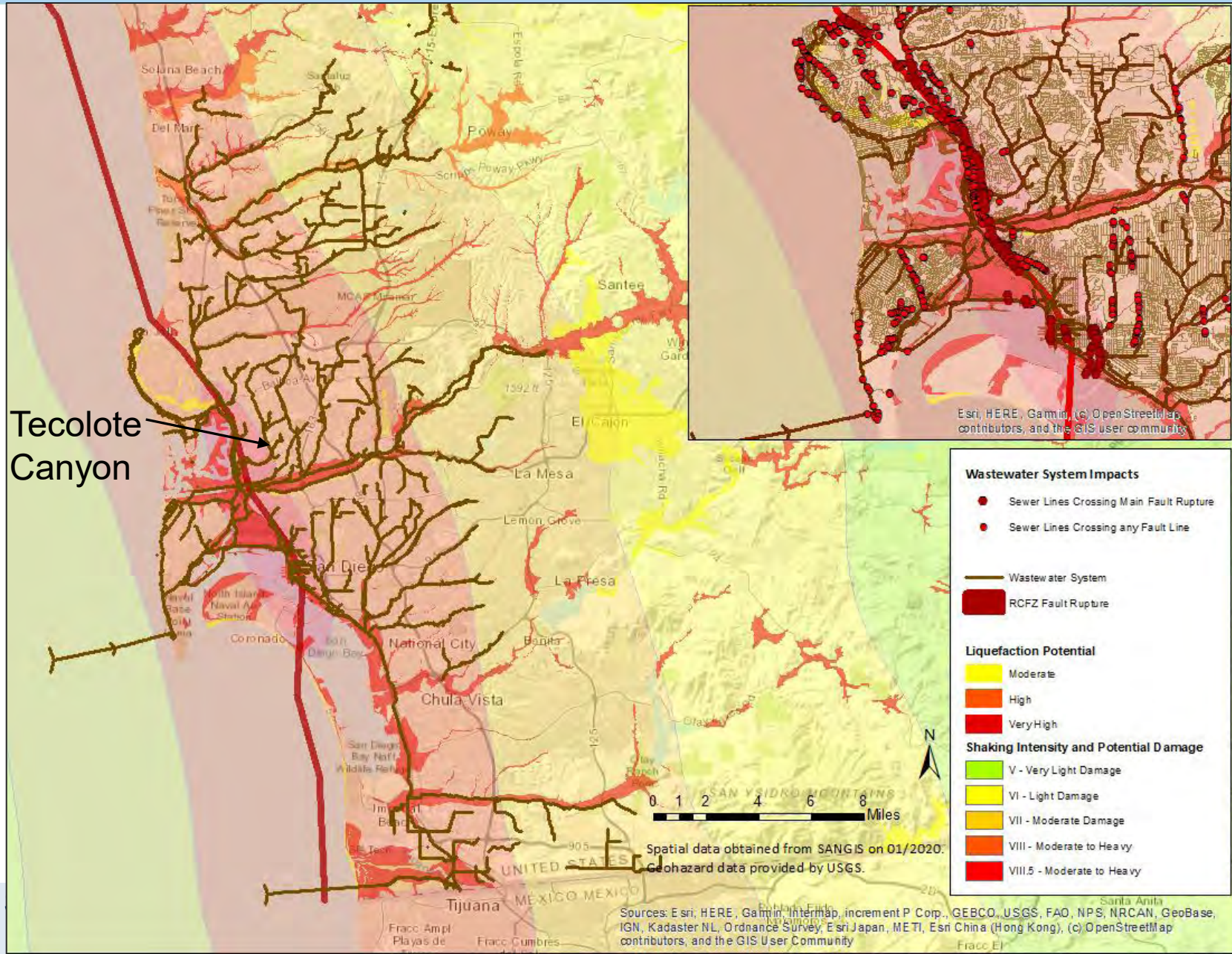


No Water Service = No Sewer Service

No access To Pt. Loma. Sewer empties into River & Bay

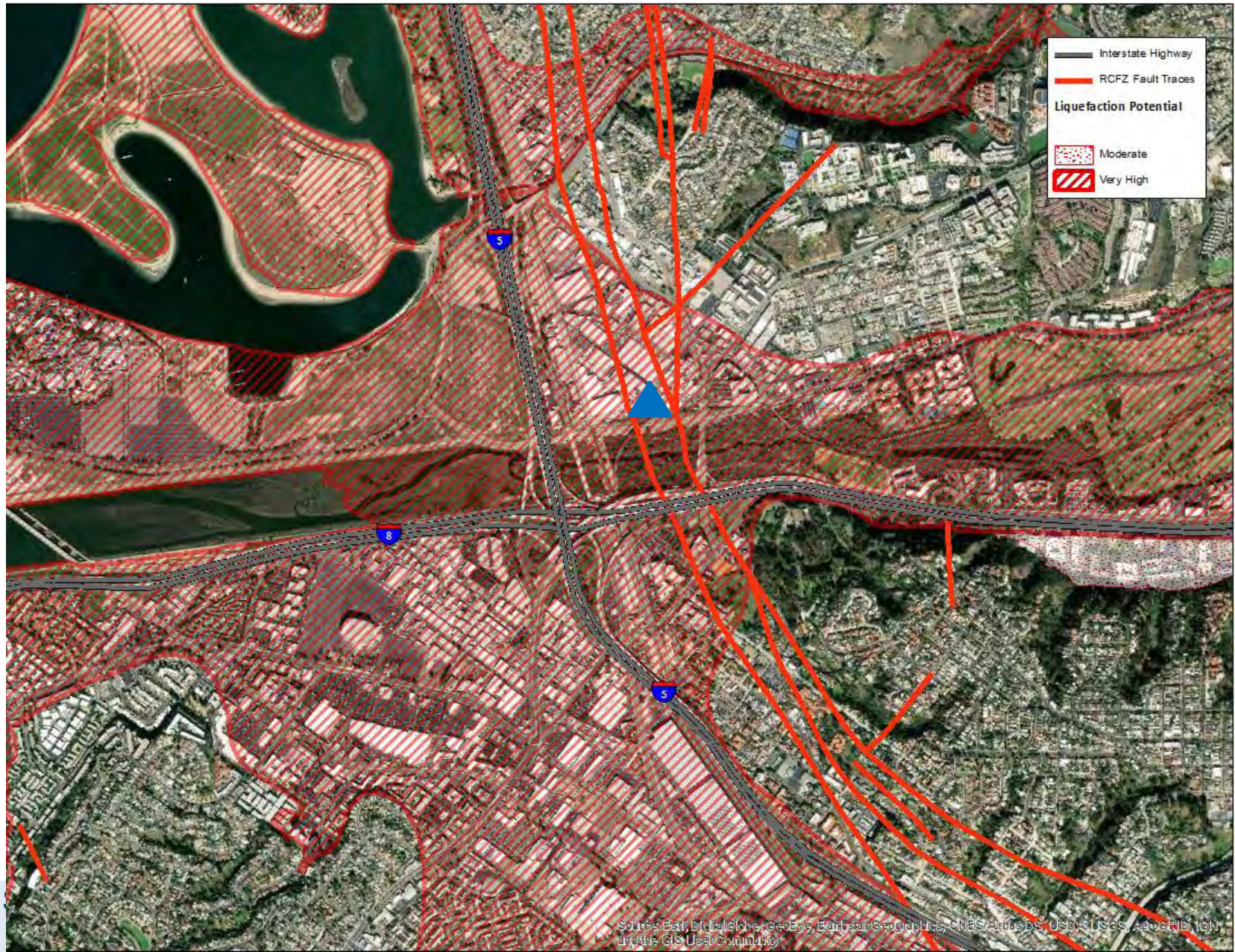
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Wastewater System v. Geo-Hazards



Interstate 5 & 8 Intersection

▲ Pure Water San Diego



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

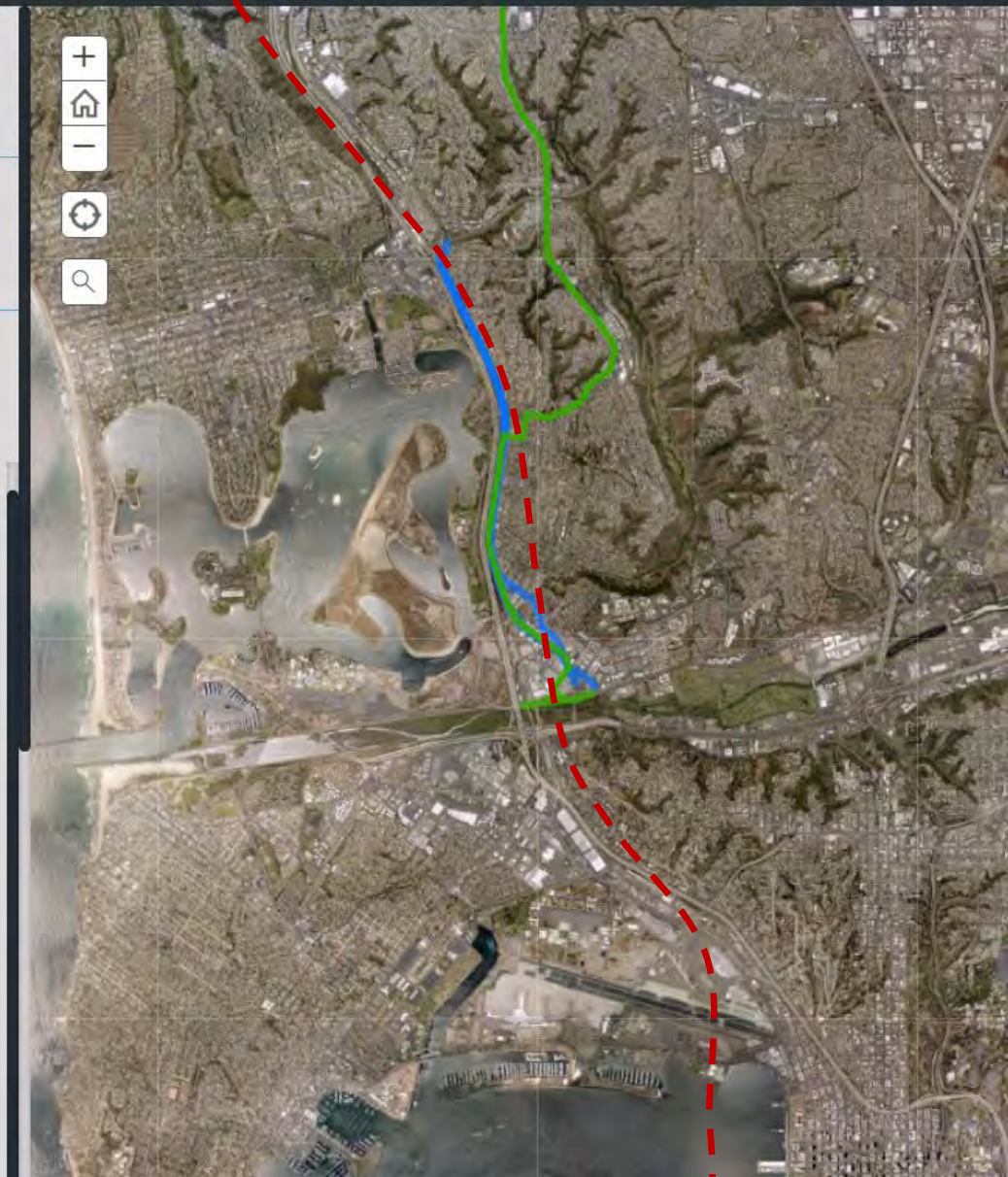
1 What is Pure Water San Diego?

2 Phase 1 - North City

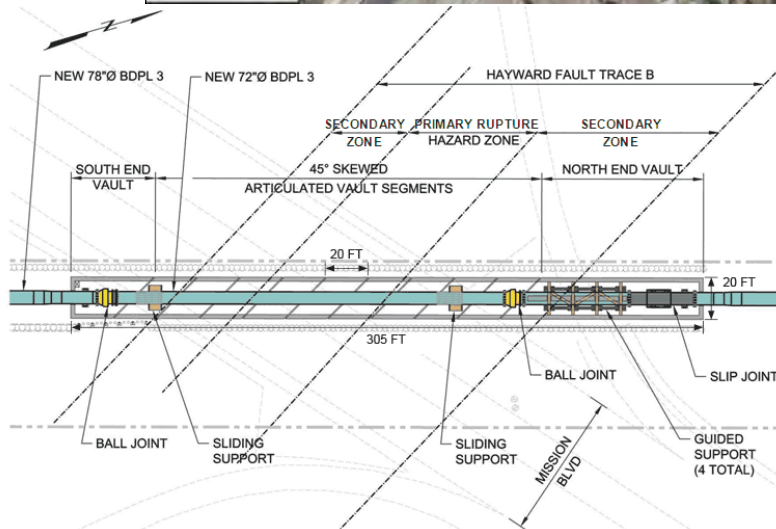
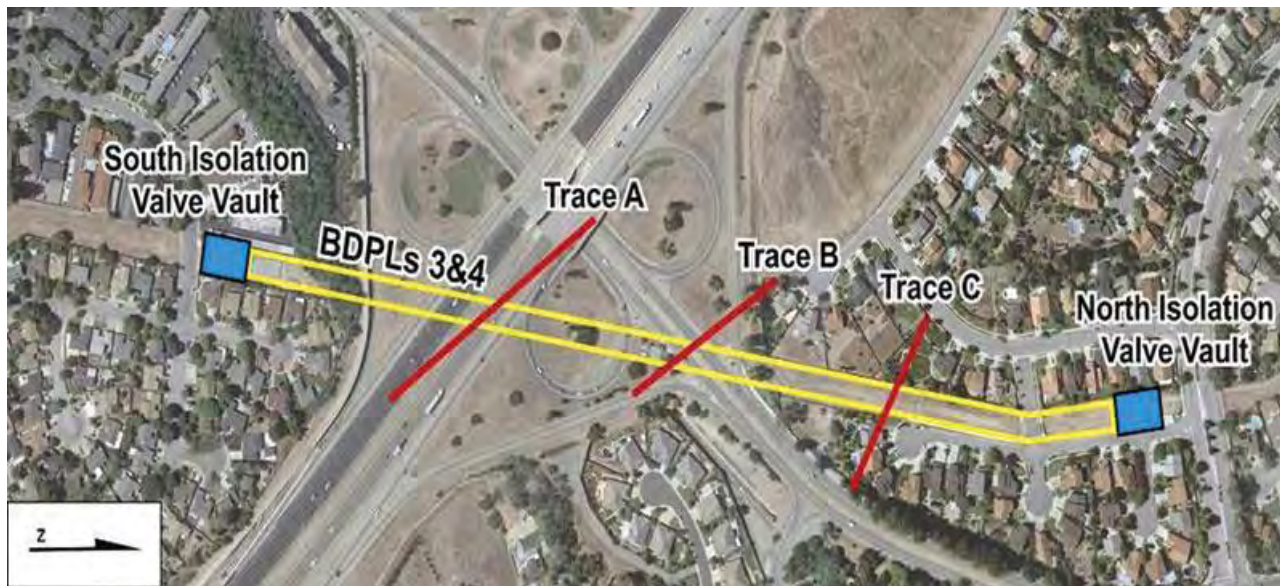
3 Morena Pump Station and Pipelines

This project will transport approximately 32 million gallons per day (mgd) of wastewater to the North City Water Reclamation Plant (NCWRP), where it will be treated before being sent to the North City Pure Water Facility (NCPWF) for further purification. Construction will include a pump station on Sherman Street and two 11-mile-long pipelines that start at Sherman Street, follow West Morena Boulevard and Clairemont Drive, and continue through University City to the NCWRP. One pipeline will transport wastewater to the NCWRP, while the other will transport salt and contaminants removed from the water at the NCPWF to the [Point Loma Wastewater Treatment Plant](#).

For more information on the Morena Pump Station and Pipelines, please click [here](#).



Example: Hayward Fault step-overs (SFPUC)



<https://www.structuremag.org/?p=4073>

Courtesy of URS Corp

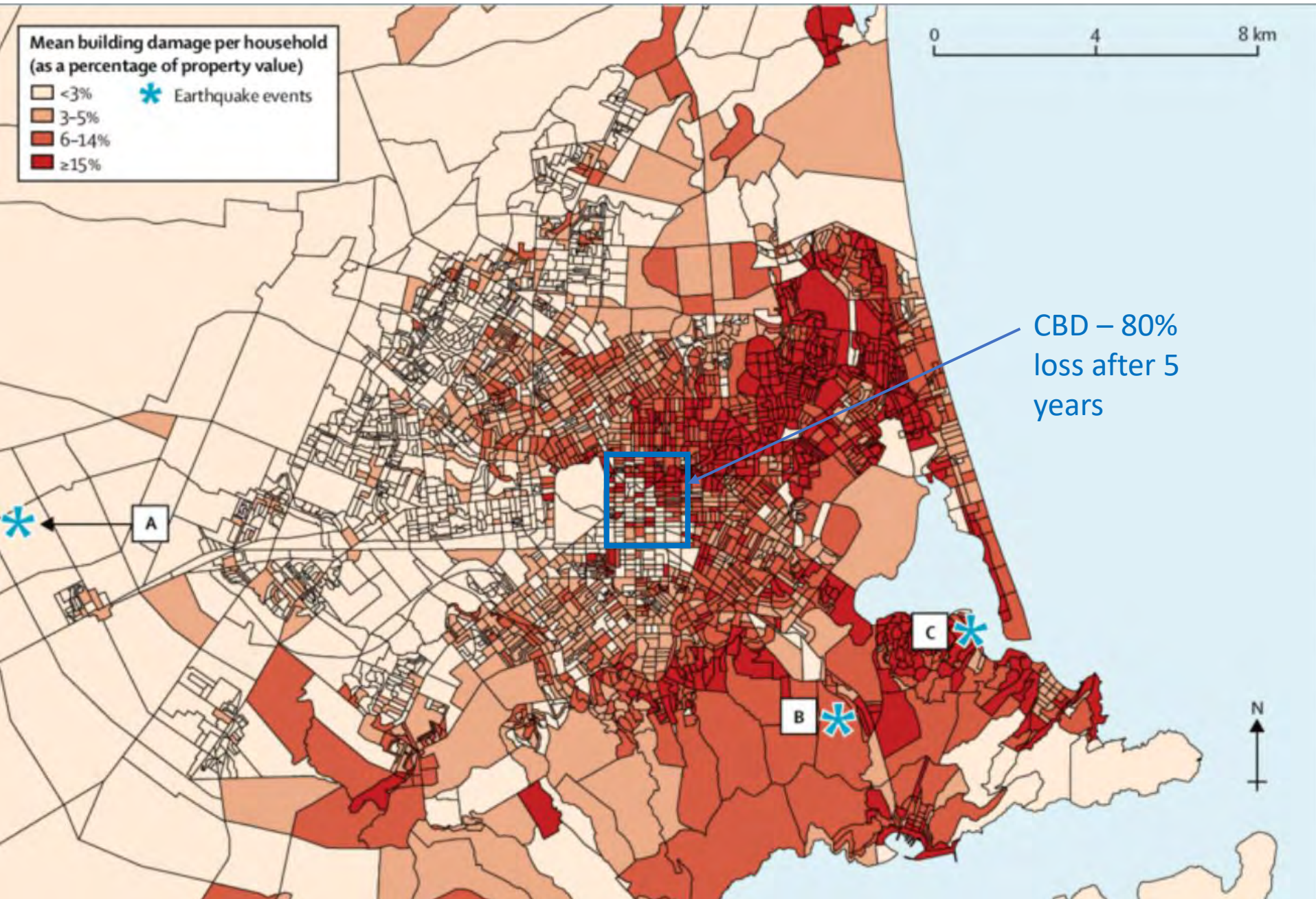
SAN DIEGO EARTHQUAKE PLANNING SCENARIO



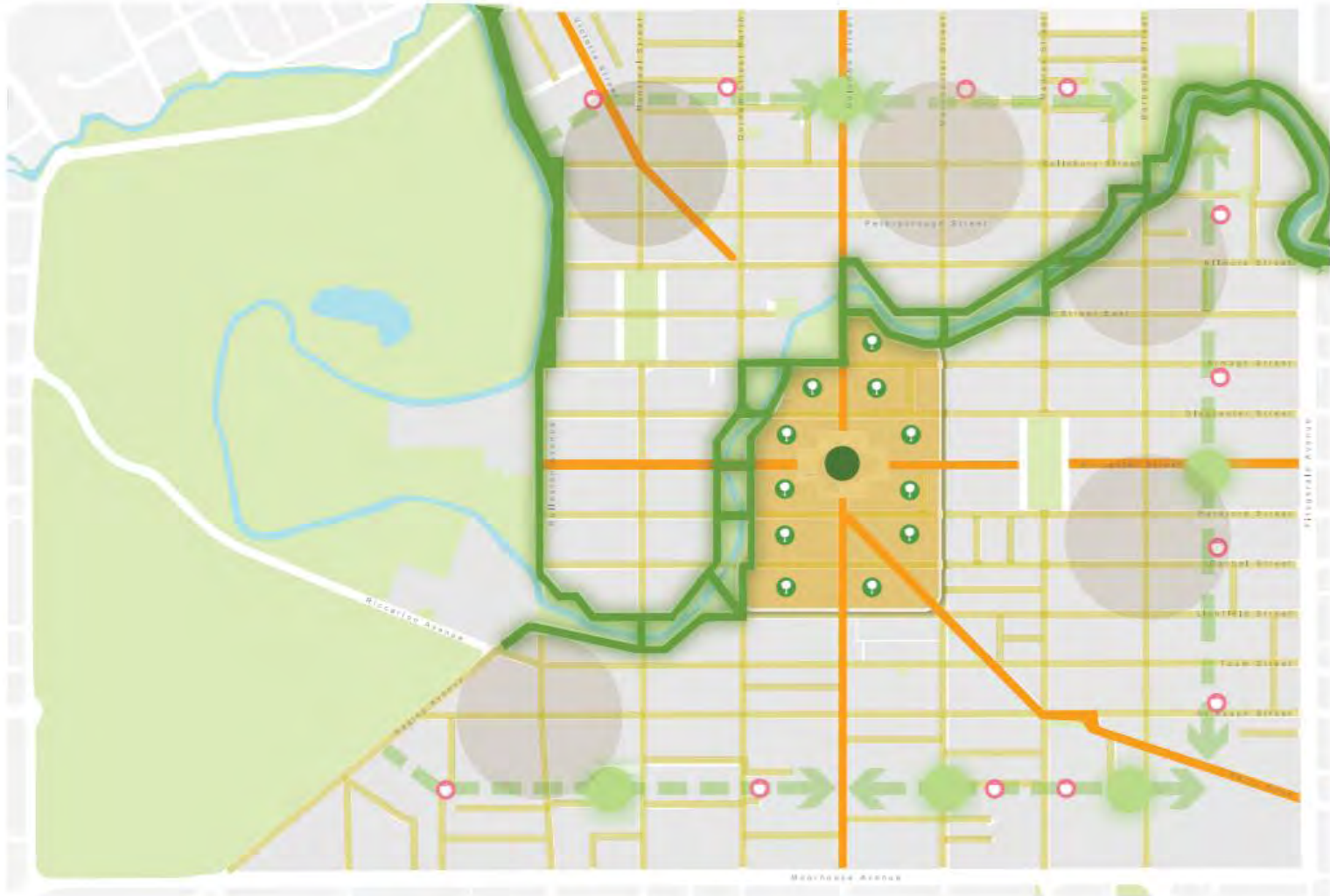
Christchurch NZ: M6.3 Earthquake, February 2011 – Central Business District



Christchurch Building Damage & Central Business District (CBD)



The Plan - Rebuilding the CBD with Greenspace 2011-2041 – how to avoid?



Above: The map shows the Green City key projects. The Avon River/Otakaro and Cathedral Square are a particular focus. The network of parks and gardens, eco streets and green roofs create a patchwork of green across the Central City. Specific sites have not been identified for some of the projects.

- | | | | |
|---|-------------------------------------|---|---|
|  | Slow Core - shared streets |  | Indicative greenway - walk/cycle |
|  | Community garden - indicative sites |  | Indicative Neighbourhood Park (parks to be located where appropriate land is available for acquisition) |
|  | Pocket parks - indicative sites |  | Papawai Otakaro/Avon River Park |
|  | Potential neighbourhood centres |  | Greening Cathedral Square |
|  | Eco streets | | |

Preliminary Recommendations:

1. Integrate Geologic/Seismic Hazard considerations into City Planning process.
2. Avoid development in high hazard zones.
(avoid Christchurch 2011 problem)
3. Consider open space and recreational uses for the lower Tecolote Canyon areas rather than high density developments.
4. Caution: for specific projects, consult geologists and seismologists for more detailed assessments.

San Diego Earthquake Planning Scenario

**Magnitude 6.9
on the Rose Canyon Fault Zone**



DEVELOPED BY THE
EARTHQUAKE ENGINEERING RESEARCH INSTITUTE
SAN DIEGO CHAPTER

From: Melanie Rocks <melaknee7@yahoo.com>

Sent: Monday, June 14, 2021 10:23 PM

To: Pangilinan, Marlon <MPangilinan@sandiego.gov>; Munson, Carrie <CMunson@sandiego.gov>; Gloria, Todd (External) <MayorToddGloria@sandiego.gov>; nwaney@plattwhitelaw.com <nwaney@plattwhitelaw.com>

Subject: [EXTERNAL] CCPU Comment Letter - Creating a Tecolote Park/Community Connection & SDTRC Re-Zone/Retaining Recreational Opportunities for Older Communities

****This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.****

Mr. Pangilinan, Ms. Munson, Ms. Naveen, and Mayor Gloria,

I am writing regarding the May 2021 Draft Clairemont Community Plan update. Overall I am very impressed with the plan and commend the preparers for the thought and effort that has been put into the plan. I do have two suggestions that I sincerely hope will be re-visited prior to plan finalization. These include creating a viable community connection to Tecolote Community Park and retaining recreational opportunities in this older community by maintaining Recreational zoning for the San Diego Tennis & Racquet Club land.

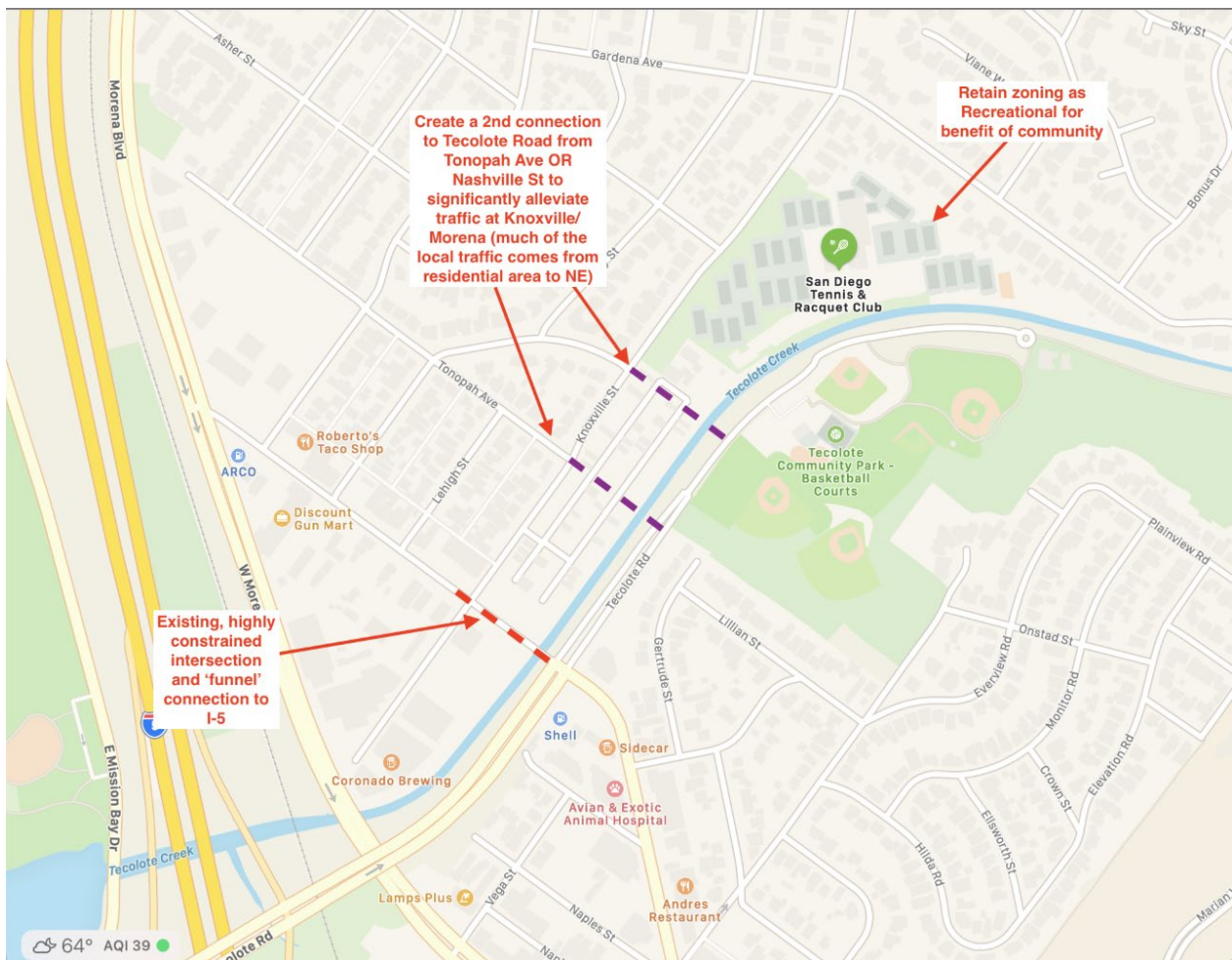
Tecolote community park is a great park but has no real connection to nearby communities- it is very isolated from local residential areas. The residences to the north have limited connection the park; there are no roadways from residential areas straight to the park, and looping around Knoxville if walking or biking is awkward and requires going along extremely narrow and busy streets (so not very safe). Residences to the south are significantly higher topographically so don't have a direct connection. As a result, this park feels isolated and does not have a community 'feel'. By creating a surface street connection from Bay Park at Nashville or Tonopah Street, the City could create positive effects for for the park and for area traffic. The park would be used more by local residents and create a more community-oriented feel. Secondly, it could have significant traffic alleviation effects. A second access route from Bay Park to the Tecolote/I-5 interchange would significantly relieve traffic along the south end of Morena as well as at the very constrained Morena/Knoxville intersection. Much of the traffic through this area comes from the the residential areas to the northeast, so another 'track' to get to the Tecolote/I-5 connector could significantly alleviate traffic issues at this intersection. This will be more and more important as the population grows in this area due to re-zoning and redevelopment along this corridor.

Secondly, I would like to strongly urge you to retain recreational usage for the land currently occupied by the San Diego Tennis & Racquet Club. This land is currently zoned Recreation, however under the new plan would be zoned Residential. As an older community, Bay Park and surrounding areas are *significantly* constrained in terms of recreational facilities; there are far fewer parks and community recreational opportunities than in newer areas of the City. Though we are across the highway Mission Bay, it is a regional park and is extremely crowded (it's difficult to even park

some days) therefore doesn't truly serve as a local/community recreation opportunity. By changing the tennis club land from recreational to residential, the City of San Diego would remove an important recreational opportunity for local residents and further constrain local recreational opportunities. Whether this land stays as a tennis and racquet club or becomes some other recreational facility, it is important to retain the few sites that are recreation-oriented in the neighborhood; the entire community has been built out around this land and no other vacant lands are available for such uses. I hope that planners and City representatives will consider the long-term effects of this change on local residents and retain this area for Recreational usage.

Thank you very much for the opportunity to comment on the draft plan.

Best,
Melanie Rocks
Bay Park



July 9, 2021

Marlon Pangilinan
Planning Department
9485 Aero Drive
San Diego, CA 92123



Re: Comments on draft Clairemont Community Plan

Dear Marlon:

I appreciate the opportunity to review and comment on the Clairemont Community Plan. I also appreciate the opportunity to discuss concerns with you and Tait Galloway of the Planning Department. In general, I found the document very well written. However, I do have concerns. First let me summarize my five major concerns and observations and then I will provide detailed recommendations for revisions.

1. Prime Industrial Designation Along the Morena Corridor North of Balboa Avenue. Per our conversation, KMA's study for the Planning Department found that only about 10% of the existing uses are "prime industrial." The intent at the time that "prime industrial" was established in 2008 as part of the General Plan, was for Communities to verify and modify the Prime Industrial map in the General Plan based on a more detailed/ accurate survey of existing business uses. Simply duplicating the 2008 general plan map simply compounds the challenge to non-existing uses in this area. Should 90% of the existing businesses leave.

Recommendation: Modify the Prime Industrial designation to reflect existing prime industrial uses such as at the north end of Morena at Jutland and eliminate the non-conforming condition which exists.

2. Observation: By maintaining the Clairemont Height Overlay Zone of 30' along the Morena corridor reflects the desire of many residents in Bay Park. However with a zoning requirement of 13' floor to floor height on the ground floor, two story of residential at 9' each would prohibit 3 stories of construction which adversely impacts the economic viability of redevelopment of these narrow lots. Minor refinements of how the 30' height is measured with respect to to higher grade on the back side of the properties or the allowance of building articulation to screen HVAC, solar, or elevator penthouse might facilitate some redevelopment. Minor revision in the Zoning Code to allow residential on a portion of the front part of the ground floor in commercial zones would also help. As currently proposed, I do not envision much of any redevelopment along Morena despite the Morena Specific Plan and this Community Plan Update. The lack of redevelopment results will be similar to what has occurred in the decades since the current community plan was adopted.
3. It is critical to look at the potential implementation of the policies. It makes no sense to create policies that academically sound good on paper, but are impractical or infeasible to implement. A few examples are:

The park down Clairemont Drive; or the linear parks along Balboa Arms Drive or Mt. Alifan; or urban parkways along Balboa Avenue within the Community Core. Is the city going to condemn additional Right of Way to make this happen. Why would private property owners give away the land for free and then be forced to pay to redevelop the park ways including relocation of dry utilities? Has the Plan looked at the feasibility of the grades and existing storm water systems that currently exists in these areas? How is the creation of an urban parkway feasible over the Navy jet fuel line which runs from Pt Loma to Miramar which is under the sidewalk on Balboa Ave? The community plan needs to be more than pretty lines on a piece of paper. It should be a practical vision of a community that can be realistically developed.

4. Understanding the rezoning of the properties is critical to the implementation of the policies in the community plan. For months, a major focus of the community plan update was where additional residential density should be located. That has been established. Unfortunately, the City as it has been promoting increased residential development and mixed use development has based new zones as if they are pedestrian oriented. Home Depot, Target, Marshalls, Kohls, any others in community commercial centers such as Genesee Plaza, Balboa Mesa, and Clairemont Town Square usually have a 5 mile minimum service area. These are uses that the community has expressed interest in maintaining. Transit reduction for parking per the zoning code is only 14 percent. Pedestrians and bikes may provide access to one to 2 percent of the clientele. This means that at least 80% of the clientele are driving to these locations. This is why these types of properties are currently zoned for auto oriented community commercial. The current CC-1- auto oriented community commercial zoning already allows for mixed use residential and commercial development with increased FAR bonuses for residential.

The proposed CC-3 zones or the MX- zones have requirements that will make every existing community commercial center which is rezoned to be previously conforming. (See attached list of code requirements in the CC-3 and MX- zones which would create non-conforming requirements for the existing CC-1-3 zones). As redevelopment occurs in the centers, most likely it will not be able to comply with all of the new regulations regarding setbacks and transparencies to name a few. Does this prohibit redevelopment? One example: At the northwest corner of Balboa & Genesee, would it be economical to tear down the two office towers to try to move the buildings within 10' of the street?

Recommendation: Address the increased allowable residential density by adjusting the CC-1- auto oriented community commercial zones to increased the density and allow the same FAR bonuses to be also be applied to a height bonus which will actually make it feasible to build the increased density. The CC-1 already has requirements for pedestrian pathways and building articulation. Maybe these requirements are enhanced with increased density.

5. It will be extremely important to understand the “environmental” impact of these policies when the PEIR is issued.

These have been the five main overarching observations and comments. The following are more detailed comments and edits to the Community Plan:

Page 19 Land Use Element Goals

A vibrant, balanced, ~~and pedestrian-oriented~~ multi-modal community that provides residential, commercial, office, industrial, and civic uses.

Comment: Recommend changing a vibrant, balanced, and “pedestrian oriented” community to a vibrant, balanced multi-modal community. Focus should be on a balanced multi-modal community and not just pedestrian oriented.

Page 27

Neighborhood Village

Neighborhood Village allows for pedestrian-oriented, mixed-use areas with neighborhood-serving office, visitor, retail, and institutional uses, and promotes multi-family residential, including mixed-use buildings with office or residential space ~~above retail~~. Neighborhood Village also contains public gathering spaces and/or civic uses.

The community plan should not be restricting residential above retail. As retail industry changes, it may be desirable to have residential on the ground level versus vacant retail spaces that are not leasing. Recommend allowing the zoning code to address the location. This will also allow for horizontal mixed use development.

Community Commercial

Community Commercial allows a variety of commercial uses, such as retail, financial services, hotels, service stations and office, that serve residents and workers in the community and adjacent communities. Residential uses are allowed as part of mixed-use development ~~that features ground floor commercial uses.~~

Comment: The community plan should not be restricting residential above retail. As retail industry changes, it may be desirable to have residential on the ground level versus vacant retail spaces that are not leasing. Recommend allowing the zoning code to address the location. This will also allow for horizontal mixed use development.

Community Village

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space ~~above retail space~~, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged.

Comment: The community plan should not be restricting residential above retail. As retail industry changes, it may be desirable to have residential on the ground level versus vacant retail spaces that are not leasing. Recommend allowing the zoning code to address the location. This will also allow for horizontal mixed use development.

LU12

Create a linear park and multi-use urban paths through easements and through agreements with property owners.

Comment: I have concerns about requiring granting easements which restrict future redevelopment. It is difficult and costly time consuming process to remove easements. I am concerned about emphasis on linear parks. Where is definition of linear park? I suggest using the language similar to the Mixed Use zones which refer to pedestrian paseos.

LU-36 ~~Provide~~ Promote a landscaped setback along Clairemont Drive to separate development from vehicular traffic exiting Interstate-5.

Comment: Community plans establish policies and zoning establishes regulations. Thus I recommend changing “Provide” to “Promote.”

LU-37 ~~Provide a~~ Promote plazas for community gathering spaces, outdoor café seating, and retail uses across from the transit station

Comment: Community plans establish policies and zoning establishes regulations. Thus I recommend changing “Provide” to “Promote.”

Question: Page 65 Morena Corridor—How is all of this going to be done in properties that are only 125’ +/- depth with the Rose Canyon Fault line running under it?

Question: Figure 2-14 and 2-15 shows 3 story buildings below the 30’ height limit. How is that feasible with the required minimum height for first floor commercial? This also does take into consideration the grade along Morena running north-south or the grade east-west through the properties. I believe that these are pretty pictures that are unrealistic. Do these land use policies for Morena Corridor promote or actually create criteria that discourages redevelopment?

Page 71. Rose Creek/ Canyon Industrial Corridor

A large portion of the Rose Creek/Canyon Industrial Corridor is designated as Prime Industrial Land per the General Plan (EP-7 through EP-12). Prime Industrial Land supports export-oriented base sector activities which include manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/ process conception, development, sales, and distribution.

Question: Figure 2-17 How many of the businesses currently in this area comply with “prime industrial” designation. Part of the purpose of the Community Plan as established in the General Plan was to evaluate the appropriateness of the “prime industrial” designation. Where is the survey of existing uses that was done for the community plan and for the general plan to justify this “prime industrial” designation? Or is the City just creating non-conforming uses. A challenge to the “the prime industrial” designation was what carved the Costco out of the “prime industrial” designation when the General Plan was approved. Most of the rest of this area was not compliant with “prime industrial” designation but they didn’t have the political clout of Costco. Will property owners, who currently have non-prime industrial uses be able to release their space to “non-prime industrial users?”

Question: Does the plan propose to maintain the 30' height restriction in the Rose Creek/ Canyon Industrial Corridor?

Bay View Village

SDR-3 Sidewalks along Clairemont Drive and Ingulf Street shall be 8 to 10 feet wide.

Question: Why not simply say that an “urban parkway” should be implemented like SDR-5 for Clairemont Town Square. The intent of this policy is for properties along these street to dedicate addition frontage to the city. This can have a negative impact on potential redevelopment.

Community Core

Density and Building Height

SDR-1 Any portion of a new building or structure exceeding 45 feet shall be located within the first 750 feet of the intersection of Genesee Avenue and Balboa Avenue and away from the neighboring lower scale residential areas along Balboa Arms Drive.

Question: How was the 750' established? 750' from the centerline of Balboa & Genesee almost reaches to Mt. Etna and Genesee and on Balboa, 750' reaches to the east side of Panera. If you comply with transition angle proposed in SDR-4 (Figure 2-25), why can't the property go up to 75 feet for the rest of the property?

SDR-5 Development shall provide an urban pathway and a linear park along the south side of Balboa Arms Drive from Mount Abernathy Avenue to Derrick Drive, and along the north side of Mount Alifan from Mount Abraham to Genesee Avenue. The standards for the required urban pathway and linear park are:

A. Urban Pathway – An urban pathway consisting of a minimum of 14 feet of publicright-of way from the face of the curb to the property line. Within the urban pathway there shall include:

- i. A 6-foot minimum landscaped parkway between the face of the curb and the pathway.*
- ii. An 8-foot minimum pedestrian pathway and furnishing zone between the landscaped parkway and linear park.*

Question: An urban parkway is called for along the south side of Balboa Arms from Mount Abernathy to Derrick. Why is an urban parkway being proposed along the loading and back side of large retail? An urban parkway requires 4' of additional dedication and the relocation of the existing street trees. What is the likelihood of this ever happening? What impact does this have on redevelopment in the rest of the center? Since this is a part of CPIOZ A, this will push any other desired redevelopment in the rest of the center into a discretionary permit. If you look at the existing grades, storm water system, and development along Mt. Alifan, does an urban parkway make sense?

B. Linear Park – An average front setback of 30 feet that provides a publicly accessible linear park, which would be adjacent to the urban pathway. Within the 30 feet front setback, development shall provide publicly accessible plaza space, seating, and/or landscaping.

Question: A 30' average linear park is called for along the south side of Balboa Arms from Mount Abernathy to Derrick. Why is a linear park being proposed along the loading and back side of large retail? What is going to activate the proposed plaza areas. Is this really practical given the grades behind Target, the loading dock ramps and necessary truck and vehicular circulation in this area? What is the likelihood of this ever happening? What impact does this have on redevelopment in the rest of the center? Since this is a part of CPIOZ A, this will push any other desired redevelopment in the rest of the center into a discretionary permit over. The property is not a blank slate for Planning to create an academic utopia. Writing impractical criteria for CPIOZ A, undermines the intent of CPIOZ A. If you look at the existing grades and development along Mt. Alifan does a linear park make sense?

According to Figure 2-18, the Community Core includes the south side of Balboa between Genesee Ave and Mt. Alifan. Should it include the northwest corner of Balboa & Genesee? The illustrations all seem to pertain to Genesee Plaza.

Page 114 Mobility Hub

Question: What is expected of private property to incorporate Mobility Hub?

Page 115 ME-34 Maintain or enhance roadway capacities for roadways identified as vehicular priority corridors.

Question: Which roadways are identified as vehicular priority corridors?

ME-37 Support the implementation of new streets and local road connections as part of future redevelopment to break up the scale of large development superblocks, to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.

Comment: It is important to understand the purpose of the superblock. Roadways dividing shared parking and the functions of the community commercial centers can be detrimental to the economic operation and functioning of the community commercial center.

4.1 Urban Design Framework

Figure 4-1: Urban Design Framework Calls for

LINEAR PARKS located along the exterior of commercial centers that increase publicly accessible space, allow for recreational amenities, and promote vitality and neighborhood livability.

Question: Who owns and maintains the linear parks: City or private property. Has staff looked at the grades or the existing development adjacent to the proposed linear park?

Parks:

Question: How is a park going to be developed along Clairemont Drive? Does the City propose to acquire all of the property along Clairemont Drive and be willing to maintain a park?

Parkways: Are these "urban parkways?" How is the city going to acquire the 4' of additional right of way to establish it? Is this practical given current development? What impact does this have on existing and future

development? Who is paying for this parkway? An urban parkway is called for along Balboa where there is a jet fuel line running from Pt. Loma to Miramar which makes implementation impractical. Along the north side of Balboa there are buildings with grade differential that are 10' from the property line which makes the implementation of a Urban Parkway impractical. Just drawing lines on a piece of paper is easy, but the plan should look at the feasibility of implementation and the adverse impact on redevelopment which is the key for implementing the community plan.

Compare the “village” at Balboa and Genesee with the community core in the Land Use section. Why don't the areas match?

UD-8 Set back tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-ways.

Comment: is this visible given the Municipal Code requirements for street trees. Street trees control the public view corridors and view sheds more than buildings that have a 30' height limit.

4.3 Urban Greening

“Bio-retention and bio-infiltration facilities in the public right-of-way supplement the storm drain system and help cleanse storm water of contaminants.”

Is bio retention proposed in the public R.O.W. to treat streets or is this allowed to treat private property runoff? Could be a very good idea, but who maintains the bio-filtration and is liable for the bio-filtration in the R.O.W? The community plan identifies this in the last paragraph of Green Street section. Funding needs to be identified before this becomes a requirement.

UD-18 Preserve existing mature trees in landscaping areas wherever possible, as they provide the greatest environmental benefits to the community.

How do you maintain the existing mature street trees in the R.O.W. when the existing street trees in commercial areas are not located between the curb and sidewalk?

UD-24 Space trees consistently at an equal interval to provide rhythm, continuity, as unifying a element in the public right-of-way.

A. Plant trees parallel to each other across the street.

B. Plant street trees 20 to 25 feet on center along a street frontage.

Comment: Why create a conflict between the municipal code and community plan. Landscape ordinance calls for canopy street trees at 30' on center average. Suggest removing spacing requirement from the community plan and defer to the municipal code which is implementing regulations. Suggest removing tree spacing from Table 4-2.

4.6 Sustainable Building Design

Isn't “sustainability” already addressed in the General Plan, CAP, and the California Green Building Code? Why not just refer to them? Does staff think that current policies and regulations are inadequate? For

example UD-49: Orient buildings to minimize the extent of west facing facades and openings. But don't most of the buildings in Bay Park want to maximize their view of the bay and ocean?

Figure 8-1 Noise Contours—Do these reflect only airport contour maps or include freeway and trains? As part of the development of ALUCP around SDIA, it was discovered that the noise in south Bankers Hill from the freeway and train generated higher average noise contours than the planes.

These represent my observations from my review of the Clairemont Community Plan. Please contact me if you have any questions regarding my comments.

Respectfully,



John C. Ziebarth

July 9, 2021

Marlon Pangilinan
Planning Department
9485 Aero Drive
San Diego, CA 92123



Re: Analysis of difference between Existing CC-1-3 zoning & CC-3-7 or MX- zoning

Dear Marlon:

The following identifies issues that will make the CC-1-3 zoned developments previously conforming and non-conforming in the future. This will cause potential restrictions towards future redevelopment. Since the Planning Department has started updating the Community Plans, they have added four CC-3- zones which are pedestrian oriented with higher levels of residential densities, but not one automobile oriented zone with higher residential densities. Does Planning intend for the auto oriented centers to be scraped to be rebuilt as pedestrian oriented centers so that the new development can meet the pedestrian oriented requirements? Is there a reason why the existing centers are zoned CC-1-3 auto oriented? The majority of customers within the 5 mile service area for Kohl's, Home Depot, Target, or Marshal's are not going to walk or use transit.

For example:

1. 35% lot coverage when current parking occupies approximately 60+% of the site and pedestrian pathways, plazas, and landscape occupies approximately 10% of the site.
2. Most of the centers have parking between the buildings and the street. How do you put the buildings next to the street to meet the new setback requirement and provide any visibility to the tenants in the buildings in the back.
3. How do you meet the transparency requirements of the CC-3-7 zone.
4. With MX zones, only 30% of the parking can be surfaced versus the 100% that is generally surface parking now.

CC-3-7

Density 54 du/ acre

35% lot coverage required; not currently

Transparency required; not currently

Setback 10' max for 70 percent of site; not currently

Max height 65'; currently 45'; currently

No parking lot orientation; currently required

Max FAR 2.0 with 2.5 bonus for residential mixed use

Mixed Use Zones

Personal Vehicle Repair & Maintenance Not allowed in RMX zone

Automobile Service Stations not allowed in RM Zone

§131.0708 Development Regulations of Mixed-Use Zones The purpose and intent of the development regulations is to allow increased density and flexibility, while maintaining ground floor pedestrian orientation, connectivity and activation through design rather than use. (a) Within the mixed-use zones, no structure or improvement shall be constructed, established, or altered, nor shall any premises be used unless the premises complies with the regulations and standards in this Division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations). (b) A Neighborhood Development Permit or Site Development Permit is required for the types of development identified in Section 143.0302, Table 143-03A.

Maximum front and street side setback 20' for 60% of frontage.

EMX 1 and RMX 1 height 120'.

EMX1 and RMX1 Minimum ground floor height for Non-Residential is 13'

Supplemental Regulations :

Building Frontage Activation, Articulation, and Transparency

For non-residential uses, a minimum of 60 percent of the street wall area on the ground floor shall be transparent. Example: 15' ground floor would require 9' of glass the entire length of the building. At Genesee Plaza the retail buildings are 20+ feet high. This would require 12' high glass for the entire length of the building. A 100' long building 20' high would require 1200 sf of glass. Current commercial zoning requirement for transparency is 50% of the length of the building should have glass between 3 and 10' high. Thus for a 100' long building 20' high, only 350 sf of glass would be required which would be more energy efficient and allow for shear walls, pilasters, and greater building articulations.

Pedestrian Entrances and Connections

Open Space Regulations for Residential Only

Parking Design

- (a) *At grade off-street parking spaces are prohibited within the front and street yard.*
- (b) *Up to 30 percent of the total amount of required parking for each use can be at grade off-street parking spaces, which shall be screened with landscaping, wrapped*

buildings, or an architectural screen so they are not visible from the public right-of-way. If the at grade off-street parking spaces are screened with a building along all street frontages, up to 100 percent of the required parking may be at grade off-street parking spaces. Chain-link fencing around at grade off-street parking spaces is prohibited. Existing or required driveways, curb cuts, and access lanes provided for vehicular access, fire access, or pedestrian access to the parking area are exempt from the screening requirement.

Basically, existing at grade off-street parking in the front and street setback can be maintained as *previously conforming*. Only 30% of parking can be at grade and then only if screened. How does that apply to existing non complying shopping centers? If additional development is made, then what is the at-grade parking requirement that will be imposed on the existing development?

Supplemental Regulations for Premises greater than 5 Acres

Loading area regulations

Visibility Area

Refuse and Recyclable Material Storage

Storage Requirements for Residential Only

Dwelling Unit Protection Regulations

The fundamental question is why is Planning trying to create non-conforming situations that will potentially adversely impact the potential for redevelopment?

Respectfully,



John C. Ziebarth

Linear Park along Mt. Alifan—Feasible? Practical?



30' wide Linear Park along Balboa Arms—Feasible? Practical?





14' Urban Parkway along Balboa—Feasible? Practical? Existing 10' ROW instead of 14" Jet fuel line running down north side of Balboa. History: City received \$12 million from Caltrans to take over maintenance and ownership of Balboa Avenue that was a state highway. The city induced the owners of Genesee Plaza and Balboa Mesa into agreeing to a traffic signal between the two centers in order to create a pedestrian crossing. The City offered to pay for the signal and median from the money from Caltrans. The money from Caltrans got spent elsewhere so the property owners reached an agreement

with Gary Halbert, the Director of Development Services at that time, that the property owners would pay for the traffic signal and median along the length of Balboa Mesa and the city would be responsible for the costs of creating noncontiguous sidewalks and relocation of dry utilities in the ROW. In addition, that left the City responsible for the impact of relocating trees on top of the Navy jet fuel line that runs up Genesee and turns under the sidewalk on the north side of Balboa Avenue. We met with the representatives of the Navy to locate the traffic signal and paid for an extended traffic signal mast arm.





The policy calls for maintaining mature trees and yet the Urban Parkway policy requires that the mature street trees be removed and replaced to create non-contiguous sidewalk. Which policy governs?

Street tree table calls for all of the street trees to be replaced with Tipuana Tipu. Yet, the street trees along Balboa Avenue for Balboa Mesa and Genesee Plaza was established by the City of San Diego Urban Forester in 2008. Why is this being changed. He also established the street tree along Balboa Arms. The City of San Diego "Street Tree Selection Guide" describes the Tipu Tree as a large Canopied, deciduous flowering tree with a height and spread of over 40 feet. If the tree has a spread of 40', why does the community plan call for them to be located 20'-25' apart? Let zoning control the spacing which it does already.



2488 Historic Decatur Rd, Suite 220
San Diego, CA 92106

(619) 523-1930
AtlantisSD.com

July 1, 2021

Mr. Marlon Pangilinan
City of San Diego Planning Department
9485 Aero Drive, M.S. 413
San Diego, CA 92123

Dear Mr. Marlon Pangilinan:

This correspondence serves to comment on the draft Clairemont Community Plan Update (CPU) distributed for public input in May 2021. I am providing this letter on behalf of the property ownership (Merlone Geier) for the Clairemont Town Square site. We would like to express our appreciation and general support for the goals, policies, and guidelines in the draft CCPU. Merlone Geier has been engaged in the draft CPU process and hopes to continue to engage in the CPU process and support the City's CPU efforts.

Please consider the following comments on the draft CPU which Merlone Geier feels would clarify the goals, policies, and guidelines in the draft CPU:

Pages 39-42:

- Please remove the references to real tenant names on all figures. The reason for this request is that tenant names tend to change over time and this could create confusion over the lifespan of the Community Plan.
- Under LU-12, please revise the language to state "Create a linear park **or** multi-use urban paths..."

Pages 77-78:

- Under SDR-2, please revise the language to state "The maximum building height **within** the Clairemont Town Square Village..."
- Under SDR-4, please revise the language to state "45-degree angled building envelope plane sloping inward from the first 30 feet of a structure **height** to the maximum structure height..."
- Under SDR-5, please revise the language to state "Development shall provide an urban pathway **or** a linear park..."
- Please incorporate the Transfer of Development Rights (TDR) concept into the CPU under the CPIOZ or the zoning. This TDR concept was presented to you via email by Merlone Geier and Allen Matkins in a memo on September 1, 2020. The language in the memo is attached to this letter for ease of reference. We respectfully request that the TDR concept be incorporated into the CPIOZ or the zoning.

Pages 79-82 (also refer to the attached mark-up of Figures 2-19, 2-20, & 2-21):

Figure 2-19:

- Please revise the language on the left side of the figure to state “Existing **Retail**” where it currently says “Existing Grocery Store”.
- Please revise the “Internal Courtyard” and “Community Green” section lines to add an arrow pointing downward.

Figure 2-20:

- Please remove the “Existing Grocery Store”.
- Please revise the text along the section line to state “Landscaping”.

Figure 2-21:

- Please revise the title to state “**Clairemont Town Center Frontage**”
- Please revise the text along the section line to state “Loggia, Balcony, Porch, **Building**”.
- Please revise the text along the section line to state “**Building Setback**” and “Porch, Hall, Mail Room, **Building**” and **move the section line to the building façade.**
- Please revise the text along the section line to state “**Face of Curb Start of** Linear Park” and “**Open Space / Plaza / Bus Stop**” and **move the section line out to the face of curb.**
- Please add language between the two section lines stating “**Width Varies**” and **add a horizontal dimension line.**
- Please add language stating “**Linear Park**” and **add a vertical section line.**
- Please add language stating “Clairemont Dr **or Clairemont Mesa Blvd**”.

Thank you for considering these comments. Should you have any questions, please contact me at sbossi@atlantissd.com or 619-523-1930.

Respectfully,



Steve Bossi
Senior Project Manager
Atlantis Group Land Use Consultants

Attachments:

Merlone Geier/Allen Matkins comments regarding TDRs from September 21, 2020
Mark-up of Draft CPU Figures 2-19, 2-20 & 2-21

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

Transfer of Development Rights (TDR)

The CPIOZ is applied within the boundaries of the Clairemont Mesa Community Plan per Chapter ____, Article ____, Division ____ of the Municipal Code to regulate the TDR program, which has been established to facilitate the development of critically needed housing in locations near transit and existing commercial development. *Figure ____, CPIOZ Type A – TDR*, identifies areas within the community where property owners may apply for a TDR.

A TDR would allow gross floor area to be transferred from a "sending site" to a "receiving site" for the purpose of allowing full buildout of a subdivision's residential allocation. The City Manager has the sole discretion to approve a TDR pursuant to the provisions of Chapter ____, Article ____, Division ____ of the Municipal Code. If the proposed TDR complies with the outlined procedures, does not result in an exceedance of the subdivision's overall residential allocation, and is consistent with the applicable policies in the General Plan and Clairemont Mesa Community Plan, a Certificate of Transfer shall be executed by the City Manager and both property owners and recorded against the title of the "sending site" and the "receiving site" to ensure all allowable TDR are monitored and tracked by the City.

Proposed development that does not comply with the development standards of the underlying zone may be approved with a Site Development Permit per Chapter 13, Article 2, Division 14 of the Municipal Code if the development complies with the otherwise applicable regulations of the Municipal Code and is consistent with the applicable policies of the General Plan and Clairemont Mesa Community Plan.

[NOTE 1: The TDR program should be further explained in the associated rezone. The proposed TDR program should be based on the basic parameters of the existing program that is addressed in the Centre City Planned Development Ordinance (SDMC §§ 156.0309(g)).]

[NOTE 2: Development that does not comply with the development standards of the underlying zone would be subject to a Site Development Plan / Process Three pursuant to Table 132-14B, Item (3), although an affordable or in-fill project and/or a sustainable building may be permitted with a Neighborhood Development Permit decided in accordance with Process Two as stated in footnote (1) (SDMC § 132.1402(b)).]

Commented [JG1]: Do we need to clarify that this is to be specific to sending sites that prior to subdivision exceeded a certain amount of SF? I could see the City having some concern about opening up the door for a full TDR program in Clairemont similar to what has been done in UTC. What if the TDR program only applied to sending sites that prior to subdivision were commercial in nature and over 10 acres (or something along those lines)?

Commented [am2]: The TDR program will only apply to the areas mapped as available – and presumably, the map will only show your property. So the sending and receiving sites will be limited.

Commented [JG3]: Is there any way to exclude this "sole discretion" language? Can we just jump to the next sentence?

Commented [am4]: Since the process is working downtown I wanted to use the same language as the Centre City PDO. Other than this, I am not sure how to get us an admin. decision.

Commented [JG5]: Can we use the CPIOZ to get around the SDP or NDP requirement altogether?

Commented [am6]: I am not sure how to do that now. We will need to work with staff to figure out how to do that. This language was lifted wholesale from the Uptown CPU and I know it works and is being used.

Clairemont Town Square

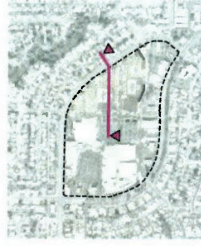
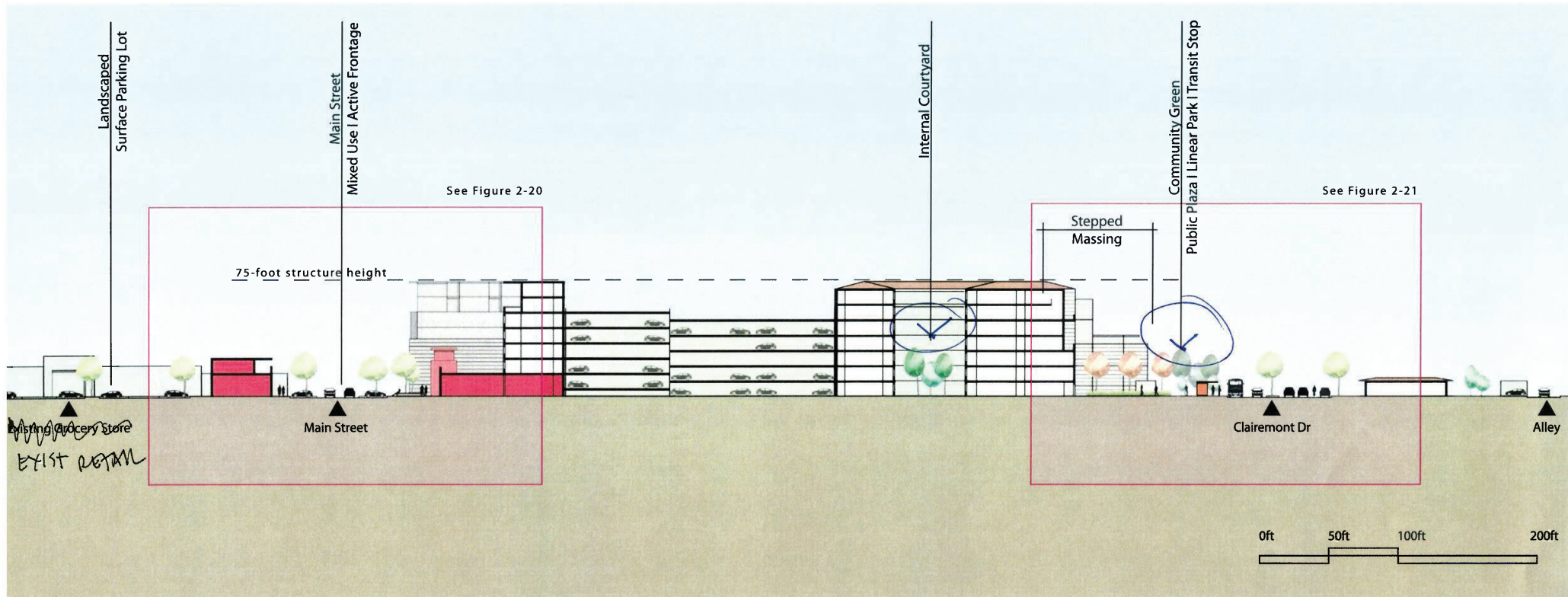
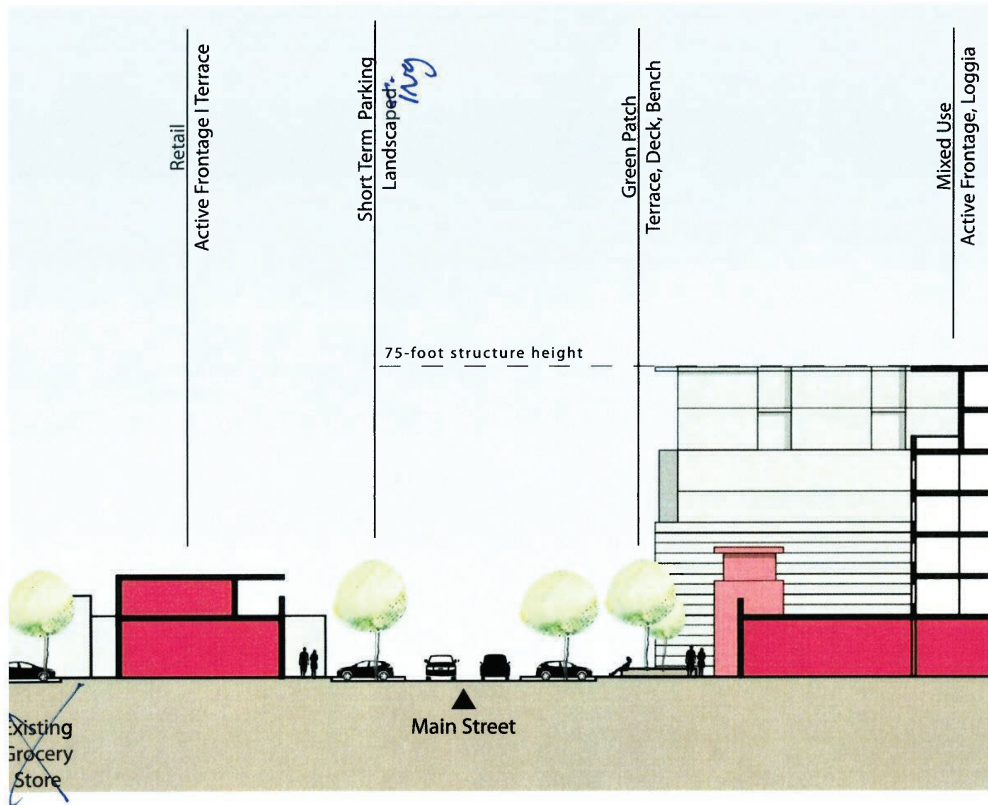


FIGURE 2-19: CLAIREMONT TOWN SQUARE - HEIGHT AND MASSING CONCEPT



Clairemont Town Square

FIGURE 2-20: CLAIREMONT TOWN SQUARE - MAIN STREET CONCEPTUAL CROSS SECTION



CLAIREMONT TOWN CENTER FRONTAGE?

FIGURE 2-21: CLAIREMONT DRIVE CONCEPTUAL CROSS SECTION

