

## Peninsula Community Planning Board

May 23, 2018

City of San Diego  
Planning Department  
c/o Mr. Oscar Galvez III  
1010 Second Avenue  
Suite 600, East Tower, MS 606F  
San Diego, CA 92101

RE: Peninsula FY 2018 Draft Impact Fee Study - PCPB Priority  
Recommendations

Dear Mr. Galvez:

The Peninsula Community Planning Board appreciates the opportunity to review the referenced document and to recommend priorities for the use of Development Impact Fees ("DIF") generated by development permit fees in the Peninsula Community Plan Area as a source of funding for capital projects in the Peninsula Community Plan Area.

Understanding the purpose of the Peninsula FY 2018 Impact Fee Study, but also recognizing the limited relevance of reviewing project priorities in relation to a Peninsula Community Plan which is thirty years out of date, the PCPB, nevertheless, is submitting by attachments its highest priorities and lowest priorities among items listed in the Draft Peninsula FY 2018 Impact Fee Study via attachment to this letter.

Overall PCPB priorities for DIF funding are consistent with the Climate Action Plan and Vision Zero; i.e. Development Impact Fees should be applied to capital projects which reduce, rather than increase, the carbon footprint of the Peninsula Community.

Capital projects which facilitate safer bicycle, pedestrian, and multi-occupant vehicle transportation in Point Loma have the highest PCPB priorities for DIF funding. Capital projects which increase recreational opportunities within the Point Loma community have the next highest PCPB priorities.

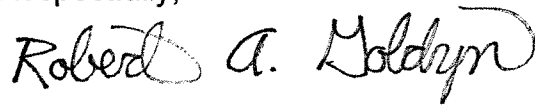
Capital projects which facilitate greater volume and/or speed of motor vehicles through our community have the lowest PCPB priorities.

Of particular note: Unless and until the Point Loma Naval Complex takes a more proactive approach to reducing the negative impacts of commuter traffic by Naval Complex employees, the PCPB prefers TRAFFIC CALMING methods to ADDITIONAL traffic signals on Point Loma arterials. Modification of existing traffic signals is acceptable, as long as the purpose is to keep vehicular traffic moving, thereby reducing vehicular idling time and hydrocarbon emission at traffic signals, but NOT to facilitate higher vehicular volumes and speeds on Point Loma streets.

A final note: Updates of the Peninsula IFS would be more relevant to the Peninsula Community and to the PCPB and would be more useful to the Planning Department if the Peninsula Community Plan were updated in the near future. The Peninsula Community Plan was last updated in 1987, and is more a history of the past than a rational guide for future development. The PCPB requests an update of the Peninsula Community Plan at the earliest feasible opportunity.

Thank you for your consideration of the foregoing.

Respectfully,

A handwritten signature in black ink that reads "Robert A. Goldyn". The signature is written in a cursive style with a large, looping initial "R".

Robert Goldyn, PCPB Chairman

Attachments: PCPB Priority Recommendations for Draft IFS

cc: District 2 Council Member Zapf

## High Priority List-Draft for Approval

IFS Project No.	Project
<b>M-10</b>	<p>Peninsula Roundabouts.</p> <p>Add as M-10, #1- Voltaire St. and Poinsettia Dr. (instead of traffic signal, M-3, #4).</p> <p>Add as M-10, #2 -Catalina Blvd., Hill St. and Santa Barbara St. (instead of traffic signal, M-3, #1).</p> <p>Move both to the top of the IFS and M-10 Priority Lists.</p>
<b>M-9</b>	<p>Peninsula Bicycle Improvements.</p> <p>Move the Nimitz Blvd. Cycle Track to the top of the M-9 Priority List.</p>
<b>M-6</b>	<p>Peninsula Street Improvements. Add 51,270 linear feet of sidewalks within the Peninsula.</p>
<b>Pending Review</b>	<p>Ocean Beach Lifeguard Tower</p>
<b>P-3</b>	<p>NTC Recreation Center Shared Facility.</p> <p>Design and Construction for conversion of NTC Park Building No. 619 to Recreation Center.</p>
<b>P-5</b>	<p>NTC Aquatic Complex-Shared Facility.</p>
<b>F-1</b>	<p>New Fire Station No. 15.</p>

## Low Priority List-Draft for Approval

IFS Project No.	Projects
<b>M-1</b>	Northbound Nimitz Blvd. off-ramp to Famosa Blvd. Move to the bottom of the IFS Priority List.
<b>M-2</b>	Widen Famosa Blvd. from Valeta Street to Nimitz Blvd. to a modified four-lane collector. Move to the bottom of the IFS Priority List.
<b>M-3</b>	New traffic signal installations. All 5 noted are low priority. Consider alternative traffic calming measures more consistent with the objective of the Climate Action Plan. (Roundabouts?) Move #5 to the bottom of the IFS Priority List.