



DISCUSSION DRAFT GENERAL PLAN AMENDMENT: SUMMARY OF CHANGES (ALL ELEMENTS)

May 2023

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OTHER GENERAL PLAN AMENDMENTS IN PROGRESS

- The [Environmental Justice Element](#) is in progress and will propose a separate General Plan Amendment.
- The [Historic Preservation Element](#) is being updated as a part of a historic resources planning effort and will propose a separate General Plan Amendment.

1. LAND USE AND COMMUNITY PLANNING ELEMENT

Land Use and Community Planning Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> Revised Table LU-1: Existing Land Uses and Table LU-2: Adopted Community Plan Land Uses and discussion Revised Table LU-3: Breakdown of Vacant Developable Land and discussion
A. City of Villages Strategy	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goals to reflect the latest strategic direction for the City of Villages <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion to emphasize climate goals Updated Village Type descriptions and added example photos Revised Figure LU-1: Village Propensity to reflect Blueprint SD methodology and updated associated Village Locations discussion <p><u>Policies:</u></p> <ul style="list-style-type: none"> Updated Village Types and Locations policies to emphasize climate goals and the City's commitment to affirmatively further fair housing (LU-A.1., LU-A.2.) Updated to Village Land Use Mix and Design policies to emphasize climate goals (LU-A.6., LU-A.7., LU-A.8.)

Land Use and Community Planning Element Section	Summary of Changes
<p>B. General Plan Land Use Categories</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • Updated goals to reflect the latest strategic direction for the City of Villages <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Replaced Table LU-4: General Plan and Community Plan Land Use Categories with Tables LU-4 through LU-8. Higher density land use categories added and maximum residential density range increased from 73+ dwelling units per acre to 290+ dwelling units per acre. • Updated discussion to reflect changes to land use categories • Plan designation descriptions moved to Glossary • Revised Figure LU-2: General Plan Land Use and Street System Map to reflect latest adopted land uses and street network <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Updated policies to reference revised Tables LU-4 through LU-8 (LU-B.1.)

Land Use and Community Planning Element Section	Summary of Changes
C. Community Planning	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goals to reflect importance of sustainability and equitable development <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion to reflect importance of climate goals and need for equitable and balanced communities Updated to Public Facilities Financing discussion to reflect changes from the adoption of Build Better SD (2021) Moved Figure LU-3: Planning Areas to this section <p><u>Policies:</u></p> <ul style="list-style-type: none"> Updated policies to reflect importance of infill, mixed-use and higher density development (LU-C.2.) Updated policies to reflect adoption of Build Better SD (LU-C.2., LU-C.5.) Updated policy to reflect importance of multiple sources of input in community planning process (LU-C.5.)
D. Plan Amendment Process	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goals to reflect City of Villages strategy <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> Policy on public facilities financing plan removed to reflect the adoption of Build Better SD (2021); subsequent policies renumbered New and amended policies to allow for the possible exemption for residential and mixed-use projects from the initiation requirement for a community plan amendment if certain criteria are met (LU-D.8., LU-D.10.) Text edits for clarity (LU-D.5., LU-D.13.)

Land Use and Community Planning Element Section	Summary of Changes
<p>E. Planning for Coastal Resources</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity (LU-E.1.)
<p>F. Consistency</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updates to reflect City of Villages strategy and need for consistency between community land use designations and zoning <p><u>Polices:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity (LU-F.1.) • Updated policy to reflect adoption of Build Better SD (LU-F.2.) • Updated policy to reflect City of Villages strategy, the need for housing, and the need for climate action (LU-F.3)
<p>G. Airport Land Use Compatibility</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
<p>H. Balanced Communities and Equitable Development</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated to reflect City's commitment to affirmatively further fair housing and summarize recent initiatives to support balanced and equitable communities <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Updated policies to affirmatively further fair housing (LU-H.1., LU-H.2.)

Land Use and Community Planning Element Section	Summary of Changes
I. Environmental Justice	<p><u>Intro box added to note an upcoming General Plan amendment to add an Environmental Justice Element</u></p> <p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor text edits to update cross-references
J. Proposition A: The Managed Growth Initiative (1985)	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity • Revised Figure LU-4: Proposition A Lands and updated to show City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
K. Annexations and Reorganizations	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Revised Figure LU-4 of Proposition A lands to the graphic style of all other figures • Updated policy to reference appropriate zone as a part of LAFCO application (LU-K.2.) • Minor text edits for clarity (LU-K.4.)

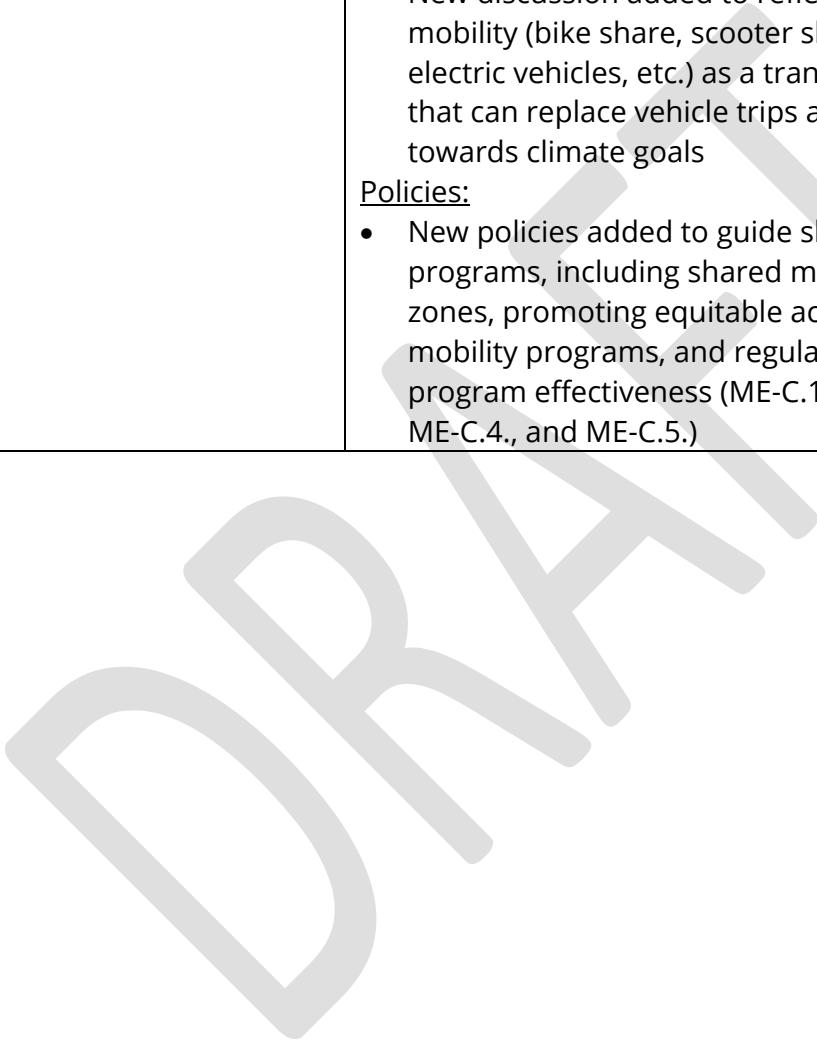
2. MOBILITY ELEMENT

Mobility Element Section	Summary of Changes
<p>General Note</p>	<ul style="list-style-type: none"> • Overall Element reorganized to reflect updated prioritization of sustainable modes: <ul style="list-style-type: none"> ○ A. Walkable Communities ○ B. Bicycling ○ C. Shared Use Mobility ○ D. Public Transit ○ E. Complete Streets ○ F. Intelligent Transportation System ○ G. Transportation Demand Management ○ H. Parking and Curb Space Management ○ I. Airports ○ J. Goods Movement/Freight ○ K. Regional Coordination and Financing ○ L. Emerging Technologies • Prior organization was: <ul style="list-style-type: none"> ○ A. Walkable Communities ○ B. Transit First ○ C. Street and Freeway System ○ D. Intelligent Transportation System (ITS) ○ F. Bicycling ○ G. Parking Management ○ H. Airports ○ I. Passenger Rail ○ J. Goods Movement/Freight ○ K. Regional Coordination and Financing

Mobility Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> • Added a statement to reflect the City's commitment to prioritize equitable planning to reduce disparities and historic inequities • Added a section on the mobility element relationship to other plans and programs <ul style="list-style-type: none"> ○ SANDAG Regional Transportation Plan ○ Climate Action Plan ○ Vision Zero ○ Long Range Mobility Master Plan • Reorganized text into a section on the mobility element relationship to other agencies • Revised Figure ME-1: Transit Land Use Connections into two figures (ME-1A and ME-1B) to reflect updated Village Propensity Map and updated General Plan Land Use Map as well as changes to existing transit service and planned transit service based on SANDAG's 2050 Regional Plan • Updated to reflect latest policy direction to prioritize mobility of people and sustainable modes • Revised discussion on relationship between Land Use and Transportation Planning to reflect City of Villages growth strategy • Updated description of SANDAG's Regional Plan • Added references to the Climate Action Plan, Vision Zero, and equity-related goals • Added reference to the Mobility Master Plan

Mobility Element Section	Summary of Changes
<p>A. Walkable Communities</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policies to better reflect ADA-requirements and emphasize universal design (ME-A.2., ME-A.4.) • New policies added to reflect importance of integrating recreation opportunities with mobility infrastructure (ME-A.10., ME-A.11.) • Minor text edits to the Pedestrian Improvement Toolbox for clarity
<p>B. Bicycling</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity • Revised Figure ME-2: Bikeways to reflect latest existing and proposed bike facilities <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect a Class IV-first approach to bike facilities (ME-B.1.) • Amended policy to reflect importance of reducing bikeway stress to support commuting and access to daily needs (ME-B.2.) • Amended policy to reflect latest treatments and considerations for bicyclist comfort (ME-B.3.)

Mobility Element Section	Summary of Changes
C. Shared Use Mobility	<p><u>Note:</u></p> <ul style="list-style-type: none"> This is a newly added section <p><u>Goals:</u></p> <ul style="list-style-type: none"> New goals added to address shared use mobility <p><u>Discussion:</u></p> <ul style="list-style-type: none"> New discussion added to reflect shared use mobility (bike share, scooter share, neighborhood electric vehicles, etc.) as a transportation option that can replace vehicle trips and make progress towards climate goals <p><u>Policies:</u></p> <ul style="list-style-type: none"> New policies added to guide shared mobility programs, including shared mobility device parking zones, promoting equitable access to shared mobility programs, and regularly evaluating program effectiveness (ME-C.1., ME-C.2., ME-C.3., ME-C.4., and ME-C.5.)



<p>D. Public Transit</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • New goal emphasizing transit competitiveness with vehicular travel • Amended goal denote the need for land use to support increased transit ridership • Relocated passenger rail goal to this section <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated discussion to reflect SANDAG’s Regional Plan and 2050 regional transportation network • Updated discussion on regional collaboration • Updated discussion on transit technologies • Updated discussion on transit-supportive land use planning to support the City of Villages strategy through efforts such as the creation of mobility hubs • Relocated discussion on passenger rail to this section; also updated discussion to reflect California High Speed Rail <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect coordination with transit operators and integration with other modes (ME-D.1.) • Amended policy to incorporate mobility hubs (ME-D.4., ME-D.13.) • Amended policy to include local bus with rail network for an integrated regional transit system (ME-D.5.) • New policy to reflect importance of transit availability and access for underserved and transit-dependent populations (ME-D.7.) • New policies to address a future passenger rail system, including new well-designed multimodal stations in or adjacent to villages (ME-D.10. – ME-D.15.) • Amended policy to reflect quick-build policy and design guidelines (ME-D.16.)
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Mobility Element Section	Summary of Changes
	<ul style="list-style-type: none"> • New policy to reflect first-mile/last-mile connections (ME-D.18.) • New policy to develop mobility hubs of different scales and with different amenities
<p>E. Complete Streets</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • Updated goals to reflect latest complete streets approach and prioritize safe access that feels comfortable for alternative transportation <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated discussion to reflect latest complete streets vision and planning for a balanced network, including SMART corridors and other improvements • Updated discussion to reflect Vision Zero goal • Text edits to Transportation System Planning section for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • New policies to reflect latest complete streets approach and support the City of Villages strategy (ME-E.1., ME-E.2., ME-E.3., ME-E.4.) • Amended policy to reflect new technology and improvements such as SMART corridors and flexible lanes (ME-C.1.) • Amended policy to reflect collaboration with Caltrans within proximity of freeway on/off-ramps (ME-C.2.) • New policy to improve geographic distribution of mobility infrastructure (ME-C.2.) • New policies to reflect Vision Zero program (ME-E.8., ME-E.9.) • Amended policies with text edits for clarity (ME-C.1., ME-C.3., ME-C.4., ME-C.5., ME-C.8.)

Mobility Element Section	Summary of Changes
<p>F. Intelligent Transportation Systems (ITS)</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goal to reflect policy direction from Climate Action Plan to improve flow of traffic <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion on ITS as a long-range strategy to improve street, freeway, and transit operations, and to denote the City's Traffic Signal Communications Master Plan <p><u>Policies:</u></p> <ul style="list-style-type: none"> Amended policy with text edits for clarity (ME-D.2.) New policy to coordinate with local, regional, and state partners and agencies to manage system performance (ME-D.7.)
<p>G. Transportation Demand Management</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Clarifying text edits New goal to support pilot Transportation Demand Management (TDM) programs <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Clarifying text edits <p><u>Policies:</u></p> <ul style="list-style-type: none"> New policy to support the development of a TDM program for City of San Diego employees (ME-E.9.) New policy to support regional transit pass programs (ME-E.10.)

Mobility Element Section	Summary of Changes
<p>H. Parking and Curb Space Management</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goals to reflect integration of curb space management with parking management and land uses that support active mobility to reduce parking needs and VMT <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion to reflect curb space activity and parking for non-vehicular uses such as micro-mobility and bikes Updated Table ME-3: Parking Strategies Toolbox to include shared mobility and goods movement <p><u>Policy:</u></p> <ul style="list-style-type: none"> Amended policy to reflect importance of accessible design standards for parking spaces within public right-of-way (ME-G.1.) Amended policy to reflect the importance of balancing parking with other community goals (ME-G.3.) Amended policy with text edits for clarity (ME-G.4.) New policies to address curb space activity and management (ME-G.6. - ME-G.8.)
<p>I. Airports</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated references to Montgomery-Gibbs Executive Airport in table ME-4 and in Municipal Airports section Updated section San Diego International Airport Added description for Cross-Border Xpress (CBX) <p>Revised Figure ME-3: Airport Locations to show revised label for Montgomery-Gibbs Executive Airport. <u>Policies:</u></p> <ul style="list-style-type: none"> No change Revised Figure ME-3 'Airport Locations' to the graphic style of all other figures

Mobility Element Section	Summary of Changes
<p>J. Goods Movement/Freight</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Text edits to intermodal freight system and infrastructure and corresponding bullets for clarity • Updated discussion on last-mile delivery options and digital infrastructure • Revised Figure ME-4: Intermodal Freight Facilities to add Cross-Border Xpress (CBX) and show East Otay Mesa as a future Port of Entry <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Text edits to policy for clarity (ME-J.8.) • New policy to support the transition of commercial vehicle fleets and medium / heavy duty vehicles for maritime operations to near-zero/zero emission vehicles (ME-J.10 and ME-J.11.) • Revised Figure ME-4 'Intermodal Freight Facilities' to the graphic style of all other figures
<p>K. Regional Coordination and Financing</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • Minor text edit for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated discussion regarding the Regional Transportation Improvement Program (RTIP) and available grant programs <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policies with text edits for clarity (ME-K.1., ME-K.3., ME-K.5., ME-K.6.)

Mobility Element Section	Summary of Changes
L. Emerging Technologies	<p><u>Note:</u></p> <ul style="list-style-type: none"> This is a newly added section <p><u>Goals:</u></p> <ul style="list-style-type: none"> New goals added to reflect emerging technologies and their potential to improve mobility options <p><u>Discussion:</u></p> <ul style="list-style-type: none"> New discussion added to address Electric Vehicle Infrastructure, Active Transportation and Demand Management, Mobility as a Service (MaaS), and Autonomous Vehicles <p><u>Policies:</u></p> <ul style="list-style-type: none"> New policies added to develop a citywide electric vehicle strategy and opportunities for charging sites on surplus land that cannot be used for housing (ME-L.1., ME-L.4.) New policies added to support pilot program efforts for emerging technologies (ME-L.2., ME-L.8.) New policy added to develop zero emission infrastructure (ME-L.3.) New policy added to maximize efficiency of services (ME-L.5.) New policy to support emerging technologies improve movement, enhance safety, and support fleet and private vehicle electrification (ME-L.6.) New policy to address effects of autonomous vehicles (ME-L.7.)

3. URBAN DESIGN

Urban Design Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> Updated introductory text to reflect that the City's Urban Design Strategy and supporting policies are intended to be implemented through objective design criteria integrated into community plans, zoning regulations, and other efforts Updated Urban Design Strategy to direct growth into transit-oriented mixed use and commercial areas where a high level of activity exists or can potentially be realized
A. General Urban Design	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> Amended policy to emphasize need for building design to positively contribute to San Diego's need for homes, jobs, services, and amenities (UD-A.5.) Amended cross-references to other policies in the Land Use Element and Mobility Element (UD-A.9., UD-A.10., UD-A.11., UD-A.12.)
B. Mixed Use Villages and Commercial Areas	<p><u>Note:</u></p> <ul style="list-style-type: none"> This section was reorganized to come before Distinctive Neighborhoods and Residential Design <p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goal for neighborhood centers that provide a mix of homes, jobs, services, and amenities Updated goal for corridors that link communities to transit and walking/biking infrastructure and provide access to goods and services <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated cross-reference to the Land Use Element <p><u>Policies:</u></p> <ul style="list-style-type: none"> Renumbered all policies to reflect reorganization of Element

Urban Design Element Section	Summary of Changes
	<ul style="list-style-type: none"> Amended policy to guide the development of mixed-use villages by: encouraging the provision of a portion of a project’s site as public space; providing objective design standards; integrating existing or planned transit into design; and incorporating shared mobility services/mobility hubs (UD-B.1.) Amended policy to guide the development of superblocks by: implementing paseos and internal streets to promote walkable blocks; recognizing the importance of exterior improvements along the first two stories of a building to shaping the pedestrian experience; provide active ground floor uses; provide tower controls; and encourage more efficient structured parking (U.D.-B.4.) New policy to guide design along transit corridors by: orienting buildings to the corridor; considering building placement along the street edge; prioritizing the placement of primary building frontages and operable entrances facing the corridor; recognizing the importance of exterior improvements along the first two stories of a building to shaping the pedestrian experience; and limiting the amount of parking from the main corridor (U.D.-B.5.)
<p>C. Distinctive Neighborhoods and Residential Design</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goals to reflect the need for village centers that provide homes, jobs, services, and amenities throughout the City by providing infill housing, roadways, and supporting infrastructure <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion to reflect the importance of objective design criteria to implement the Urban Design Strategy <p><u>Policies:</u></p> <ul style="list-style-type: none"> Renumbered all policies to reflect reorganization of Element

Urban Design Element Section	Summary of Changes
	<ul style="list-style-type: none"> Amended policy to reflect importance of pedestrian orientation and innovative designs for a variety of housing types (UD-C.1.) Amended policy to provide transitions of scale between higher-density and lower-density development based on lot size and other site conditions (UD-C.2.) Amended policy to update cross-reference to Mobility Element (UD-C.5.)
D. Office and Business Park Development	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity (UD-D.2., UD-D.3.)
E. Public Spaces and Civic Architecture	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
F. Public Art and Cultural Amenities	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change

4. ECONOMIC PROSPERITY ELEMENT

Economic Prosperity Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> Updated discussion on SANDAG's Regional Plan Minor text edits for clarity
A. Industrial Use	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated statistics regarding industrial land Updated information on economic base sector industrial uses Revised Figure EP-1: Industrial and Prime Industrial Land to reflect recent planning efforts such as the adoption of the Mira Mesa Community Plan <p><u>Policies:</u></p> <ul style="list-style-type: none"> Removal of Public Facilities Financing Plan policy for consistency with the adoption of Build Better SD (2021) (prior EP-A.20. removed)
B. Commercial Land Use	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
C. Regional Center and Subregional Employment Areas	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Revised Figure EP-2: Regional Center and Subregional Employment Areas to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change

Economic Prosperity Element Section	Summary of Changes
D. Education and Workforce Development	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edit for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
E. Employment Development	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Revised Figure EP-4: Employment Growth by Industry Sector with more recent data and updated supporting discussion Revised Figure EP-5: Top 10 Occupations with the Greatest Growth in the San Diego Region 2028 and updated supporting discussion <p><u>Policies:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity
F. Business Development	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated discussion with more recent information on small businesses <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
G. Community Infrastructure and Investment	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Minor text edit for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edit for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> Amended policy to reflect Promise and Opportunity Zone program (EP-G.2.) Amended policy to reflect Enhanced Infrastructure Financing Districts and Property and Business Improvement Districts (EP-G.10.)

Economic Prosperity Element Section	Summary of Changes
H. Military Installations	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
I. Visitor Industries	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated discussion with more recent economic data <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
J. International Trade, Maritime Trade, and Border Relations	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated discussion with more recent economic data • Revised Figure EP-6: Value of San Diego Region Exports: 1992 to 2021 and associated discussion <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
K. Redevelopment	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor amendment to renumber policies starting from EP-K.1. through EP-K.3.
L. Economic Information, Monitoring, and Strategic Incentives	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor text amendment for clarity (EP-L.1.)

5. PUBLIC FACILITIES, SERVICES AND SAFETY ELEMENT

Public Facilities, Services and Safety Element	Summary of Changes
Introduction	<ul style="list-style-type: none"> Minor text edits for clarity
A. Infrastructure and Public Spaces	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
B. Public Facilities Financing and Evaluation of Growth, Facilities and Services	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Removed Figure PF-1: City of San Diego Community Planning Areas by Financing Type to reflect adoption of Build Better SD (2021) <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
C. Public Facilities and Services Prioritization	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Removed references to Figure PF-2: CIP Prioritization to reflect adoption of Build Better SD <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change
D. Fire Rescue	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Renumbered and updated Figure PF-1: Fire and Lifeguard Facilities and revised to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change

Public Facilities, Services and Safety Element	Summary of Changes
E. Police	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Renumbered and updated Figure PF-2: Police Facilities and to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
F. Wastewater	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Renumbered and updated Figure PF-3: Wastewater Facilities and revised to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
G. Storm Water Infrastructure	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
H. Water Infrastructure	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
I. Waste Management	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

Public Facilities, Services and Safety Element	Summary of Changes
J. Libraries	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Renumbered and updated Figure PF-4: Library Facilities and revised to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
K. Schools	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Renumbered and updated Figure PF-5: School Districts with Schools to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
L. Information Infrastructure	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
M. Public Utilities	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Removed Figure PF-8: Gas and Electric Substations and Transmission Lines based on Federal Energy Regulatory Commission (FERC) guidance <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
N. Regional Facilities	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

Public Facilities, Services and Safety Element	Summary of Changes
O. Healthcare Services and Facilities	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
P. Hazard Mitigation & Disaster Preparedness	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity
Q. Seismic Safety	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Renumbered and updated Figure PF-6: Geo-Technical Relative Risk Areas to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

6. RECREATION ELEMENT

Recreation Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> Updated to reflect importance of addressing historic disinvestment in structurally excluded communities and Communities of Concern Revised Figure RE-1: Community Plan Designated Open Space with updated open space and parks and to show latest City boundary
A. Park and Recreation Guidelines	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Updated goal to prioritize communities with the greatest park needs first <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated to include discussion on structurally excluded communities and acknowledge historic exclusionary practices Updated to emphasize importance of public engagement and representation from structurally excluded communities Removed Figure RE-2: Planning Areas by Community Park Planning Regions <p><u>Policies:</u></p> <ul style="list-style-type: none"> Removed duplicate policy and renumbered accordingly Added references to structurally excluded communities (A.14., A.15., A.16.) Amended policy to engage the Kumeyaay Nation in park planning (A.20.) New policy added to ensure future park and recreation initiatives implement the equity and anti-racism policies in the Parks Master Plan (RE-A.21.)
B. Recreational Opportunities	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Minor text edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change

Recreation Element Section	Summary of Changes
C. Preservation	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Minor edits for clarity <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
D. Accessibility	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated to acknowledge historic redlining and disinvestment in structurally excluded communities and communities of concern <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
E. Joint Use and Cooperative Partnerships	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to include recreational opportunities at transit centers (RE-E.7.)
F. Open Space Lands and Resource-Based Parks	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended sub-policy to establish new policy regarding Trails Master Plan (RE-F.1., RE-F.7.)

7. CONSERVATION ELEMENT

Conservation Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> Updated to reflect the latest information from the Intergovernmental Panel on Climate Change (IPCC), changes in State law, and reference the 2022 Climate Action Plan Table CE-1: Issues Related to Climate Change Addressed in the General Plan updated to cross-reference other sections of the General Plan; cross-references to policies will undergo further update
A. Climate Change and Sustainable Development	<p><u>Goals:</u></p> <ul style="list-style-type: none"> Minor text edit for clarity <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated to describe ‘clean technologies’ Updated to reference Climate Resilient SD <p><u>Policies:</u></p> <ul style="list-style-type: none"> Amended policy to reference climate adaptation strategies and other text edits for clarity (CE-A.2.) Amended policy to reflect the creation and maintenance of a municipal energy implementation plan and zero carbon emissions buildings and operations policy (CE-A.6.) Amended policy to promote prioritization of sustainable landscape design and maintenance in structurally excluded communities and Communities of Concern, promote new urban green space along freeways and public right-of-way, and develop incentives to maintain and plan trees (CE-A.11.) Amended policy to create a Street Tree Master Plan and incorporate climate change considerations into urban forestry management and planning (CE-A.12.) Amended policy to reference Climate Resilient SD (CE-A.13.) Minor text edit for clarity (CE-A.14.)

Conservation Element Section	Summary of Changes
<p>B. Open Space and Landform Preservation</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated to include discussion on Vernal Pool Habitat Conservation Program • Revised Figure CE-1: Steep Slopes and 200 Foot Contours to show latest City boundary • Revised Figure CE-2: Multi-Habitat Planning Area <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reference implementation of the Vernal Pool Habitat Conservation Program, develop area-specific management plans and Natural Resource Management Plans, and minor text edits for clarity (CE-B.1.)
<p>C. Coastal Resources</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Added discussion of sea level rise • Revised Figure CE-3: Coastal Zone Boundary to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • New policy added to implement nature-based shoreline protection methods for areas subject to coastal flooding (CE-C.14.) • New policy added to support utilization of adaptive pathways for coastline planning (CE-C.15)
<p>D. Water Resources Management</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Added discussion of Pure Water San Diego • Revised Figure CE-4: San Diego Watersheds to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect Pure Water San Diego (CE-D.1.)

Conservation Element Section	Summary of Changes
<p>E. Urban Runoff Management</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Revised Figure CE-5: Flood Hazard Areas to show latest City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to increase permeable areas for new trees and restore spaces that have been paved focused in structurally excluded communities and Communities of Concern (CE-E.2.)
<p>F. Air Quality</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Added discussion of Climate Action Plan and air quality targets <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect the development of a City Fleet Vehicle Replacement and Electrification strategy (CE-F.1.)
<p>G. Biological Diversity</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated to reflect Vernal Pool Habitat Conservation Program <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policies to reference the Multi-Habitat Planning Area (MHPA) and Vernal Pool Habitat Conservation Program (VPHCP) (CE-G.1., CE-G.2., CE-G.3.)
<p>H. Wetlands</p>	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated to reflect Vernal Pool Habitat Conservation Plan <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect restoration targets (CE-H.5.)

Conservation Element Section	Summary of Changes
I. Sustainable Energy	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to reflect decarbonization targets for municipal facilities (CE-I.1.)
J. Urban Forestry	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy to create and maintain a Street Tree Master Plan and prioritize the implementation of urban forestry in structurally excluded communities and Communities of Concern (CE-J.1.)
K. Mineral Production	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Revised Figure CE-6: Generalized Mineral Land Classification to reflect latest Multi-Habitat Planning Area (MHPA) and City boundary <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
L. Agricultural Resources	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
M. Border/International Conservation	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Minor text edits for clarity

Conservation Element Section	Summary of Changes
N. Environmental Education	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

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8. NOISE ELEMENT

Noise Element Section	Summary of Changes
Introduction	<ul style="list-style-type: none"> No change
A. Noise and Land Use Compatibility	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Updated Table NE-3: Land Use-Noise Compatibility Guidelines to allow conditionally compatible vehicle and vehicular equipment sales and services uses; wholesale, distribution, storage use; and industrial use in exterior noise exposure areas of 75 dBA CNEL. Updated Table NE-3 notes and footnotes <p><u>Policies:</u></p> <ul style="list-style-type: none"> New policy that prohibits outdoor activity and requires mitigation of indoor activity for land uses that are incompatible with the land use designation
B. Motor Vehicle Traffic Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> Portion of discussion relocated to policy <p><u>Policies:</u></p> <ul style="list-style-type: none"> New policy (based on discussion) added regarding the location of future multiple-unit and mixed-use residential uses (NE-B.10.)
C. Trolley and Train Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> No change

Noise Element Section	Summary of Changes
D. Aircraft Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Updated references to Montgomery-Gibbs Executive Airport <p><u>Policies:</u></p> <ul style="list-style-type: none"> • Amended policy for Montgomery-Gibbs Executive Airport (NE-D.5.)
E. Commercial and Mixed-Use Activity Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
F. Industrial Activity Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Portion of discussion relocated to policy <p><u>Policies:</u></p> <ul style="list-style-type: none"> • New policy (based on discussion) added regarding the location of future industrial uses (NE-F.5.)
G. Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change
H. Event Noise	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

Noise Element Section	Summary of Changes
I. Typical Noise Attenuation Methods	<p><u>Goals:</u></p> <ul style="list-style-type: none"> • No change <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • No change <p><u>Policies:</u></p> <ul style="list-style-type: none"> • No change

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APPENDICES

Appendix	Summary of Changes
Appendix A, SF-1: Relationship among Elements and Issues	<ul style="list-style-type: none"> No change
Appendix A, SF-2: Strategic Framework Element Core Values	<ul style="list-style-type: none"> No change
Appendix A, SF-3: Contributors to the Development of the Strategic Framework	<ul style="list-style-type: none"> No change
Appendix B, LU-1: Village Propensity Map Methodology	<ul style="list-style-type: none"> Pending update based on revised Figure LU-1: Village Propensity
Appendix B, LU-2: Community Plan and General Plan Land Use Designations	<ul style="list-style-type: none"> No change
Appendix B, LU-3: Proposition A – The Managed Growth Initiative (1985)	<ul style="list-style-type: none"> No change
Appendix C, EP-1: Prime Industrial Land Criteria	<ul style="list-style-type: none"> No change
Appendix C, EP-2: Collocation/Conversion Suitability Factors	<ul style="list-style-type: none"> No change
Appendix C, EP-3: Guidelines for the Regional Center and Subregional Employment Areas	<ul style="list-style-type: none"> No change
Appendix D, CE-1: Natural Resource-Based Plans and Policies	<ul style="list-style-type: none"> No change
Appendix E, HP-1: San Diego History	<ul style="list-style-type: none"> No change

GLOSSARY

Glossary	Summary of Changes
Glossary	<p><u>Definitions added for:</u></p> <ul style="list-style-type: none"> • Climate Equity Index • Communities of Concern • Institutional Use • Multiple-Use Commercial Land Use • Multiple-Use Residential Land Use • Non-Residential Land Use • Residential Land Use • Structurally Excluded Community <p><u>Definitions updated for:</u></p> <ul style="list-style-type: none"> • Regional Plan (RP) <p><u>Definitions removed for:</u></p> <ul style="list-style-type: none"> • Facilities Benefit Assessment (FBA) • Regional Comprehensive Plan

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Land Use and Community Planning Element



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Land Use and Community Planning Element

Purpose

To guide future growth and development into a sustainable citywide development pattern, while ~~maintaining or~~ enhancing the quality of life in our communities.

Introduction

The Land Use and Community Planning Element (Land Use Element) provides policies to guide the City of San Diego's growth and implement the City of Villages strategy within the context of San Diego's community planning program. -The Land Use Element addresses land use issues that apply to the City as a whole.- The community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations as needed. -The Land Use Element establishes the structure to respect the diversity of each community and includes policy direction to govern the preparation of community plans. -The element also provides policy direction in areas including zoning and policy consistency, the plan amendment process, coastal planning, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice.



Land Use - Present and Planned

Parks, open space, and recreation areas comprise nearly 28 percent of the existing land uses in the City. -Residential acreage forms the next largest use of land, at nearly ~~24~~25 percent of the total City acreage.- Tables LU-1, Existing Land Uses, and LU-2, Adopted Community Plan Land Uses, summarize the City's acreage distribution in terms of existing uses and planned land use designations as they are grouped into ~~seven~~five General Plan land use categories ~~(see also Section B)~~. Existing uses represent those uses as they are currently developed throughout the City. Planned land uses are the recommended land use designations as identified in the adopted community plans. It should be noted that existing uses may not always match the planned land use designations for certain sites as specified in the adopted community plans. -For example, a site may have ~~agricultural~~commercial uses on it while the planned land use designation calls for multiple use, including residential use, in the future. Existing uses may be located on sites with planned land use designations that allow other types of uses that have not yet been implemented in accordance with the adopted community plans.



TABLE LU-1 Existing Land Uses (May 2006)

General Plan Land Use Category	Existing Uses	
	Aeres	% of Total
Agriculture	6,055	2.8
Commercial Employment, Retail, and Services	7,887	3.6
Industrial Employment	8,928	4.1
Institutional, Public and Semi-Public Facilities ¹	37,103	16.9
Multiple Use	—	—
Park, Open Space and Recreation ²	60,654	27.6
Residential	52,389	23.9
Roads / Freeways / Transportation Facilities ³	31,291	14.3
Water Bodies ³	6,932	3.2
Vacant ³	8,002	3.6
Total	219,241	100.0

1— This land use category includes 26,547 of existing acres of military use.

2— This land use category includes 2,578 acres of water bodies that are recreational areas and located within park and open space areas.

3— Not a General Plan land use category, however, it is included to provide an accurate account for total acreage in the City. Water bodies identified here are not for recreational purposes. Includes vacant undevelopable and potentially developable land.

Source: San Diego Association of Government's (SANDAG's) Regional Land Use Database, [kj](#)

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TABLE LU-2 Adopted Community Plan Land Uses (May 2006)

General Plan Land Use Category	Existing Uses	
	Aeres	% of Total
Agriculture	3,809	1.7
Commercial Employment, Retail, and Services	5,475	2.5
Industrial Employment	12,278	5.6
Institutional, Public and Semi-Public Facilities ¹	37,184	17.0
Multiple Use	4,534	2.1
Park, Open Space and Recreation ²	62,692	28.6
Residential	55,842	25.5
Roads / Freeways / Transportation Facilities ³	30,495	13.9
Water Bodies ³	6,932	3.2
Vacant ³	—	—
Total	219,241	100.0

1— This land use category includes 26,547 of existing acres of military use.

2— This land use category includes 2,578 acres of water bodies that are recreational areas and located within park and open space areas.

3— Not a General Plan land use category, however, it is included to provide an accurate account for total acreage in the



~~City. Water bodies identified here are not for recreational purposes.
Source: SANDAG's Regional Land Use Database~~

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Table LU-1 Existing Land Uses (as of 2023)

General Plan Land Use Category	Existing Uses	
	Acres	% of Total
<u>Agriculture</u>	<u>4,458</u>	<u>2</u>
<u>Commercial Employment, Retail, and Services²</u>	<u>8,485</u>	<u>4</u>
<u>Industrial Employment</u>	<u>8,547</u>	<u>4</u>
<u>Institutional, Public and Semi-Public Facilities¹</u>	<u>37,704</u>	<u>17</u>
<u>Multiple Use²</u>	<u>--</u>	<u>--</u>
<u>Park, Open Space and Recreation³</u>	<u>62,075</u>	<u>28</u>
<u>Residential</u>	<u>54,028</u>	<u>25</u>
<u>Roads / Freeways / Transportation Facilities⁴</u>	<u>33,045</u>	<u>15</u>
<u>Water Bodies⁴</u>	<u>6,932</u>	<u>3</u>
<u>Vacant⁴</u>	<u>3,966</u>	<u>2</u>
Total	<u>219,241</u>	<u>100</u>

¹ This land use category includes 26,547 of existing acres of military use.

² Multiple Use is a General Plan land use category, however SANDAG existing land use data identifies most mixed-use areas based on their prominent non-residential use such as office or commercial, even when residential exists on-site. Therefore Multiple Use information is not complete for existing land uses.

³ This land use category includes 2,578 acres of water bodies that are recreational areas and located within park and open space areas.

⁴ Not a General Plan land use category, however, it is included to provide an accurate account for total acreage in the City. Water bodies identified here are not for recreational purposes. Includes vacant undevelopable and potentially developable land.

Source: San Diego Association of Government's (SANDAG's) Regional Land Use Database, April 2023

Table LU-2 Adopted Community Plan Land Uses

General Plan Land Use Category	Adopted Uses	
	Acres	% of Total
<u>Agriculture</u>	<u>3,775</u>	<u>2</u>
<u>Commercial Employment, Retail, and Services</u>	<u>4,933</u>	<u>2</u>
<u>Industrial Employment</u>	<u>10,818</u>	<u>5</u>
<u>Institutional, Public and Semi-Public Facilities¹</u>	<u>37,116</u>	<u>17</u>
<u>Multiple Use</u>	<u>5,520</u>	<u>3</u>
<u>Park, Open Space and Recreation²</u>	<u>64,298</u>	<u>29</u>
<u>Residential</u>	<u>56,457</u>	<u>26</u>
<u>Roads / Freeways / Transportation Facilities³</u>	<u>29,392</u>	<u>13</u>
<u>Water Bodies³</u>	<u>6,932</u>	<u>3</u>
<u>Vacant³</u>	<u>=</u>	<u>=</u>
Total	<u>219,241</u>	<u>100</u>

¹ This land use category includes 26,547 of existing acres of military use.

² This land use category includes 2,578 acres of water bodies that are recreational areas and located within park and open space areas.



, April 2023

A review of Tables LU-1 and LU-2 reveals the following general trends if changes in land use ~~changes if planned land use designations~~ are implemented in accordance with adopted community plans:

- ~~Agriculture—which is currently mostly located in the extreme northern and southern portions of the City, will experience a decline.~~
- Multiple Use—this ~~category will emerge~~ designation experiences the greatest increase in area, generally focused within the central urbanized communities and downtown area. (Additional areas of multiple use development would be anticipated as community plans are updated and village sites are designated.)
- Residential—this ~~will experience the greatest increase in designation also increases in area.~~
- Industrial—these lands are mostly found in the northern and southern portions of the City where research and development, manufacturing, warehouse and distribution facilities have traditionally been established due to availability of large parcels of land and ease of access to major freeway corridors. ~~A small increase in industrial land area would occur upon community plan implementation. This designation also modestly increases in area.~~
- Commercial Employment, Retail, and Services—these uses are ~~evenly~~ distributed throughout the City in order to address the commercial related needs of the various community planning areas, and ~~will continue to be evenly dispersed are also considered~~ in the ~~City per adopted land use plans~~ Multiple Use designation.
- Institutional, Public and Semi-Public Facilities—this category will experience the least amount overall acreage of this designation does not substantially change, as the majority of lands have been designated for these types of facilities ~~are being fully utilized to accommodate. Over time, however, additional uses may be proposed on these uses sites to help meet community needs for housing, recreation, etc.~~
- Agriculture—which is currently mostly located in the extreme northern and southern portions of the City, experiences a decline. Vacant land that is identified on Table LU-1 is comprised of lands considered to be developable (for example, stand alone parking lots not associated with a specific use), as well as undevelopable vacant land in the City.



**Table LU-3 Breakdown Of Vacant Developable Land In Terms Of Existing
Community Plan Land Use Designations (April 2023)**

<u>General Plan Land Use Category</u>	<u>Vacant Developable</u>	<u>% of Total</u>
<u>Planned Land Uses</u>	<u>Acres</u>	
<u>Commercial Employment, Retail, and Services</u>	<u>352</u>	<u>10</u>
<u>Industrial Employment</u>	<u>1,339</u>	<u>37</u>
<u>Institutional, Public and Semi-Public Facilities</u>	<u>555</u>	<u>15</u>
<u>Multiple Use</u>	<u>628</u>	<u>17</u>
<u>Residential</u>	<u>757</u>	<u>21</u>
<u>Total Acres (Vacant Developable)</u>	<u>3,631</u>	<u>100</u>



~~Table LU-3, Breakdown of Vacant Developable Land, includes data specific to Developable vacant land comprises a very limited portion of the City. Table LU-3, Breakdown of Vacant Developable Land, summarizes how the available acreage of developable vacant land in the City and how it is designated per the currently adopted land use plans in order to allow for future growth and development. It shows that 4326 percent of the total vacant developable land in the City is designated for residential uses while another 31 followed by 17 percent is designated for industrial related institutional, public, and semi-public uses.~~

Since the majority of the City is developed, infill development and redevelopment will ~~play an increasingly significant role in providing almost entirely contribute to~~ needed housing, jobs, and services in our communities. Guidance for how this development should occur is provided by the City of Villages strategy.

A. City of Villages Strategy

Goal

Goals

- ◆ ~~A sustainable land use pattern that helps the City meet the needs of current and future generations, while helping advance climate goals.~~
- ◆ ~~Mixed-use villages located throughout the City and that are connected by high-quality transit.~~
- ◆ ~~Mixed-use villages that serve a wide variety of daily community needs for homes, jobs, public facilities, recreation, and other services and amenities.~~
- ◆ ~~Mixed-use villages that offer a variety of homes that are affordable for people with different incomes and needs.~~
- ◆ ~~Pedestrian-friendly mixed-use villages that are characterized by inviting, accessible, and attractive public streets and spaces.~~

Discussion

~~The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian friendly, centers of community, and linked to the regional transit system. The City of San Diego strives to be a leader in sustainability and proactively address the challenges presented by climate change. The city is shaped by homes located far away from places of work, school, and other daily needs. This pattern has resulted in significant traffic congestion and harmful pollutants, or greenhouse gas emissions (GHGs), that worsen our environment and air quality. The limited availability of homes to serve the needs of the City's diverse population has further worsened emissions by creating long distances and lengthy travel times to daily~~



destinations. Due to the limited availability of developable vacant land, infill and redevelopment must play an increasing role in providing homes and jobs to support the City's future growth.

To address these interrelated issues, the City of Villages strategy focuses growth in pedestrian-friendly mixed-use activity centers that are connected to the regional transit system. This strategy makes it possible for larger numbers of people to make fewer and shorter auto trips, and improves opportunities to walk/roll, bike, and take transit (see Mobility Element and Conservation Element). The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers. ~~The strategy also focuses on the long-term economic, environmental, and social health of the City and its many communities. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy is an important component of the City's strategy to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter auto trips (see also Mobility Element, Introduction, and Conservation Element, Section A).~~

What is a Village?

A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. ~~Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. These spaces will vary from village to village and may consist of: public parks or plazas, community meeting spaces, outdoor gathering spaces, passive or active open space areas that contain desirable landscape and streetscape design amenities, or outdoor dining and market activities. Individual villages will offer a variety of housing types and rents/prices. Over time, villages will be increasingly connected to each other by an expanded regional transit system. The village land use pattern and densities will help make transit operate more efficiently, which in turn allows will allow for improved and more cost-effective transit services, as well as more safe and enjoyable streets for people to get around. The mix of land use should will also includetake into consideration needed public facilities such as schools, libraries, or other community facilities as appropriate in each community.~~

Village Types and Mixed-Use Locations

Implementation of the City of Villages strategy relies upon the designation and development of village sites. ~~The~~To address the variety of local conditions and contexts across the City, a hierarchy of village types and development areas is described below. These village types are intended to be further refined to reflect local conditions through community plans.



Downtown continues to be the administrative, legal, and cultural, and entertainment center in the region and offers the most convenient and extensive transit connections.

Downtown – Downtown San Diego has a unique role to play in the 21st century development of the San Diego region. -In addition to being the administrative, legal, cultural, and entertainment center in the region, Downtown also offers the most convenient and extensive transit connections and has emerged as an exciting pedestrian environment. -The Downtown Community Plan provides detailed site-specific land use recommendations. -Due to its unique role in the region, the Downtown community will continue to have a planning framework that is specialized to its context.



Subregional Employment Areas, such as University/Sorrento Mesa, include a variety of employment serving uses such as office, industrial, and retail. These areas support the City's economic growth and provide jobs.

Subregional Employment Areas – Subregional Employment Areas are major employment and/or commercial districts within the region containing corporate or multiple-use office, industrial, and retail uses. Key Subregional Employment Areas include Kearny Mesa, Midway-Pacific Highway, Otay Mesa, Mission Valley/Morena/Grantville, and University/Sorrento Mesa. In addition to the Land Use and Community Planning Element, policies specific to Subregional Employment Areas are discussed in greater detail in the Economic Prosperity Element.



Urban Village Centers provide higher density/intensity areas that cluster a variety of uses together. Mission Valley, for example, provides a variety of

Urban Village Centers – Urban Village Centers are higher-density/intensity areas. Urban Village Centers are characterized by a cluster of more intensive employment, residential, regional and subregional commercial uses that maximize walkability and support transit. These Centers play a key role in supporting the vitality of broader Subregional Employment Areas and the City by improving jobs-housing balance and providing services and amenities for residentscommunity members, employees, and visitors alike.



residential and office jobs as well as higher density residential homes within close proximity to each other. Multiple transit connections, retail services, other amenities also support this area.



Community and Neighborhood Village Centers range in size. Both play a vital role in fulfilling local needs for homes, jobs, amenities, and services. COMM22 in Logan Heights, for example, provides a variety of homes, community-serving retail space, and public space next to the 25th Street & Commercial Street Trolley Station.



Transit Corridors, such as University Avenue and El Cajon Boulevard, connect a variety of homes, jobs, and other uses throughout the City.

Community and Neighborhood Village Centers – Community and Neighborhood Village Centers should be located in almost every community plan area. They are community and neighborhood-oriented areas that support daily needs and enjoyment by providing local commercial, office, and multifamily residential uses, including some structures with office or residential space above commercial space. Village Centers contain public gathering spaces and/or civic uses. Uses are integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership. Community and Neighborhood Village Centers range in size from just a few acres to more than 100 acres. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers. Community Village Centers may also have a more significant employment component than a neighborhood village. integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership.

Transit Corridors – The City contains a significant number of linear commercial areas that are lively and vital, pedestrian-friendly, and home to a rich variety of small businesses, restaurants, and homes. They are located along streets and major roads and are served by higher frequency transit service. These transit corridors provide valuable new housing-home opportunities with fewer impacts to the regional freeway system because of their available transit service.



~~DRAFT~~

~~Downtown—Downtown San Diego has a unique role to play in the 21st century development of the San Diego region. In addition to being the administrative, legal, cultural, and entertainment center in the region, Downtown also offers the most convenient and extensive transit connections and has emerged as an exciting pedestrian environment. The Downtown Community Plan provides detailed site specific land use recommendations. Due to its unique role in the region, the Downtown community will continue to have a planning framework that is specialized to its context.~~

~~Subregional Employment Areas—Subregional Employment Areas are major employment and/or commercial districts within the region containing corporate or multiple use office, industrial, and retail uses with some adjacent multifamily residential uses. Existing Subregional Districts include the Mission Valley/Morena/Grantville and University/Sorrento Mesa areas.~~

~~Urban Village Centers—Urban Village Centers are higher density/intensity areas located in subregional employment districts. They are characterized by a cluster of more intensive employment, residential, regional and subregional commercial uses that maximize walkability and support transit.~~

~~Community and Neighborhood Village Centers—Community and Neighborhood Village Centers should be located in almost every community plan area. They are community and neighborhood oriented areas with local commercial, office, and multifamily residential uses, including some structures with office or residential space above commercial space. Village Centers will contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible in order to encourage a pedestrian oriented design and encourage transit ridership. Community and Neighborhood Village Centers range in size from just a few acres to more than 100 acres. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers. Community Village Centers may also have a more significant employment component than a neighborhood village.~~

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freeway system because of their available transit service.

Factors to consider when locating village sites include: community plan identified capacity for growth, existing public facilities or an identified funding source for facilities, existing or an identified funding source for transit service, community character, and environmental constraints. Some of these factors, including the location of parks, fire stations, and transit routes, have been mapped as shown on Figure LU-1, the Village Propensity Map. This figure is based upon existing and community plan designated land uses. By overlaying the facilities factors with the land uses, the Village Propensity Map illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas. It is an illustrative tool, not a land use map; actual village locations will be designated in community plans with the input from recognized community planning groups and the general public. The methodology used for determining village propensity can be found in Appendix B, LU-1. Community plans will also contain site specific design guidelines to ensure the successful implementation of each site.



Village Locations Figure LU-1, the Village Climate Goal Propensity Map, shows areas where future growth could occur and be supported by convenient and affordable opportunities to walk/roll, bike and ride transit to conduct daily activities, including work, school, shopping, and play. This map identifies areas across the City with the following features, including:

- Access to homes, jobs and mixed-use destinations.
- Available high-frequency transit services based on the 2050 regional transportation network.
- Competitive transit access to job centers based on the 2050 regional transportation network.
- Connections between transit and destinations based on intersection density, which measures the number of intersections in an area to assess street connectivity.

Areas shown in purple and blue have the highest likelihood of supporting the greatest walking/rolling, biking and transit usage compared to driving. These areas have the potential to support future growth in a manner aligned with the broader goals of the City of Villages strategy and expand mobility options across the City in alignment with the City's Climate Action Plan. Village areas, or individual projects within village areas, can also play a significant role in expanding housing opportunities for households of all incomes and family sizes.

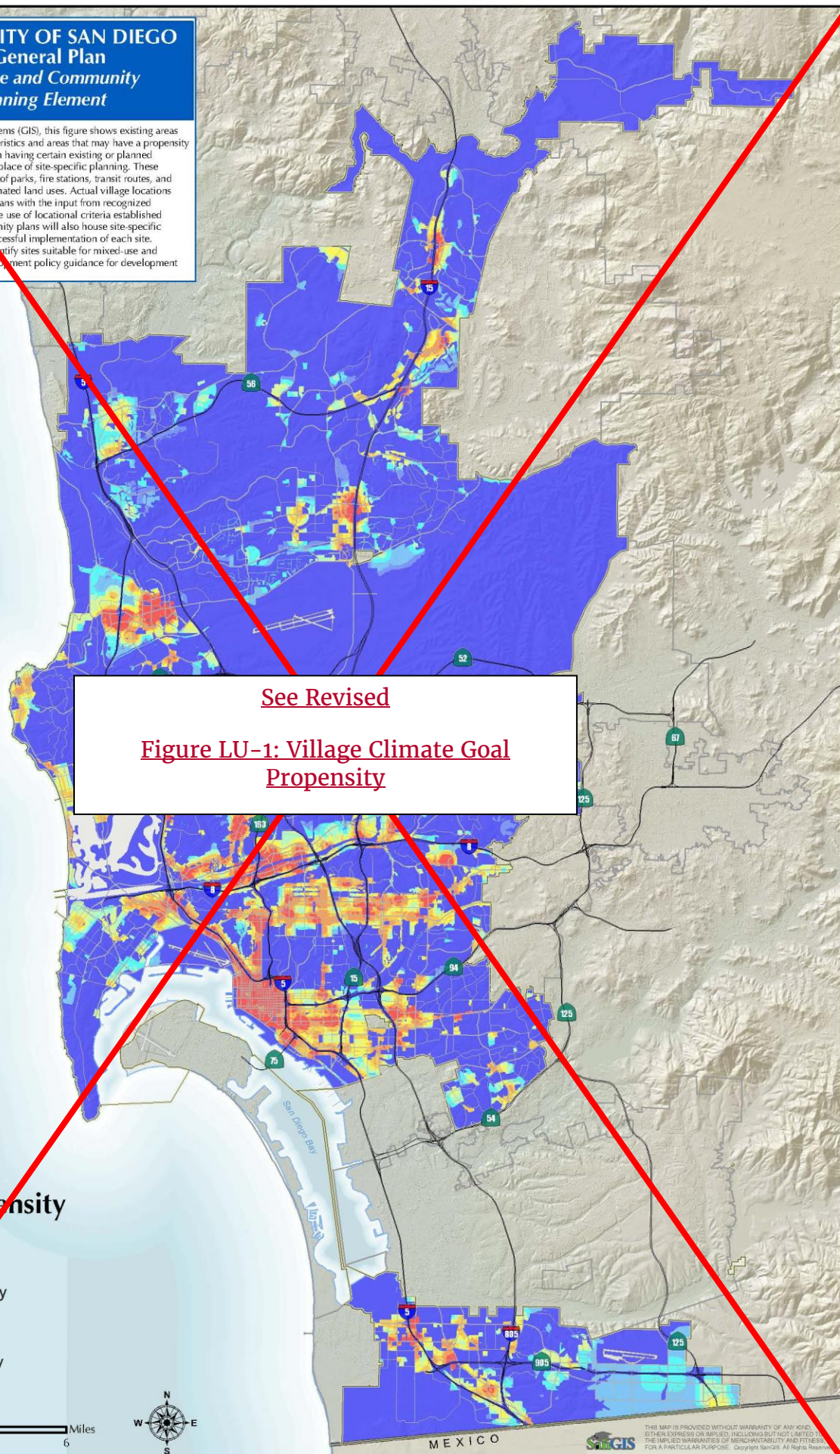
Figure LU-1 is intended to provide guidance regarding the general siting of village locations across the City in a manner that can best achieve the City's climate goals in the Climate Action Plan. Actual village locations will be designated in community plans with input from the public. Through the community plan update process, other factors can be considered, such as planned improvements, existing and planned public facilities, and environmental considerations and opportunities.

By focusing growth into areas with a higher likelihood of supporting walking/rolling, biking, and transit use, the City can make progress towards its climate goals and create opportunities for all San Diegans. In addition to the land use policies identified in this Element, the City of Villages strategy is supported through the wide variety other policies discussed throughout the other General Plan Elements. As the City changes over time, the City of Villages strategy serves as the overarching framework to guide future decision-making and growth.



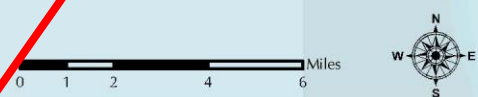
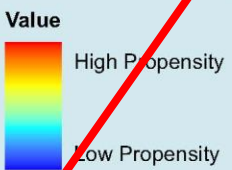
THE CITY OF SAN DIEGO
General Plan
and Use and Community
Planning Element

Using Geographic Information Systems (GIS), this figure shows existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas based on having certain existing or planned characteristics; it does not take the place of site-specific planning. These characteristics include the location of parks, fire stations, transit routes, and existing and community plan designated land uses. Actual village locations will be designated in community plans with the input from recognized community planning groups and the use of locational criteria established under the policies section. Community plans will also house site-specific design guidelines to ensure the successful implementation of each site. Many community plans already identify sites suitable for mixed-use and provide extensive design and development policy guidance for development of those sites.



See Revised
Figure LU-1: Village Climate Goal
Propensity

Figure LU-1
Village Propensity

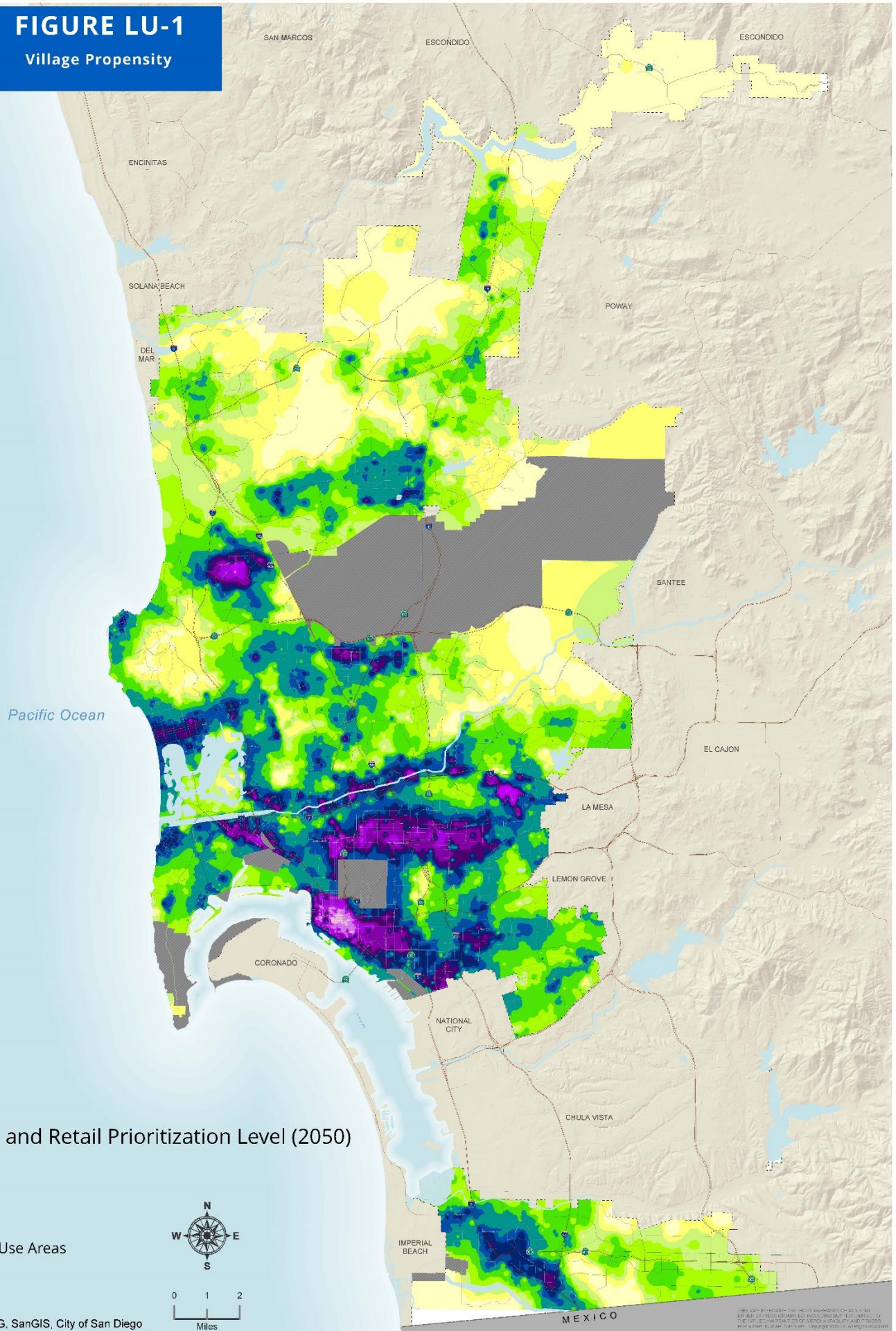


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FIGURE LU-1

Village Propensity



Housing and Retail Prioritization Level (2050)

High
Low

Special Use Areas



Source: SANDAG, SanGIS, City of San Diego

FIGURE LU-1 (2024) - (2050) - SAN DIEGO COUNTY
SANDAG'S 2050 REGIONAL LAND USE AND TRANSPORTATION PLAN
THE UNIVERSITY OF CALIFORNIA, SAN DIEGO
FOR A FULL LIST OF CONTRIBUTORS, VISIT SANDAG.ORG

Policies

Village Types and Locations

- LU-A.1. Designate a hierarchy of village sites for citywide implementation. that promotes a sustainable land use pattern and progress towards climate goals and greenhouse gas emission reductions identified in the City's Climate Action Plan.
- a. Affirm the position of Downtown San Diego as the regional hub by maintaining and enhancing its role as the major business center in the region and encouraging its continued development as a major urban residential center with the largest concentration of high-density multifamily housing in the region.
 - b. Encourage further intensification of employment uses throughout Subregional Employment Districts. -Where appropriate, consider collocating medium- to high- density residential uses with employment uses, especially where supported by existing or planned transit (see also Economic Prosperity Element).
 - c. Designate Urban Village Centers that cluster more intensive employment, residential, and regional and subregional commercial uses in order to maximize walkability, support transit, and promote the vitality of broader Subregional Employment Areas and the City.
 - e.d. Designate Neighborhood, and Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. Encourage a mix of uses in these areas that are responsive to local needs.

Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and higher density-residential development. LU-A.2. Evaluate potential village sites by considering the following characteristics:

- ~~LU A.3. Identify and evaluate potential village sites considering the following physical characteristics:~~
- Shopping centers, districts, or corridors that could be enhanced or expanded;
 - Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods;
 - Vacant or underutilized sites that are outside of open space ~~or community plan designated single-family residential areas;~~ areas;



- Areas that have significant remaining development capacity based upon the adopted community plan; ~~and~~
- Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints; ~~;~~
- Areas that are served by multiple transit routes with high-frequencies and their associated pedestrian/bicycle walksheds;
- Areas with a gridded street network and/or potential to establish a pedestrian network; and
- Areas with economic indicators that demonstrate high resources.

LU-A.43. Locate village sites where they can be served by existing or planned public facilities and services, including transit services.

LU-A.54. Conduct environmental review and focused study during the community plan update process, of potential village locations, with input from recognized community planning groups, community based organizations, and the general public, to determine if these locations are appropriate for mixed-use development and village design. ~~_____~~

Village Land Use Mix and Design

LU-A.65. Recognize that various villages, or individual projects within village areas, may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature. ~~LU-A.7~~

LU-A.6. Establish a mix of uses within village areas, or individual projects within village areas, to promote walking/rolling, biking, and transit usage and support progress towards climate goals and greenhouse gas emission reductions.

LU-A.7. Consider higher residential densities/intensities in village areas and/or individual projects within village areas to support the production of new homes that are affordable to people of all incomes.

LU-A.8. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.

- a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; uses and policies that can enhance the community character and preferences; and balanced community goals ~~(see also Section H).~~;
- b. Achieve transit-supportive density and design, ~~where such density can be adequately served by public facilities and services (see also Mobility~~

~~Element, Policy ME-B.9).~~ Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community, in alignment with the Village Climate Goal Propensity Map.

c. Evaluate the quality of existing and planned transit service.

d. Evaluate the quality of existing public facilities and the potential to expand these facilities to support future growth.

e. Engage public agencies to support facility planning efforts (refer to Public Facilities, Services and Safety Element).

LU-A.~~89~~. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.

LU-A.~~910~~. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, ~~Policies UD-C.5 and UD-E.1~~).

LU-A.~~1011~~. Design infill projects that are located along transit corridors to enhance or maintain a “Main Street” character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.



B. General Plan Land Use Categories

Goals

- ◆ Land use categories and designations that remain consistent with further the goals of the City of Villages strategy.
- ◆ Land use categories and designations that provide consistency between the General Plan Land Use Categories as, community plans are updated and/or amended, and the City's climate goals set forth in the Climate Action Plan.

Discussion

~~As of 2006, the~~The City's community plans ~~used approximately 160~~use a wide variety of different land use designations (approximately 160) to plan for the intensity and distribution of land uses. However, many of these designations share similar definitions. To retain the diversity of plan land uses, while striving for citywide consistency in nomenclature, these ~~160 community plan~~ designations have been grouped into ~~3040~~ recommended community land use designations. For purposes of illustrating land use distribution at the citywide level, these ~~3040~~ designations are further grouped into seven five General Plan land use categories as follows: ~~Parks, Open Space and Recreation; Agriculture;~~ Residential; Multiple Use Residential; Multiple Use Commercial Employment, Retail, and Services; Industrial Employment;; Other Non-Residential Uses; and Institutional; ~~and Public and Semi-Public Facilities; and Multiple Use Spaces.~~

The General Plan land use categories are generally described as follows:

- Residential: Lower density residential uses ranging from 0.1 to 14 dwelling units/acre.
- Multiple Use Residential: Medium to higher density residential uses ranging from 15 to 290+ dwelling units/acre that may allow for commercial and other uses. This category includes Multi-Family Residential, Community Commercial, Urban Village, and Downtown. If multiple uses are provided, uses can be structured into vertical or horizontal formats depending on the designation.
- Multiple Use Commercial: Commercial uses that may allow for residential uses up to 73 dwelling units/acre or greater. This category includes Visitor Commercial, Heavy Commercial, Office Commercial, Neighborhood Commercial, Regional Commercial, Business Park (Residential), and Agriculture. If multiple uses are provided, uses can be structured into vertical or horizontal formats depending on the designation.

- Other Non-Residential Uses: Uses that do not include a residential component. This category includes Scientific Research, Technology Park, Business Park, International Business and Trade, Light Industrial, Heavy Industrial, Office Commercial (Residential Prohibited), Neighborhood Commercial (Residential Prohibited), Community Commercial (Residential Prohibited), and Regional Commercial (Residential Prohibited). If multiple uses are provided where allowed, uses can be structured into vertical or horizontal formats depending on the designation.
- Institutional and Public Spaces: This category includes Open Space, Population-Based Parks, Resource-Based Parks, Private/Commercial Recreation, Recreation, and Institutional and Semi-Public Facilities.

The General and Community Land Use Categories, ~~Tables~~ summarized in Tables LU-4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, ~~establishes through LU-8, establish~~ the linkage between the General Plan land use categories and a menu of ~~3040~~ standardized community plan designations that are to be applied through the community plan process. ~~Tables LU-4 through LU-8 also includes descriptions, special considerations, and General Plan density ranges for each of the designations. Where multiple uses are provided, Tables LU-4 through LU-8 also specify whether the uses may be structured into a vertical and/or horizontal format, depending on the designation. A vertical mix format refers to a single structure that accommodates all uses within that structure. A horizontal mix format refers to multiple structures that may be placed across a site with each structure accommodating an individual use or a combination of uses. More detailed descriptions for each plan designation are included in the General Plan Glossary.~~

These standardized designations will be applied as community plans are updated or amended. ~~Land uses such as those existing community plan designations that are not necessarily defined as a Village land use, but identified in the Multiple Use General Plan category, can be further tailored to meet community needs through specific recommendations in plan text and/or footnotes on a land use map to denote emphasis or to limit uses. The relationship between the 30 land use designations compared to the existing (2006) community plan land use designations can be found in Appendix B, LU-2. Standardized designations were developed~~ The General Plan has established standardized designations so that, over time, community plans will share a common terminology, enabling better citywide land use analysis and measurement against regional programs.

Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community. ~~This can be attributed to each community's development patterns, household size, and existing population. SANDAG prepares and maintains long-term demographic forecasts for population, housing, and employment. Each community plan contains existing and forecasted demographic data. As the recommended land use designations and implementing zoning are applied to each community during the community plan update process, associated population and building intensity standards will be established.~~



General Plan Land Use and Street System Map

The General Plan Land Use and Street System Map (see Figure LU-2) depicts the distribution of the General Plan land use categories and identifies the planned freeways, expressways, arterials, and collector streets needed to serve vehicular transportation demand resulting from the buildout of the City in accordance with this General Plan. The map is based upon a composite of the more detailed land use and circulation system maps adopted for each community. The land use categories depicted on this map are not precise enough to guide project level development; however, together they serve as a tool to assist in citywide and regional analysis. It will be the role of the community plans to refine General Plan goals and policies into site-specific recommendations that will guide the development of each community. ~~Policies~~

Policies

LU-B.1. Use the recommended Community Plan Designations identified ~~on Table in~~ Tables LU-4 through LU-8 so that over time, all community plans will use a common nomenclature to describe similar land uses and densities.

~~d.e.~~ Use community plan text and graphics to provide greater specificity than is provided ~~on Table in~~ Tables LU-4 through LU-8, as needed.

1. Identify the lower and upper ends of the allowable density ranges in community plans, with environmental review.
2. Allow community plans to analyze and define a more narrow residential density range within the ranges established ~~on Table in~~ Tables LU-4 through LU-8.
3. Use icons to identify various types of institutional uses.
4. Establish standards for population density and building intensity for each land use designation as community plans are updated.

LU-B.2. Identify a more refined street system than is included in the General Plan Land Use and Streets Map through the community plan update and amendment process (see also Mobility Element, ~~Section C~~).

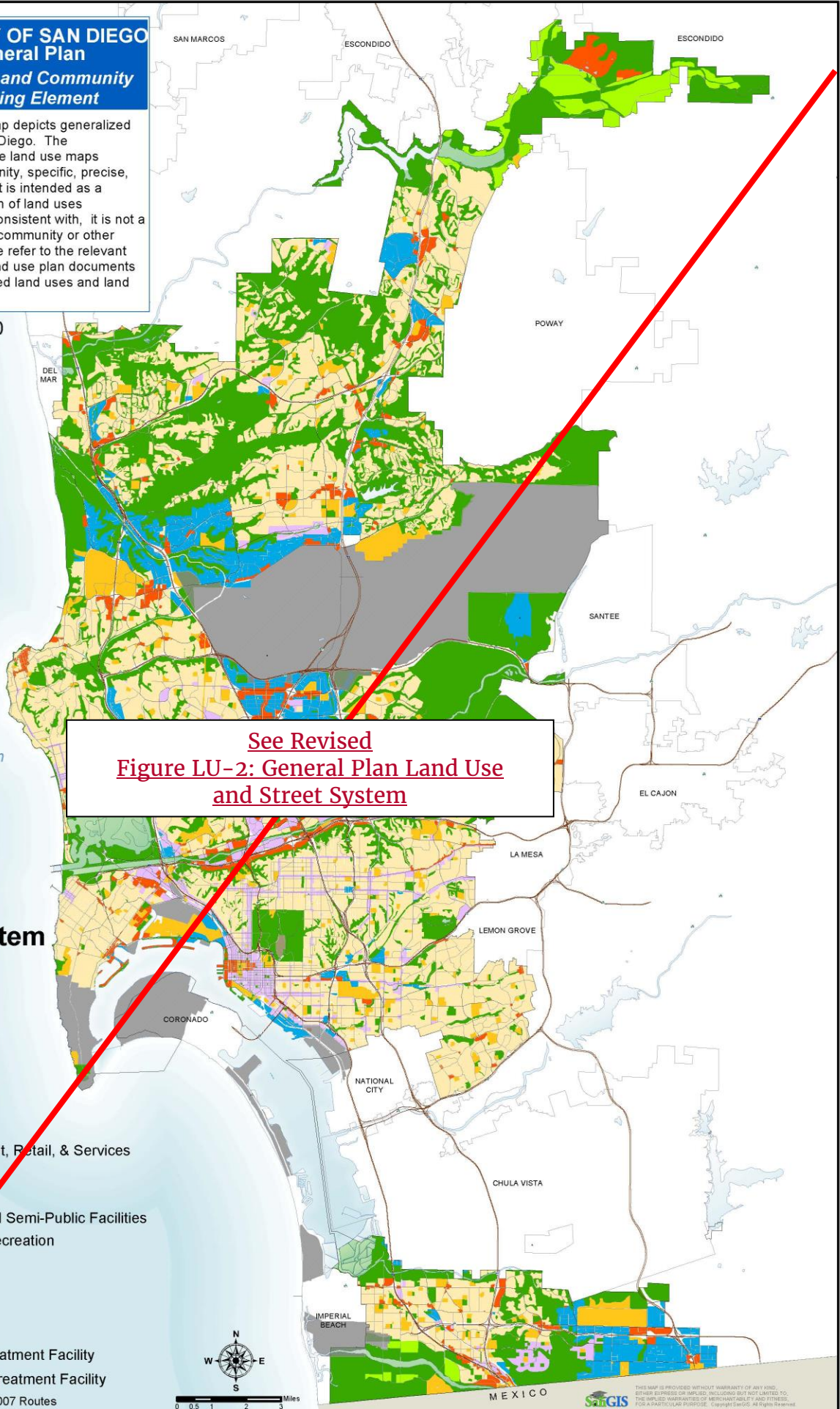
LU-B.3. Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.



THE CITY OF SAN DIEGO
General Plan
Land Use and Community Planning Element

The General Plan Land Use Map depicts generalized land use within the City of San Diego. The information is a composite of the land use maps adopted for each of the community, specific, precise, subarea and park plan areas. It is intended as a representation of the distribution of land uses throughout the city; although consistent with, it is not a replacement or substitution for community or other adopted land use plans. Please refer to the relevant community or other adopted land use plan documents for more detail regarding planned land uses and land use planning proposals.

Revised Sept 10, 2020



See Revised
Figure LU-2: General Plan Land Use
and Street System

Figure LU-2
General Plan
Land Use
and Street System

Street System

- Freeways
- Prime Arterials
- Major Arterials
- Collectors (local & rural)

General Plan Land Use

- Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Agriculture

Other Features

- Military Use
- Active Landfill
- Existing Wastewater Treatment Facility
- Proposed Wastewater Treatment Facility

Source: SANDAG 2007 RTP; MTS 2007 Routes



0 0.5 1 2 3 Miles

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FIGURE LU-2

General Plan Land Use and Street System

The General Plan Land Use Map depicts generalized land use within the City of San Diego. The information is a composite of the land use maps adopted for each of the community, specific, precise, subarea and park plan areas. It is intended as a representation of the distribution of land uses throughout the city; although consistent with, it is not a replacement or substitution for community or other adopted land use plans. Please refer to the relevant community or other adopted land use plan documents for more detail regarding planned land uses and land use planning proposals.

Pacific Ocean

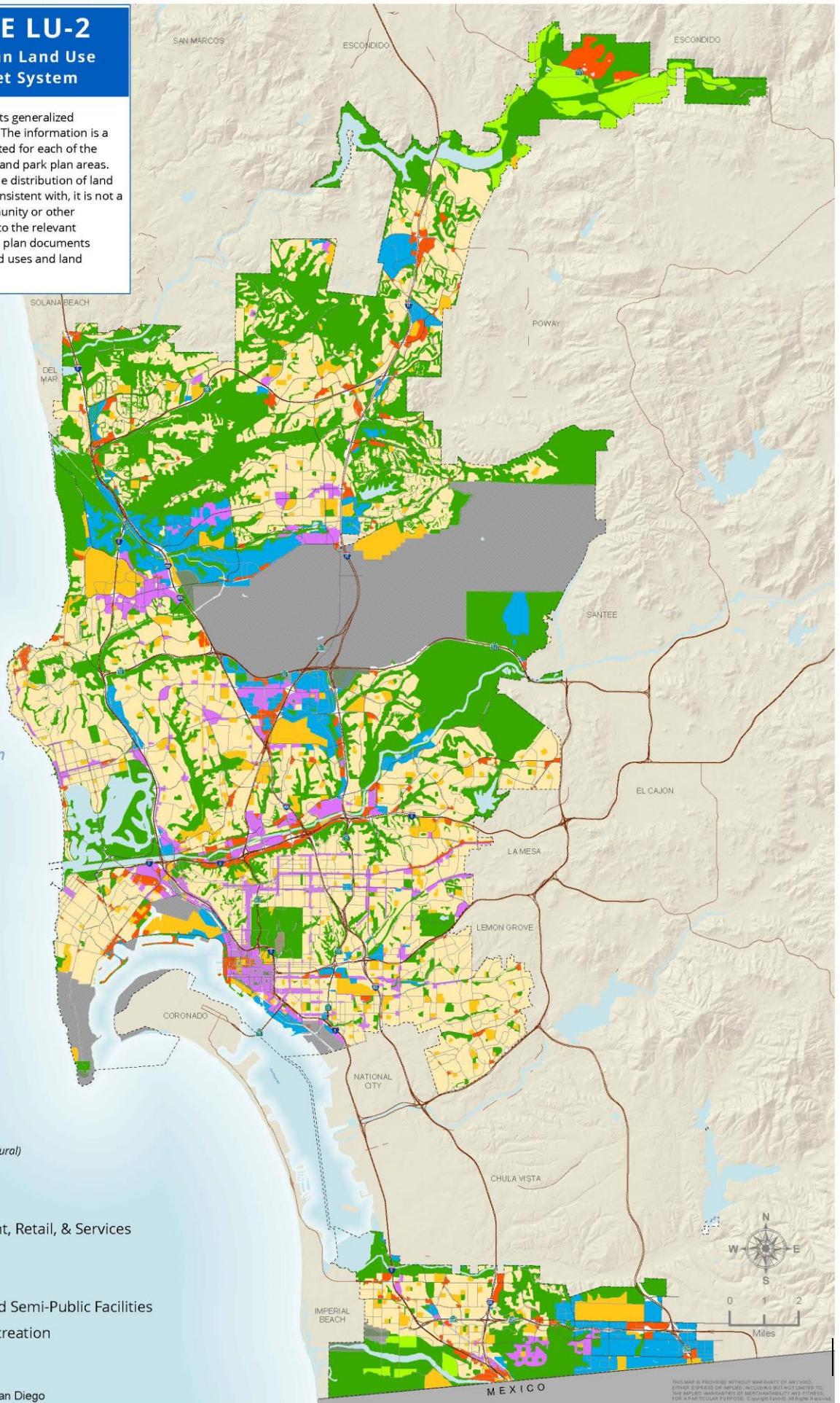
Street System

- Freeways
- Prime Arterials
- Major Arterials
- Collectors (local and rural)

General Plan Land Use

- Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Agriculture

Source: SANDAG, SanGIS, City of San Diego



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TABLE LU-4 General Plan and Community Plan Land Use Categories

General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density – Range (du/ac) ²
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A
	Resource-based Parks	None	Provides for recreational parks to be located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population as well as visitors.	N/A
	Private/Commercial Recreation	None	Provides for private recreational areas or commercial recreation areas that do not meet the definition of population-based or resource-based parks, but that still provide recreational opportunities.	N/A
Agriculture ²	Agriculture	None	Provides for areas that are rural in character and very low density or areas where agricultural uses are predominant. This designation is intended to accommodate a wide range of agriculture and agriculture-related uses such as: dairies; horticulture nurseries and greenhouses; raising and harvesting of crops; raising, maintaining and keeping of animals; separately regulated agriculture uses; and single dwelling units when applicable.	(Low-density residential estates) 1 du/10 ac – 1 du/ac



TABLE LU-4 General Plan and Community Plan Land Use Categories (continued)

General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ae)*
Residential [#]	Residential— Very Low	None	Provides for single-family housing within the lowest-density range.	0—4 du/ae
	Residential— Low	None	Provides for both single-family and multifamily housing within a low-density range.	5—9 du/ae
	Residential— Low-Medium	None	Provides for both single-family and multifamily housing within a low-medium-density range.	10—14 du/ae
	Residential— Medium	None	Provides for both single-family and multifamily housing within a medium-density range.	15—29 du/ae
	Residential— Medium-High	None	Provides for multifamily housing within a medium-high-density range.	30—44 du/ae
	Residential— High	None	Provides for multifamily housing within a high-density range.	45—74 du/ae
	Residential— Very High	None	Provides for multifamily housing in the highest density range.	75+ du/ae
Commercial-Employment, Retail, and Services ^{#,2,3}	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three-mile radius. Housing may be allowed only within a mixed-use setting.	0—44 du/ae
		Residential Prohibited	Provides local convenience shopping, civic uses, and services serving an approximate three-mile radius.	N/A
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.	0—74 du/ae
		Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A
	Regional Commercial	Residential Permitted	Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.	0—74 du/ae
		Residential Prohibited	Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses.	N/A

TABLE LU-4 General Plan and Community Plan Land Use Categories (continued)

General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ac)*
	Office Commercial	Residential Permitted	Provides for office-employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.	0-44 du/ac
	Visitor Commercial	Residential Permitted	Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur only as part of a mixed-use (commercial/residential) project.	0-74 du/ac
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses.	N/A
Institutional and Public and Semi-Public Facilities*	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park and ride lots, government offices and civic centers.	N/A
Multiple Use	Neighborhood Village	Residential Required	Provides housing in a mixed-use setting and convenience shopping, civic uses as an important component, and services serving an approximate three-mile radius.	15 to 44 du/ac
	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.	30 to 74 du/ac



TABLE LU-4 General Plan and Community Plan Land Use Categories (continued)

General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ae) ⁴
	Urban Village	Residential Required	Serves the region with many types of uses, including housing, in a high intensity, mixed-use setting. Integration of commercial and residential use is emphasized; larger, civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service, and retail.	30+ du/ae (upper limit is to be determined by the adopted land use plan and associated implementing ordinances).
	Downtown	None	Provides a range of single and multiple uses in a setting of high intensity appropriate to downtown's unique role as the regional center. Integration of commercial, residential, civic, institutional, and open space uses is emphasized.	Density range to be determined by the adopted land use plan and associated implementing ordinances. ⁵
Industrial Employment ^{2,3}	Scientific Research	Office Use Limited	Provides for activities limited to scientific research, product development and testing, engineering, and any other basic research functions leading to new product development with limited light manufacturing. Office uses, except corporate headquarters, are not permitted, except as accessory to the primary use or as direct support for scientific research uses. This designation would not permit storage and distribution uses.	N/A
	Technology Park	Office Use Limited	Allows high technology related to applied sciences, including light manufacturing, research and development, corporate headquarters, and storage and distribution uses. This designation also allows office uses which provide administrative, sales, and service functions directly related to these high technology uses. It is appropriate to apply in light industrial areas with some office development.	N/A

TABLE LU-4 General Plan and Community Plan Land Use Categories (continued)

General Plan Land Use	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ac)*
	Business Park	Office Use Permitted	Allows office, research and development, and light manufacturing uses. This designation would not permit storage and distribution uses except as accessory to the primary use. It is appropriate to apply in portions of communities primarily characterized by single and multi-tenant office development with some light industrial uses.	N/A
	Business Park-Residential	Office Use Permitted	Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.	Residential densities are to be determined by the adopted land use plan and associated implementing ordinances.
	International Business and Trade	Office Use Permitted	Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.	N/A
	Light Industrial	Office Use Limited	Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.	N/A



Industrial Employment^{1,2}Continued

BLE-LU-4 General Plan and Community Plan Land Use Categories (continued)

ra	Recommended Community Plan Designation	Use Considerations	Description	General Plan Density Range (du/ae) ³
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing uses with nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.	N/A

¹ Residential density ranges will be further refined and specified in each community plan. Residential densities may also be narrowed within the density ranges established for the Commercial Employment, Retail, and Services General Plan land use category in this table. Community plans may also establish density minimums where none are specified in the Commercial Employment, Retail, and Services General Plan Land Use category. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a community plan without causing the need for amending the General Plan, upon evaluation of impacts. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.

² Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

³ Commercial land use designations may be combined to meet community objectives.

⁴ Community plans will further define the specific institutional use allowed on a particular site.

⁵ **The Downtown Community Plan provides building intensity standards.**

General Note on Usage for Tables LU-4 through LU-8

To use these tables:

1.) Identify the applicable land use category:

- Residential (refer to Table LU-4)
- Multiple Use Residential (refer to Table LU-5)
- Multiple Use Commercial (refer to Table LU-6)
- Other Non-Residential Uses (refer to Table LU-7)
- Institutional and Public Spaces (refer to Table LU-8)

2.) Refer to the specific uses listed in the table and identify the corresponding focus, which generally includes a required use, allowed use, and mix format.

3.) If residential uses are allowed, the density range (in dwelling units per acre) and associated residential designation are listed in the leftmost columns. Cross-reference the residential designation with the various land use colors; if a corresponding land use color is shown, the residential designation at that density range is allowed.

Table LU-4 Residential Land Use Categories ^{1, 2, 3}

Residential			<u>Lower Density Residential</u>	
			<u>Residential Only</u>	
	<u>FOCUS</u>			
	<u>Density</u>	<u>Residential Designation</u>		
<u>Low</u>	<u>High</u>			
<u>0</u>	<u>4</u>	<u>Low 1</u>	-	
<u>05</u>	<u>9</u>	<u>Low 2</u>	-	
<u>010</u>	<u>14+</u>	<u>Low 3</u>	-	



Table LU-5 Multiple-Use Residential Land Use Categories (Neighborhood Village, Community Village and Urban Village Designations) ^{1, 2, 3}

			<u>Multi-Family Residential</u>	<u>Community-Commercial</u>	<u>Mixed-Use</u>	<u>Downtown</u>
			<i>Focus</i>			
<u>Required Use</u>		<u>Residential</u>	<u>Commercial</u>	<u>Residential and Commercial</u>	<u>Residential and Commercial</u>	
<u>Allowed Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Limited Industrial</u>	<u>Limited Industrial</u>	
<u>Mix Format</u>		<u>Vertical</u>	<u>Vertical</u>	<u>Vertical or Horizontal</u>	<u>Vertical or Horizontal</u>	
<u>Density</u>		<u>Residential Designation</u>	-			
<u>Low</u>	<u>High</u>					
0	29	<u>Low 4</u>				
0	44	<u>Medium 1</u>				
0	54	<u>Medium 2</u>				
0	73	<u>Medium 3</u>				
0	109	<u>High 1</u>				
0	145	<u>High 2</u>				
0	218	<u>High 3</u>				
0	290	<u>High 4</u>				
	290+	<u>Downtown</u>				

Multiple Use Residential

TABLE LU-5 Multiple-Use Commercial Land Use Categories ^{1, 2, 3, 4}

Multiple Use Commercial			<u>Visitor</u>	<u>Heavy</u>	<u>Office</u>	<u>Neighborhood</u>	<u>Regional</u>	<u>Business Park (Residential)</u>	<u>Agriculture</u>
	<u>Focus</u>								
	<u>Required Use</u>		<u>Visitor Commercial</u>	<u>Commercial, Limited Industrial</u>	<u>Office Commercial</u>	<u>Retail Commercial</u>	<u>Commercial, Limited Industrial</u>	<u>Industrial or Commercial</u>	<u>Agriculture</u>
	<u>Allowed Use</u>		<u>Residential</u>	<u>Residential</u>	<u>Other Commercial, Residential</u>	<u>Residential</u>	<u>Residential</u>	<u>Residential</u>	<u>Residential (1 du / parcel)</u>
	<u>Mix Format</u>		<u>Vertical</u>	<u>Horizontal</u>	<u>Vertical or Horizontal</u>	<u>Vertical or Horizontal</u>	<u>Horizontal</u>	<u>Horizontal</u>	<u>=</u>
	<u>Density</u>								
	<u>Low</u>	<u>High</u>							
	NA	NA							
	0	4							
	0	9							
0	14								
0	29								
0	44								
0	54								
0	73+								



Table 7: Other Non-Residential Land Use Categories ^{3, 5}

Other Non-Residential Uses	-	<u>Scientific Research</u>	<u>Technology Park</u>	<u>Business Park</u>	<u>International-Business and Trade</u>	<u>Light Industrial</u>	<u>Heavy Industrial</u>
	<i>Focus</i>						
	<u>Required Use</u>	<u>Industrial and Commercial</u>	<u>Industrial and Commercial</u>	<u>Industrial and Commercial</u>	<u>Industrial and Commercial</u>	<u>Industrial</u>	<u>Industrial</u>
	<u>Allowed Use</u>	=	=	=	=	<u>Commercial</u>	<u>Commercial</u>
	<u>Mix Format</u>	<u>Horizontal</u>	<u>Horizontal</u>	<u>Horizontal</u>	<u>Horizontal</u>	<u>Horizontal</u>	<u>Horizontal</u>
		-	-	-	-	-	-

Table 7 (Cont.): Other Non-Residential Land Use Categories ^{3, 5}

Other Non-Residential Uses	-	<u>Office Commercial (Residential Prohibited)</u>	<u>Neighborhood Commercial (Residential Prohibited)</u>	<u>Community Commercial (Residential Prohibited)</u>	<u>Regional Commercial (Residential Prohibited)</u>
	<i>Focus</i>				
	<u>Required Use</u>	<u>Office</u>	<u>Commercial</u>	<u>Commercial</u>	<u>Commercial</u>
	<u>Allowed Use</u>	<u>R&D, Visitor</u>	=	<u>Limited Industrial</u>	<u>Limited Industrial</u>
	<u>Mix Format</u>	<u>Horizontal or Vertical</u>	=	<u>Horizontal</u>	<u>Horizontal</u>

DRAFT



Table 8: Institutional & Public Spaces Land Use Categories ³

Institutional & Public Spaces	-	<u>Open Space</u>	<u>Population-based Parks</u>	<u>Resource-based Parks</u>	<u>Private / Commercial Recreation</u>	<u>Recreation</u>	<u>Institutional and Semi-Public Facilities</u>	
	<i>Focus</i>							
	<u>Required Use</u>	=	=	=	=	=	=	<u>Government and Public Services</u>
	<u>Allowed Use</u>	=	=	=	=	=	=	=
	<u>Mix Format</u>	=	=	=	=	=	=	=
	-	-	-	-	-	-	-	

Notes on Land Use Categories:

1. Residential density ranges will be further refined and specified in each community plan.
2. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a community plan without causing the need for amending the General Plan, upon evaluation of impacts.
3. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.
4. Residential densities may also be narrowed within the density ranges established for Multiple Use Commercial. Community plans may also establish density minimums where none are specified for Multiple Use Commercial.
5. Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.



Notes on Land Use Categories:

1. Residential density ranges will be further refined and specified in each community plan.
2. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a community plan without causing the need for amending the General Plan, upon evaluation of impacts.
3. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.
4. Residential densities may also be narrowed within the density ranges established for Multiple Use Commercial. Community plans may also establish density minimums where none are specified for Multiple Use Commercial.
5. Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

C. Community Planning

Goals

- ◆ Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- ◆ Community plans that are structurally consistent yet diverse in their presentation and refinement of citywide policies to address specific community goals.
- ◆ Community plans that ~~maintain or~~ increase planned density of residential land uses in appropriate locations.
- ◆ Community ~~plan updates plans~~ that ~~are accompanied by updated~~ promote sustainable and equitable development and address public facilities ~~financing plans needs~~.
- ◆ Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Discussion

Roles and Relationships - General Plan and Community Plans

The City has ~~more than 5049~~ planning areas, as illustrated on Figure LU-3, Planning Areas Map. - The community planning program has a long and diverse history, with the earliest community plans being adopted in the 1960s. - Each document is a unique reflection of the issues and trends facing the community and corresponding strategies to implement community goals.

Some planning areas have additionally benefited by the inclusion of even smaller area plans called “precise plans” or “specific plans.” These plans were created to aid these areas due to unique characteristics or needs, or timing of development. - They are also part of the General Plan and use of the term “community plan” in the General Plan includes these plans.

Community plans represent a significant ~~and vital~~ component of the Land Use Element since they contain more detailed land use designations and site-specific policy recommendations than is possible at the citywide level. - This structure is ~~necessary~~ beneficial because of the City’s diverse geography, development patterns, and cultural



THE CITY OF SAN DIEGO
General Plan
Land Use and Community
Planning Element

- PLANNING AREAS**
- 1 Balboa Park
 - 2 Barrio Logan
 - 3 Black Mountain Ranch
 - 4 Carmel Mountain Ranch
 - 5 Carmel Valley
 - 6 City Heights*
 - 7 Clairemont Mesa
 - 8 College Area
 - 9 Del Mar Mesa
 - 10 Downtown
 - 11 East Elmore
 - 12 Eastern Area*
 - 13 Encanto Neighborhoods**
 - 14 Fairbanks Country Club
 - 15 Future Urbanizing Area Subarea 2
 - 16 Greater Golden Hill
 - 17 Greater North Park
 - 18 Kearny Mesa
 - 19 Kensington-Talmadge*
 - 20 La Jolla
 - 21 Linda Vista
 - 22 Los Penasquitos Canyon Preserve
 - 23 Midway-Pacific Highway
 - 24 Mira Mesa
 - 25 Miramar Ranch North
 - 26 Mission Bay Park
 - 27 Mission Beach
 - 28 Mission Valley
 - 29 Navajo
 - 30 Normal Heights*
 - 31 Ocean Beach
 - 32 Old San Diego
 - 33 Otay Mesa
 - 34 Otay Mesa-Nestor
 - 35 Pacific Beach
 - 36 Pacific Highlands Ranch
 - 37 Peninsula
 - 38 Rancho Bernardo
 - 39 Rancho Encantada
 - 40 Rancho Penasquitos
 - 41 Sabre Springs
 - 42 San Pasqual
 - 43 San Ysidro
 - 44 Scripps Miramar Ranch
 - 45 Serra Mesa
 - 46 Skyline-Paradise Hills
 - 47 Torrey Hills
 - 48 Southeastern San Diego**
 - 49 Tierrasanta
 - 50 Tijuana River Valley
 - 51 Torrey Highlands
 - 52 Torrey Pines
 - 53 University
 - 54 Uptown
 - 55 Via De La Valle
- * Mid-City Community Plan
** Southeastern San Diego Community Plan
- PROSPECTIVE ANNEXATIONS**
- A 4S Ranch
B Davis Ranch Island
C Southeastern County Island
D East Otay Mesa

See Revised
Figure LU-3: Planning Areas and
Prospective Annexation Areas
Moved to Section C: Community Planning

Figure LU-3
Planning Areas and
Prospective Annexation Areas

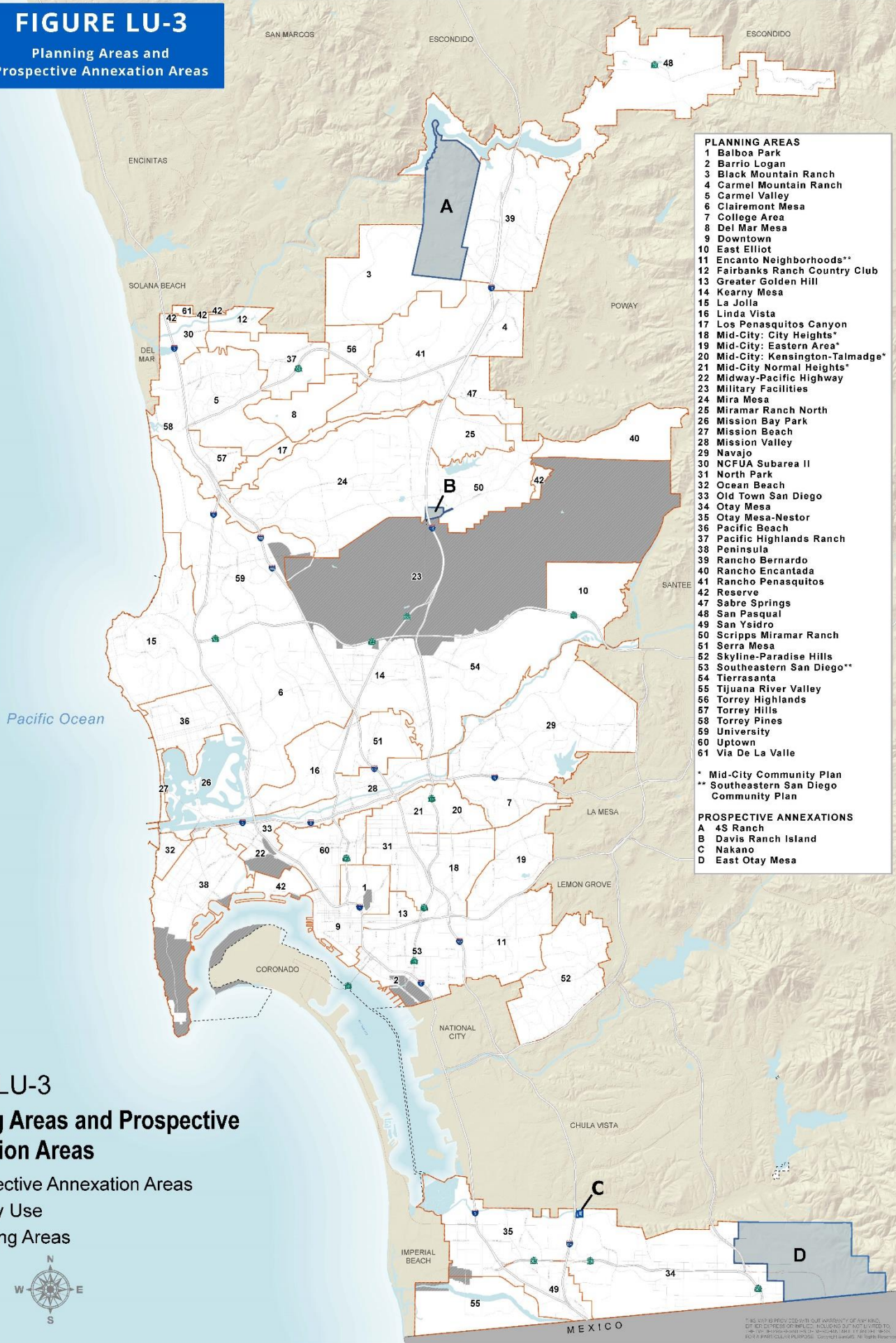
Prospective Annexation Areas
 Planning Areas





FIGURE LU-3

Planning Areas and Prospective Annexation Areas



- PLANNING AREAS**
- 1 Balboa Park
 - 2 Barrio Logan
 - 3 Black Mountain Ranch
 - 4 Carmel Mountain Ranch
 - 5 Carmel Valley
 - 6 Clairemont Mesa
 - 7 College Area
 - 8 Del Mar Mesa
 - 9 Downtown
 - 10 East Elliot
 - 11 Encanto Neighborhoods**
 - 12 Fairbanks Ranch Country Club
 - 13 Greater Golden Hill
 - 14 Kearny Mesa
 - 15 La Jolla
 - 16 Linda Vista
 - 17 Los Penasquitos Canyon
 - 18 Mid-City: City Heights*
 - 19 Mid-City: Eastern Area*
 - 20 Mid-City: Kensington-Talmadge*
 - 21 Mid-City Normal Heights*
 - 22 Midway-Pacific Highway
 - 23 Military Facilities
 - 24 Mira Mesa
 - 25 Miramar Ranch North
 - 26 Mission Bay Park
 - 27 Mission Beach
 - 28 Mission Valley
 - 29 Navajo
 - 30 NCFJA Subarea II
 - 31 North Park
 - 32 Ocean Beach
 - 33 Old Town San Diego
 - 34 Otay Mesa
 - 35 Otay Mesa-Nestor
 - 36 Pacific Beach
 - 37 Pacific Highlands Ranch
 - 38 Peninsula
 - 39 Rancho Bernardo
 - 40 Rancho Encantada
 - 41 Rancho Penasquitos
 - 42 Reserve
 - 47 Sabre Springs
 - 48 San Pasqual
 - 49 San Ysidro
 - 50 Scripps Miramar Ranch
 - 51 Serra Mesa
 - 52 Skyline-Paradise Hills
 - 53 Southeastern San Diego**
 - 54 Tierrasanta
 - 55 Tijuana River Valley
 - 56 Torrey Highlands
 - 57 Torrey Hills
 - 58 Torrey Pines
 - 59 University
 - 60 Uptown
 - 61 Via De La Valle
- * Mid-City Community Plan
 ** Southeastern San Diego Community Plan
- PROSPECTIVE ANNEXATIONS**
- A 4S Ranch
 B Davis Ranch Island
 C Nakano
 D East Otay Mesa

Figure LU-3
 Planning Areas and Prospective Annexation Areas

- Prospective Annexation Areas
- Military Use
- Planning Areas



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and ethnic communities, and other variations. ~~The Housing Element (under separate cover) further characterizes the City's diverse communities into seven typologies: coastal, downtown, limited to military/environment, master-planned suburban, newer urban, pre-World War II, and post-World War II. These areas are identified in the Housing Element on Figure 5, Community Typologies.~~ While the community plan addresses specific community needs, its policies and recommendations must be in harmony with other community plans, the Housing Element (under separate cover), the overall General Plan, and citywide policies. Overall, the General Plan and community plans are intended to be used as a means to ~~maintain or~~ improve quality of life, and to ~~respect the essential character of San Diego's~~ snurture balanced communities that offer opportunities for all San Diegans.

In order to maintain consistency with the ~~Housing Element~~ City of the General Plan Villages strategy and state housing law, ~~as well as to further the City's climate goals and greenhouse gas reductions,~~ community plans must ~~continue to~~ identify areas appropriate for ~~both single-family and multifamily~~ a mix of uses, including opportunities for homes that are suitable for households of all income levels. Additionally, community plans must consider and provide opportunities for people to live near their workplace, where appropriate. Community plans should consider opportunities for homes and mixed use development, in new growth areas, as well as primarily in already-developed areas where it may be appropriate to modify existing development patterns. additional infill potential exists .

Community plans are also the vehicle for implementing state law pertaining to provision of housing opportunities, and meeting the City's housing needs and regional share goal. ~~Regional share goals are determined for each local jurisdiction within the San Diego region by SANDAG. These goals are the projected share of regional housing needs for all income groups, calculated for each five-year Housing Element cycle. As community plans designate land uses and assign densities, they must preserve or~~ increase planned capacity of residential land uses as needed to ensure compliance with the City's regional share goal. ~~for new homes.~~ Implementation of community-based goals may cause a shift in densities within or between community planning areas, but together they must ~~maintain or increase overall housing capacity.~~ increase overall new home capacity as needed. It is also important for the City to provide balanced communities by creating and maintaining economically and socially diverse communities, which can be achieved by providing a mix of housing types that are suitable for households of all income levels to provide more opportunities for people to live near their workplace.



Preparation and Format of Community Plans

Community plans ~~are to~~should be updated on a regular basis. Community plans are to apply the land use designations discussed in Section B (see Tables LU-4, through LU-8 for General and Community Plan Land Use Categories) in a pattern consistent with the City of Villages Strategy and provide Figure LU-1, Village Climate Goal Propensity, which illustrates the most sustainable areas in San Diego to be developed. Community Plans should pair community-specific designated land uses and with on-the-ground recommendations ~~that will~~to make ~~possible~~ the implementation of community goals and the General Plan. ~~possible.~~

In ~~some communities~~areas that provide opportunities for sustainable and equitable development consistent with the City of Villages Strategy, existing land use designations and implementing zoning may change as a result of the update process. ~~As a result, established structures or uses that were in compliance with the applicable regulations at the time of their development may no longer comply with existing regulations. When this occurs, the community plans should provide direction on whether there are specific nonconforming structures or uses that could be retained or expanded without adversely affecting the community plan. The Land Development Code describes such uses or structures as “previously conforming” and includes procedures to address how they are regulated. Community plans must be structured to work in concert with the General Plan and to avoid redundancies between the documents. For example, the General Plan contains overall policies for public spaces, while the community plan would identify specific sites where the public space should be located. Community plans also provide the level of information and community-specific detail that is needed in order to review and assess proposed public and private development projects.~~

~~The Community Plan Preparation Manual is a companion document to the General Plan. The manual provides information on process, recommended timeline and steps necessary to carry out the preparation of a community plan. In addition, the manual includes a recommended table of contents with all the major headings or chapters that need to be addressed in the plan. Typically, a community plan will include an introduction or executive summary that addresses the plan vision and environmental setting, and chapters or typical plan elements that cover major community issues, with plan recommendations and implementation measures.~~

Public input from multiple sources is essential in ensuring that tailored community needs are addressed in the community plan. Stakeholders Diverse stakeholders in a community, along with the recognized community planning group, play a major role and are key partners in creating a plan that sets forth a joint vision for the future of a community. Community plans should be informed through equitable and inclusive community engagement with people that are representative of the demographics of the population of

the community.Public Facilities Planning

Public Facilities Planning

~~The City must carefully balance how to accommodate growth while also requiring the timely provision has a comprehensive network of public spaces and facilities. Each community must have the opportunity to establish, through its adopted community plan and that provide important services to the City. Expanding public spaces and facilities financing plan, a specific framework to meet the growing needs of the City is critical to prioritize the provision of providing a high quality of life. Community plans may incorporate community priorities and preferences regarding needed public facilities and services. facilities and community-specific criteria to define and describe the desired character and location of needed facilities. Additionally, each new development proposal must be carefully comprehensively evaluated to determine both its benefit to, and impact upon the community to ensure that it contributes any impacts to public facilities commensurate with the level of impact. and services are identified and addressed. More information on providing facilities and services can be found under the Public Facilities, Services, and Safety Element. Plan Implementation~~

Plan Implementation

~~Community plans and public facilities financing plans are frequently used by recognized community planning groups, community stakeholders, the City Council, the Planning Commission, City staff, property owners, developers, other public agencies, and others. Therefore, community plans must be understandable documents that deliver clear recommendations which will be implemented via their translation into everyday decisions made pertaining to their communities. Plan implementation will occur through a variety of mechanisms including private and public development projects and programs, application of zoning and development regulations, and public and private partnerships (see also LU Section F).~~

Policies

- LU-C.1. Establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies.
- a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed ~~(see also LU C.1.c. and LU C.2.)~~.
 - b. Rely on community plans for site-specific land use and density designations and recommendations.
 - c. Maintain consistency between community plans and the General Plan,



as together they represent the City's comprehensive plan. -In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles.

- LU-C.2. Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; ~~location, prioritization, and the provision of existing and planned~~ public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone).
- a. Apply land use designations at the parcel level to guide sustainable and equitable development within a community.
 1. Include land use designations that support infill residential, and mixed-use development near employment, shopping, schools, recreation, transit, and walking/rolling and bicycling infrastructure.
 - 1.2. Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities for more affordable homes in all communities.
 - 2.3. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements.
 - 3.4. Evaluate employment land and designate according to its role in the community and in the region.
 - 4.5. Designate land uses with careful consideration to hazard areas including areas affected by flooding and seismic risk as identified by Figure CE-5 Flood Hazard Areas and Figure PF-9 Geo-technical and Relative Risk Areas.
 - b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future.
 - c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning.
 - d. Provide detailed, site-specific recommendations for village sites.

- e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations.
- f. Establish a mobility network to effectively move workers and ~~residents~~community members.
- g. ~~Update Incorporate input from the applicable community regarding needed/desired public facilities financing plan to assure that public facility demands are adjusted to account for changes in accommodate future land use and for updated costs associated with new public facilities-growth as part of ongoing community plan implementation.~~

~~LU-C.3. CC~~Maintain or increase~~Increase~~ the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.

LU-C.4. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

LU-C.5. Draft, update, and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved.

~~a. Obtain public input from a variety of sources, including but not limited to, community-based organizations, community planning groups, surveys, in-person events and online forums, as well as electronic, written, and verbal communication from individuals and organizations to ensure public participation that is representative of the demographics of the community's population.~~

~~h.b. Utilize the recognized community planning group meeting as the primary~~a vehicle to ensure public participation, ~~in addition to engaging with general community members in ways that will best ensure that input received is representative of the community's demographics.~~

~~i.c. Include all community residents~~members, property owners, business owners, civic groups, ~~community-based organizations, and agencies, and City departments~~ who wish to participate in both land use ~~and public facilities~~ planning and implementing the community vision.

~~j.d. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion.~~

LU-C.6 Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development



regulations ~~(see also LU Section F)~~.

D. Plan Amendment Process

Goals

- ◆ Approve plan amendments that better implement the General Plan and community plan goals and policies including the City of Villages strategy.
- ◆ Clearly define the process for amendments to community plans.
- ◆ Allow for changes that will assist in enhancing and implementing the community's vision for a community plan.

Discussion

The General Plan is a comprehensive and long-range document; it is adopted to express a citywide vision for the future and to guide how that vision is implemented through private and public development. ~~-Although the vision for a City of Villages remains constant, the means of its achievement are more subject to changing demographics, technologies, economics, and federal and state laws. -As such, the General Plan must be a flexible document, allowing for changes that ultimately assist in enhancing and implementing the vision. -Too many, too frequent or inappropriate changes, however, can diminish the expressed vision, and sidetrack its implementation. -Additionally, the City's approach to community-based land use plans means that any changes to land use or density or intensity is made to one of the City's 50+ community plans. -An amendment to a precise plan or specific plan is also a community plan and General Plan amendment.~~

It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur. ~~- This process will ensure that all proposed amendments are reviewed for internal consistency with the vision, values and goals of the General Plan. -The General Plan Amendment Manual, a companion document to the General Plan, contains specific guidance on when an amendment is required, issues to be addressed through processing, and recommended timelines.~~

Initiation of Privately-Proposed Plan Amendments

The City is one of a few jurisdictions that requires either Planning Commission or City Council initiation of a plan amendment before a privately-proposed plan amendment process and accompanying project may actually proceed. The initiation process has been in effect since 1986 in response to intense development activity in the 1979 Progress Guide & General Plan's "Planned Urbanizing Area." The process was first placed in Council Policy 600-35 which also required "batching" of privately-proposed community plan amendments. ~~-Subsequently, it was moved to~~

the Land Development Code prior to being moved into the 2008 General Plan.

While the initiation is the first point of consideration by a decision-maker (the Planning Commission or City Council), it is a limited decision. -It is neither an approval nor denial of the subsequent plan amendment and accompanying development proposal. Occasionally, privately initiated plan amendments are presented without a development proposal, if an applicant wants to see if the amendment will be approved prior to submitting a project. -The purpose of the hearing is not to discuss the details of the development proposal, but rather focus upon the more fundamental question of whether the proposed change to the General Plan is worthy of further analysis based upon compliance with the initiation criteria (provided below).

Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration by City staff and the decision-makers. The initiation process allows for the City to deny an application for amendment if it is clearly inconsistent with the major goals and policies of the General Plan. -Most importantly, the initiation process allows for early public knowledge and involvement in the process as a whole. -Additionally, the Planning Commission has the opportunity to advise City staff to evaluate specific factors during the processing of the proposed plan amendment.

Initiation of City-Proposed Plan Amendments

Most City-proposed plan amendments occur through established work programs and do not undergo an initiation process. However, initiation is still required when a City-proposed plan amendment includes land use designation changes in order to allow an opportunity for ~~an~~ early input from the Planning Commission or City Council, the recognized community planning group for the area, and the broader public.

Technical Amendment Initiation Process

This process was established to correct errors or omissions, or to benefit the public health, safety and welfare as expeditiously as possible. In this narrowly-constructed process, the decision to initiate is a staff-level one; however, the actual plan amendment process is the same as for privately-proposed plan amendments. Initiation is typically based on City identification of an issue, however, a request may be considered from a private party.

Public Hearing Process for Plan Amendments

After initiation, a plan amendment may be processed and brought forward to a public hearing, subject to the permit processing, environmental review, and public hearing procedures specified in the Land Development Code. -The Planning Commission and the City Council will consider the factors as described in LU-D.10 and



LU-D.13 in making a determination to approve or deny the proposed amendment during the public hearings.

The post-initiation process for City-proposed land use plan amendments is identical to that for privately-proposed amendments. Where an amendment is community-specific, City staff will work with the affected community. When an amendment addresses a citywide issue or has larger-area implications, City staff will work with multiple communities or the Community Planners Committee, and the Planning Commission during the review and hearing process.

Policies

Land Use Plan Amendment

LU-D.1. Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state mandated housing density bonuses.)

~~LU-D.2. Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.~~

~~LU-D.2. Evaluate the public facilities needs associated with any amendment and identify additional investments needed to serve any new development.~~

LU-D.3. Evaluate all privately-proposed plan ~~amendment and City-initiated land use designation amendment requests~~ amendments through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration. ~~LU-D.4. During a community plan update process, community plan amendment requests will be accepted until the final land use scenarios have been established.~~

LU-D.54. Maintain and update on a regular basis a database of land use plan amendments approved by the City in order to create ~~an annual report~~ regular reports for tracking ~~of~~ land use plan amendments.

Technical Amendment Initiation

LU-D.65. Initiate a technical amendment without the need for a public Planning Commission hearing when the City determines, ~~through a Single~~

~~Discipline Preliminary Review~~, that the proposed amendment is appropriate in order to:

- a. Correct a map or text error, and/or omission made when the land use plan was adopted or during subsequent amendments and/or implementation;
- b. Address other technical corrections discovered during implementation;
- c. Ensure the public health, safety, and welfare;
- d. Establish the location and design of a public facility already identified in the adopted Capital Improvements Program;
- e. Comply with changes in state or federal law or applicable findings of a court of law; or
- f. Revise language concerned solely with a process or procedural matter or an appendix to update information.

LU-D.76. Subject technical amendments to the same post-initiation processing, review, and input procedures that are required for privately-proposed plan amendments, except where there is an obvious mistake that can be corrected by references to City Council approved documents on file, or by reference to the legislative record.

Criteria for Initiation of Amendments

LU-D.87. Require that General Plan and community plan amendment initiations (except those determined to be technical as specified in LU-D.65, or initiated by City Council) be decided by the Planning Commission with the ability for the applicant to submit a request to the City Clerk for the City Council to consider the initiation if it is denied. The applicant must file the request with the City Clerk within 10 business days of the Planning Commission denial.

LU-D.8. Evaluate General Plan and community plan amendments to increase residential density and/or mixed-use intensity in community plan designated Village areas for exemption from the initiation requirement if they demonstrate conformance with all of the three initiation criteria in Policy LU-D.10.

LU-D.9. Recognize the ability of the City Council to initiate a General Plan and community plan amendment when direction is received through a vote of the City Council without demonstration of meeting the initiation criteria to prepare a plan amendment.

LU-D.10. Require that- the recommendation of approval or denial to the Planning Commission be based upon compliance with all of the three initiation



criteria as follows: ~~a) the~~

~~a. The~~ amendment request appears to be consistent with the goals and policies of the General Plan and community plan ~~and any community plan-specific amendment criteria; b) the;~~

~~b. The~~ proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design; and ~~e) public~~

~~a-c.~~ Public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process.

LU-D.11. Acknowledge that initiation of a plan amendment in no way confers adoption of a plan amendment, that neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and that the City Council is not committed to adopt or deny the proposed amendment.

Plan Amendment Processing

LU-D.12. Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve long term community goals, as well as any additional community-specific amendment evaluation factors.

LU-D.13. Address the following standard plan amendment issues prior to the Planning Commission decision at a public hearing related to: †

- Level and diversity of community support; ~~a~~
- Appropriate size and boundary for the amendment site; ~~p~~
- Provision of additional benefit to the community; ~~i~~
- Implementation of major General Plan and community plan goals, especially as related to the vision, values and City of Villages strategy; and ~~provision of public facilities.~~
- Provision of public facilities.

LU-D.14. Consider consolidating multiple concurrent land use plan amendment proposals to analyze and assess the impacts of the development projects and the land use changes cumulatively.

E. Planning for Coastal Resources

Goals

- ◆ Certification of community plans as the City of San Diego's Local Coastal Program (LCP) Land Use Plans.
- ◆ Preservation and enhancement of coastal resources.

Discussion

The land uses and implementing zones, which are adopted as part of each community plan update, meet the Coastal Act's requirement that coastal land use provisions be sufficiently detailed to indicate the kind, location, and intensity of land uses. Coastal protection and enhancement strategies vary within each of the 18 planning areas within the Coastal Zone, but all are prepared consistent with a standardized framework of issues modeled upon the Coastal Act policies.

Community planning areas wholly or partially located within the Coastal Zone include: Barrio Logan/~~Harbor 101~~, Ocean Beach, Carmel Valley, Otay Mesa/Nestor, Del Mar Mesa, Pacific Beach, La Jolla, Pacific Highlands Ranch, Midway/~~Pacific Highway Corridor~~, Peninsula, Mira Mesa, Torrey Hills, Mission Bay Park, Tijuana River Valley, Mission Beach, Torrey Pines, University, and Proposition A Lands – formerly known as “North City Future Urbanizing Area” (See Section J).

Within the Coastal Zone, there are several categories of land associated with different types of permit authority. -The City has the authority to issue Coastal Development Permits for areas of the Coastal Zone where the Coastal Commission has certified the LCP land use plan and related Implementation Program in the form of code regulations. This constitutes a majority of the area within the Coastal Zone and these areas are known as “Coastal Commission certified areas.” -These certified areas can lie within appealable as well as non-appealable areas. For instance, if a coastal development permit falls within the appealable area, then the decision involving this development is appealable to the Coastal Commission. -On the other hand, if a coastal development permit falls within the non-appealable area, then the final decision rests with the City and is not appealable to the Coastal Commission.

“Areas of deferred certification” constitute another category of land in the Coastal Zone. In these areas, the Coastal Commission has not yet certified the City's land use plan, and therefore retains coastal development permit authority. -There are also “areas of original jurisdiction” or “Coastal Commission permit jurisdiction” that are not a part of the City's LCP and where the Coastal Act intends jurisdiction and permit authority to remain with the Coastal Commission.



Policies

- LU-E.1. Incorporate community-specific policies into Coastal Zone community plans during community plan updates and/or amendments to address the Coastal Act ~~policies' direction regarding biological resources and geologic stability, circulation, parking, beach impact area, public access, recreational opportunities, visitor serving, and visual resources.~~
- LU-E.2. Ensure consistency of all coastal planning policies with the regional, citywide, and other community-specific planning policies included in each General Plan Element.
- LU-E.3. Ensure that community plans contain policies to implement Chapter 3 of the Coastal Act and that the Land Development Code contains provisions to fully implement those policies.

F. Consistency

Goal

- ◆ Zoning concurrent with community plan updates and amendments to ensure consistency with community plan land use designations.
- ◆ Zones or development regulations to better implement updated community plans.

Discussion

As the *California General Plan Guidelines 200317* state, “the success of a general plan, and in particular the land use element, rests in part upon the effectiveness of a consistent zoning ordinance in translating the long-term objectives and policies contained in the plan into everyday decisions.” Despite the fact that state law exempts charter cities from a zoning consistency requirement, it is the City’s practice to apply zoning that is consistent with community plan land use designations to ensure their implementation.

The General Plan provides an overarching land use pattern and growth strategy based on the City of Villages Strategy. The City’s adopted land use plans provide guidance and set the framework for the implementing regulations found in the Land Development Code. The Land Development Code structure was established purposefully to enable the addition of use packages or development regulation packages when plan policies call for zoning solutions beyond those already adopted in the code.

Policies

- LU-F.1. Apply existing or new Land Development Code zone packages or other regulations as needed to better implement the ~~policy recommendations~~City of Villages strategy and policies of the General Plan; land use designations of the community plans; other goals and policies of the community plans; and community-specific policies and recommendations.
- LU-F.2. Review public and private projects to ensure that they do not adversely affect the General Plan and community plans. Evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, and other General Plan and community plan policies including open space preservation, community identity, mobility, and ~~the timing, phasing, and provision of~~ public facilities ~~(see Public Facilities Element, Section C).~~
- LU-F.3 Create and apply incentive zoning measures to achieve the desired mix of land uses, housing and public benefits consistent with the City of Villages Strategy.
- a. Continue to provide incentives to development proposals that contribute to the provision of ~~affordable housing, environmental:~~
- Affordable and diverse housing types, overall housing production,
 - Environmental enhancement, ~~urban design, and~~ energy conservation, ~~as well as those that provide and assist in meeting greenhouse gas emission reduction goals,~~
 - Urban design and public spaces, and
 - Public facilities and amenities over and above regulatory requirements.
- ~~g.~~b. Ensure that the granting of development incentives does not result in an adverse impact upon health, welfare, and safety of the surrounding community or upon any designated cultural and/or historic resource to the extent required by law.
- c. The provision of development incentives should be re-evaluated on a regular basis to be certain that the granting of incentives remains in proportion with the benefits derived.

G. Airport Land Use Compatibility

Goal

- ◆ Protection of the health, safety, and welfare of persons within an airport



influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.

- ◆ Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations.

Discussion

Airports affect future land uses and, at the same time, land uses can affect airports in that incompatible land uses can restrict airport operations or lead to the closure of an airport. The City evaluates the siting and expansion of public and private-use airports, heliports, and helipads/helistops. The state requires that the San Diego County Regional Airport Authority Board, as the Airport Land Use Commission (ALUC), prepare Airport Land Use Compatibility Plans for each public-use airport and military air installation in the county. -For military air installations, the state also requires that the ALUC prepare the compatibility plans consistent with the Air Installation Compatible Use Zone study prepared by the military. -Refer to the Mobility Element, Section H for the location and description of the airports and military air installations in the City.

A compatibility plan addresses compatibility between airports and future land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within the airport influence area for each airport over a 20-year horizon. -Since the ALUC does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning ordinances.

When a compatibility plan is amended or updated, the City is required to submit the land use plans (general plan and community plans) that are within an airport influence area to the ALUC for a consistency determination. -At the same time an action is proposed to amend or update a land use plan, airport plan, development regulation, and zoning ordinance within an airport influence area, the City is required to submit these actions to the ALUC for a consistency determination prior to adoption of the action. -The City can revise the proposed action or amend the affected land use plans to meet the ALUC's determination, or the City Council may overrule their determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of: protecting public health, safety, and welfare; minimizing the public's exposure to excessive noise; and minimizing safety hazards within areas surrounding the airport. When a compatibility plan is amended or updated, the City is required to submit development projects that are within an airport influence area to the ALUC for a consistency determination prior to the City Council amending the affected land use plans to meet the ALUC's determination, or the City Council overruling the ALUC determination.

Compatibility Factors

The compatibility factors (safety, airspace protection, noise, and overflights) vary by airport. Though the intent to protect public health, safety, and welfare is the same, land use policies are specific to each airport and community plan. The following sections identify the planning process and factors the City would consider when evaluating General Plan and community plan policies and future land use designations to ensure consistency with a compatibility plan.

Safety

When designating future land uses, the City evaluates the consequences and severity of an accident if one were to occur, the number of people in high accident risk areas, the proposed land use densities and intensities, and the consistency with the compatibility plan for the area. -The City evaluates critical land uses and infrastructure in high accident risk areas to limit future locations. -Critical land uses include children's schools, child care centers, hospitals, convalescent homes, places of worship, and other uses in which the mobility of occupants is effectively limited. Critical infrastructure includes power plants, electrical substations, public communications facilities, and other facilities in which the damage or destruction of the facility would cause adverse effects to public health and welfare beyond the vicinity of the facility.

Airspace Protection

Although the Federal Aviation Administration (FAA) has no authority to regulate or control the use of land around airports, using defined height standards, it informs development project applicants, the Airport Land Use Commission, and the City whether a proposed development would be an obstruction to air navigation and, if so, whether the obstruction would create a hazard. -The FAA requires that project applicants notify the FAA prior to seeking a permit for construction. -If the FAA determines that a proposed development is a hazard to air navigation, the state requires that the proposed development obtain state approval and the ALUC requires that the development obtain a consistency determination with the compatibility plan for the area. -The particular hazards of concern are structures that pose an airspace obstruction, land uses that create wildlife hazards, particularly related to birds, and land use characteristics that create visual or electronic interference with air navigation. -The FAA relies on the state and cities to implement its height standards as defined in Code of Federal Regulations Title 14, Part 77. -For existing or future uses, airport operators can purchase or have aviation easements dedicated from a property owner to prohibit the development of structures or growth of trees, or prohibit visual and electrical interference in the acquired airspace.



Noise

Refer to the Noise Element for an additional discussion regarding airport noise associated with aircraft operations within the City, and the Land Use - Noise Compatibility Guidelines for determining land use compatibility.

Overflights

Overflights of aircraft can be bothersome to people who are sensitive to the presence of aircraft overhead. Depending on the location, dedication of aviation easements or recorded deed, notices can be required to assure that future property owners are aware of the possibility that aircraft operating may be overhead. The state also requires real estate disclosures for all property transactions within an airport influence area.

Policies

- LU-G.1. Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors.
- LU-G.2. Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
- LU-G.3. Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC.
- LU-G.4. Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
- LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.
- LU-G.6. Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed

development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.

- a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval.
- b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.

LU-G.7. Evaluate the siting and expansions of airports, heliports, and helipads/helistops on the basis of aviation and land use need and potential safety and noise impacts on existing and planned surrounding land uses.

LU-G.8. Submit all airport/heliport master plans and development plans to the ALUC prior to City Council adoption.

LU-G.9. Coordinate with the Navy and Marine Corps to ensure that future land use and General Plan, community plan, specific plan, development regulations and zoning ordinances amendments are consistent with the Air Installation Compatible Use Zone study for military air installations.

LU-G.10. Encourage civilian and military airport operators, to the extent practical, to:

- Ensure safe airport operations to minimize noise and safety concerns;
- Purchase land within the airport runway protection zone, given available funding sources, to protect airport operations; and
- Obtain aviation easements or deed restrictions from property owners within the airport influence area to prevent air navigation obstructions and increase awareness of aircraft operating overhead.



H. Balanced Communities and Equitable Development

Goals

- ◆ Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.
- ◆ Community and neighborhood-specific strategies and implementation measures to achieve equitable development.

Discussion

“Balanced communities” typically refer to communities that have a diverse collection of housing types that are suitable for households of various income levels. Balanced communities can contribute toward achievement of a fair and equal society, and have the additional advantage of providing more people with the opportunity to live near their work. Equitable development is defined as the creation and maintenance of economically and socially diverse communities that are stable over the long term, through means that generate a minimum of transition costs that fall unfairly on lower-income community members.¹

The City of San Diego strives to eliminate disparities and to provide access to necessary services and resources, including housing. Fair housing occurs when individuals of similar income levels in the same housing market have the same range of housing choice available to them regardless of their characteristics as protected under local, State, and Federal laws. It is important to the City that all community members have fair housing choice, free from discrimination on the basis of race/ethnicity, religion, sex, marital status, ancestry, national origin, color, familial status or disability, and other characteristics protected by the California Fair Employment and Housing Act, California Government Code 65008, and other State and Federal fair housing and planning laws.

Affirmatively furthering fair housing is defined as “taking meaningful actions that together address significant disparities in housing needs and in access to opportunity by replacing segregated living patterns with truly integrated and balanced living patterns; transforming racially and ethnically concentrated areas of poverty into areas of opportunity; and fostering and maintaining compliance with civil rights and fair housing laws.”² The City adopted Council Policy 600-19 in 1972 to foster balanced community development in the City, with a primary objective to distribute low and moderate-income housing throughout the City. However, this

¹ Kennedy and Leonard, p.4.

² City of San Diego Housing Element, pp. HE-36 to HE-37.

policy has proven difficult to implement. ~~More recent initiatives~~ Initiatives to increase the supply and distribution of affordable housing include the Inclusionary Housing Ordinance (adopted in 2003), the City of Villages strategy (2002), the ~~Housing Element update~~, and the remainder of the ~~General Plan update (2008)~~. remainder of the General Plan update (2008), and the Housing Element update (2021). More recent citywide initiatives to support the development of balanced and equitable communities and affirmatively further fair housing include Parks for All of Us, which included the adoption of a Parks Master Plan and amendment to the Recreation Element (2021), Build Better SD, which included an amendment to the Public Facilities, Services and Safety Element (2022), and a variety of other efforts.

An important program that supports the development of affordable housing across the City is the Inclusionary Housing Ordinance (adopted in 2003, and last amended in 2022). The Inclusionary Housing Ordinance requires all new residential developments of ~~two~~ five units or more within the Coastal Overlay Zone and ten units or more outside of the Coastal Overlay Zone to provide affordable housing through a variety of methods. - The required affordable housing units are either provided on the same site as the market-rate units, on a different site within the same community planning area, or through developer payment of in-lieu fees which are deposited into the Affordable Housing Trust Fund ~~for priority use in the same community planning area from which the funds were collected. The determination to utilize these funds to assist in the development of affordable housing project elsewhere would be conducted by the Housing Commission.~~

The City of Villages strategy also strives to increase housing supply and diversity through the development of compact, mixed-use villages in targeted areas. This strategy helps to achieve some of the jobs/housing benefits of balanced communities at a broader scale by encouraging better links from homes to jobs and services throughout the region. ~~Through an interlinked network of villages -- Even if they are not located in the same community,~~ jobs, housing, and specialized services could be made more accessible to each other ~~even if they are not located in the same community~~ through an interlinked network of villages. It is anticipated that individual villages located throughout the City will offer unique mixes of uses and services, as well as opportunities for affordable housing and employment. -Village sites are to contribute to citywide needs and are to function as an integrated part of the community and City.

Implementation of the City of Villages strategy carries a risk of gentrification. -The term gentrification has various definitions. -The definition used here is “the process by which higher- income households displace lower-income ~~residents~~ community members of a neighborhood, changing the essential character and flavor of that



neighborhood.”³ -The negative aspects of gentrification can be minimized if equitable development is achieved. ~~Equitable development is defined as “the creation and maintenance of economically and socially diverse communities that are stable over the long term, which can be addressed through means that generate a minimum of transition costs that fall unfairly on lower income residents.”⁴various anti-displacement measures.~~

Balanced commercial development in the City’s communities and quality of life assets, such as recreational opportunities, mobility, unique neighborhoods, and an active public life are important components vital to the future of San Diego. -As San Diego’s population grows and developable vacant land ~~decreases~~continues to decrease, many communities have experienced changes in the mix of commercial land uses because of rising rents. -There are actions that can be taken to address the shortages of more affordable commercial spaces available to new entrepreneurs and growing businesses. -The community plan update process will provide an opportunity to identify what type of business growth is desirable in each community through a public process.

Policies

- LU-H.1. ~~Promote~~Affirmatively further fair housing choice, promote equal housing opportunity, and promote the development of balanced and equitable communities that take into account community-wide involvement, participation, and needs.
- Plan village development with the involvement of a broad range of neighborhood, and business, ~~and recognized community planning groups stakeholders, including traditionally underserved communities,~~ and take into consideration ~~of~~ the needs of individual neighborhoods, available resources, and willing partners.
 - Invest strategically in public infrastructure and offer development incentives that are consistent with the neighborhood’s vision.
 - Recognize the important role that schools play in neighborhood life and look for opportunities to form closer partnerships among local schools, residentscommunity members, neighborhood groups, and the City with the goal of improving public education.
 - Ensure that neighborhood development and redevelopment addresses the needs of older people, particularly those disadvantaged by age,

³ Maureen Kennedy and Paul Leonard, Dealing With Neighborhood Change: A Primer on Gentrification and Policy Changes. (The Brookings Institution Center on Urban and Metropolitan Policy, April 2001) p.5.

~~⁴ Kennedy and Leonard, p.4.~~

disability, or poverty, as well as the City's younger population of babies, children, teenagers and young adults.

- e. Provide affordable housing opportunities within the community to help offset the displacement of the existing population.
- f. Provide a full range of senior housing from active adult to convalescent care in an environment conducive to the specific needs of the senior population.

g. Plan village development and increase the residential density within villages located in communities with high economic opportunity.

LU-H.2. Provide affordable housing throughout the City ~~so that no single area experiences a disproportionate concentration.~~

, especially in high-resource areas and in proximity to transit and walking/rolling and biking infrastructure.

LU-H.3 Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.

LU-H.4. Strive for balanced commercial development (see also Economic Prosperity Element, Section B).

- a. Support communities' efforts to identify the desired business growth model for their area and implement a strategy to achieve that goal.
- b. Encourage greater opportunities for local ownership of businesses and/or assets.
- c. Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of local ~~residents~~community members.
- d. Encourage local employment within new developments and provide entrepreneurial opportunities for local ~~residents~~community members.
- e. Assist existing business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and other Redevelopment Agency financial assistance.
- f. Consider, in redevelopment and community plan update and amendment processes, where businesses displaced by commercial gentrification can be relocated.

LU-H 5. Strive for accessible and equitably distributed social services throughout the City.

LU-H.6. Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle



network.

- LU-H.7. Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community ~~(see also LU-A.7).~~

DRAFT

I. Environmental Justice

Note: An Environmental Justice Element is being developed through a separate initiative and will replace this section upon its adoption. To learn more about the Environmental Justice Initiative please visit: <https://www.sandiego.gov/planning/environmental-justice-element>

Goals

- ◆ Ensure a just and equitable society by increasing public outreach and participation in the planning process.
- ◆ Equitable distribution of public facilities, infrastructure, and services throughout all communities.
- ◆ Improve mobility options and accessibility in every community.
- ◆ Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.

Discussion

Environmental justice is defined in federal and state law as “the fair treatment of people of all races, cultures and income levels with respect to the development, adoptions, implementation and enforcement of environmental laws, regulations and policies.” 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. It 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 City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the citywide prioritization and provision of public facilities in underserved neighborhoods is consistent with environmental justice goals. -The following policies are designed to address environmental justice through broadening public input, determining the benefits and burdens of transportation projects, and designing and locating public facilities that are accessible to all. Broadening public input means obtaining comments and opinions from the



community in the beginning stages of a process and ensuring that the public understands the pros and cons of available options. This will allow the community to be able to make an informed decision based on their direct participation in the process and understanding of options.

Policies

Planning Process

- LU-I.1. Ensure environmental justice in the planning process through meaningful public involvement.
- Assure potentially affected community ~~residents~~community members that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.
 - Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community.
 - Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.
- LU-I.2. Balance individual needs and wants with the public good.
- LU-I.3. Implement development policies to protect the public health, safety, and welfare equitably among all segments of the population. Address the needs of those who are disenfranchised in the process.

Public Facilities

- LU-I.4. Prioritize and allocate citywide resources to provide public facilities and services to communities in need. -Greater resources should be provided to communities where greater needs exist (see also Public Facilities Element, Policy PF-B.3).
- LU-I.5. Strive to achieve meaningful participation for all community ~~residents~~members in the siting and design of public facilities.
- LU-I.6. Provide equal access to public facilities and infrastructure for all community ~~residents~~members.

Transportation

- LU-I.7. Treat all people fairly with respect to the development, adoption,

implementation and enforcement of transportation policies, plans, and projects.

- LU-I.8. Expand public outreach on transportation policy, projects, and operations in order to get input from ethnic minorities, low-income ~~residents~~**community members**, persons with disabilities, the elderly and other under-represented communities. - Ensure that people who are directly affected by a proposed action are given opportunities to provide input.
- LU-I.9. Design transportation projects so that the resulting benefits and potential burdens are equitable. -Some of the benefits of transportation programs include improved accessibility, faster trips, more mobility choices, and reduced congestion. -Common negative consequences include health impacts of air pollution, noise, crash-related injuries and fatalities, dislocation of ~~residents~~**community members**, and division of communities.
- LU-I.10. Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population (see also Mobility Element, ~~Section B~~).
 - a. Work with regional transit planners to implement small neighborhood shuttles and local connectors in addition to other services.
 - b. Increase the supply of housing units that are in close physical proximity to transit and to everyday goods and services, such as grocery stores, medical offices, post offices, and drug stores.
- LU-I.11. Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services, and providing access to high quality transit services.

Environmental Protection

- LU-I.12. Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.
- LU-I.13. Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies in Section I and the following:
 - a. Apply zoning designations that separate industrial and sensitive receptor uses as presented on LU Table 4.
 - b. Preserve prime industrial land for the relocation of industrial uses out of residential areas (see also Economic Prosperity Element, Section A).



- c. Promote environmental education including principles and issues of environmental justice (see also Conservation Element, Section N).
- d. Use sustainable development practices (see also Conservation Element, Section A).

- LU-I.14. As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. (See also Appendix C, EP-2)
- LU-I.15. Plan for the equal distribution of potentially hazardous and/or undesirable, yet necessary, land uses, public facilities and services, and businesses to avoid over concentration in any one geographic area, community, or neighborhood.
- LU-I.16. Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.

J. Proposition A – The Managed Growth Initiative (1985)

Goals

- ◆ Future growth and development that is consistent with current land use intensity or that is subject to a “phase shift” process to approve increased intensity.
- ◆ Continued adherence to the North City Future Urbanizing Area (NCFUA) Framework Plan and other adopted subarea plans.

Discussion

The 1979 Progress Guide and General Plan

The 1979 Progress Guide and General Plan (1979 General Plan) included Guidelines for Future Development that divided the city into three planning areas, or tiers, for the purposes of managing growth: Urbanized, Planned Urbanizing, and Future Urbanizing. Growth was to be directed to the Urbanized (developed) communities as in fill development, and to the planned Urbanizing Areas where comprehensive community plans were to be developed. The Future Urbanizing Area was set aside as an urban reserve. Major objectives of the growth management system were to prevent premature urban development, conserve open space and natural environmental features, and protect the fiscal resources of the City by precluding costly sprawl and/or leapfrog urban development.

To help implement the growth strategy embodied in the tier system, the City adopted a series of Council Policies, including two in 1981 that played key roles in development timing and phasing: 600-29 “Maintenance of Future Urbanizing Areas as an Urban Reserve,” and 600-30 “General Plan Amendments to Shift Land from Future Urbanizing to Planned Urbanizing Area”.

During the 1980s, it became apparent that the objectives of maintaining an urban reserve were being jeopardized through incremental approvals of General Plan amendments to shift land from Future Urbanizing to Planned Urbanizing. These approvals reduced the City’s opportunities to plan for the area comprehensively and to provide a viable open space network for conservation of natural resources. In response to citizen concerns, in 1983 the City strengthened Council Policy 600-30 by adding a “Threshold Determination” which was a two-step process to evaluate the need of a phase shift by analyzing the need for developable land and the fiscal and environment impacts of proposed shifts.

The Managed Growth Initiative

The public remained concerned with the extent of phase shifts that were occurring and, in 1985, the electorate approved Proposition A, The Managed Growth Initiative.



This initiative amended the 1979 General Plan to state that: “no property shall be changed from the “future urbanizing” land use designation in the Progress Guide and General Plan to any other land use designation, and the provisions restricting development in the future urbanizing area shall not be amended except by majority vote of the people...” In addition to restrictions on land use designation changes, Proposition A (Section 3, Implementation) directed the City to implement the proposition by taking actions “including but not limited to adoption and implementation on any amendments to the General Plan and zoning ordinance or City Code reasonably necessary to carry out the intent and purpose of this initiative measure.” A comprehensive package of legislative and regulatory actions implementing Proposition A was adopted by the City Council in 1990, including amendments to: the 1979 General Plan Guidelines for Future Development; Council Policy 600-29 “Maintenance of Future Urbanizing Area as an Urban Reserve”; and zoning regulations for Planned Residential Developments, A-1 zones, and Conditional Use Permits. The full text of Proposition A is included in Appendix B.

Land Use Policy Development Following the Passage of Proposition A

Proposition A was effective in insuring that full evaluation of general plan amendments proposing phase shifts on individual properties would occur. However, the opportunity to comprehensively plan the urban reserve was in jeopardy due to approvals of residential subdivisions at rural densities consistent with existing Agriculture zones and proposition A. As a result, a public planning process took place and the City adopted the North City Future Urbanizing Area Framework Plan (NSFUA) in 1992. This plan established the vision for the City’s 12,000 acre northern urban reserve and identified five subareas where more detailed land use, transportation and open space planning was to occur. It also called for the establishment of an interconnected open space system. This system was referred to as an “Environmental Tier” of the General Plan.

The NSFUA Framework Plan is still in effect for Subarea II. Additional planning took place in the remaining four subareas resulting in voter-approved phase shifts for property within Black Mountain Ranch (Subarea I), Pacific Highlands Ranch (Subarea III), and Torrey Highlands (Subarea IV). A specific plan for Del Mar Mesa (NSFUA Subarea V) was adopted that limits residential development to rural densities and identifies MSCP core habitat area for conservation without need to process a phase shift.

The NSFUA encompasses about one-quarter of all non-shifted acres. Other planning areas that contain Proposition A lands are: Los Penasquitos Canyon Preserve; Tijuana River Valley; Rancho Encantada; and the San Pasqual Valley. The City, in collaboration with landowners and other agencies, completed additional planning efforts to address land use in the Future Urbanizing Area, including:

- A comprehensive update to the San Pasqual Valley Plan that calls for

preservation of the valley for agricultural, open space, and habitat uses;

- The Multiple Species Conservation Program (MSCP) and associated preserve system that encompassed much of the land called out as a part of the potential “environmental tier”
- The San Dieguito River Park Concept Plan; and
- Open space and habitat preservation actions in the Tijuana River Valley.

Proposed “environmental tier” lands have become protected through the MSCP, dedications or easements, or through Open Space land use designation. In addition, Environmentally Sensitive Lands regulations and new open space zoning tools were added to the Land Development Code. While the “Environmental Tier” was not formally added to the General Plan, the MSCOP and the Environmentally Sensitive Lands regulations have become the primary means of implementing the Environmental Tier concept and protecting open space lands.

The two remaining areas of Proposition A lands shown on Figure LU-4 are Military Use Facilities and County lands (both County Islands and Prospective Annexation Areas). Since military lands are not presently subject to the City’s land use authority, the City has chosen to follow the development intensity restrictions and the requirements for a vote of the people to approve an amendment to shift the area from Proposition A lands upon receipt of jurisdiction of former military installations. County lands that have not been annexed into the City are unlikely to do so in the future. However, the annexation evaluation criteria required through the Local Agency Formation Commission (LAFCO) process appropriately address the future land use and impact on City services issues that are key to the City’s desire to annex.

By 2005, phase shifts, per Proposition A and the 1979 General Plan, occurred for the land determined to be appropriate for more urban levels of development within the planning horizon of this General Plan. Completion of these large-scale comprehensive planning efforts and public land acquisition of open space has changed the planning focus in the remaining undeveloped Proposition A lands from maintain an urban reserve for future growth to implementing NCFUA and General Plan policies for natural resource conservation, public recreation and protection of agriculture and open space lands. The City also completed planning efforts to address land use in the remainder of the Future Urbanizing Area subject to its jurisdiction. The City Council adopted a comprehensive update to the San Pasqual Valley Plan that requires the preservation of the San Pasqual Valley for agricultural use, open space, and Multi-Habitat Planning Area (MHPA) (see Conservation Element for more detail). Additionally, the City adopted a specific plan for Del Mar Mesa that severely limits residential development to rural densities and sets aside over half of the plan area as MHPA. Furthermore, federal, state, county, and other



jurisdictions have participated with the City in planning for open space and habitat preservation in the San Dieguito and Tijuana River Valley.

As described previously, the phased development areas system has, for the most part, become an outdated system to address future growth and development. The City has grown into a jurisdiction with primarily two tiers, see Figure LU-4, Proposition A Lands Map:

- Proposition A- (Managed Growth Initiative) characterized by very low-density, residential, open space, natural resource-based park, and agricultural uses; and
- Urbanized Lands – characterized by older, recently developed, and developing communities at urban and suburban levels of density and intensity.

By 2006, communities formerly known as Planned Urbanizing were largely completed according to the adopted community plan, and of that group, the oldest were beginning to experience limited redevelopment on smaller sites. For information on how the tier system was linked to public facilities financing, see the Public Facilities Element [Introduction and Section A](#).

Policies

- LU-J.1. Identify non-phase shifted lands as Proposition A lands and no longer refer to them as Future Urbanizing Area.
- LU-J.2. Follow a public planning and voter approval process consistent with the provisions of this Land Use Element for reuse planning of additional military lands identified as Proposition A lands, and other areas if and when they become subject to the City's jurisdiction.
- LU-J.3. Continue to implement Proposition A –The Managed Growth Initiative of 1985 (see Appendix B).

DRAFT



THE CITY OF SAN DIEGO
General Plan
Land Use and Community
Planning Element

- PLANNING AREAS**
- 1 Balboa Park
 - 2 Barrio Logan
 - 3 Black Mountain Ranch
 - 4 Carmel Mountain Ranch
 - 5 Carmel Valley
 - 6 City Heights*
 - 7 Clairemont Mesa
 - 8 College Area
 - 9 Del Mar Mesa
 - 10 Downtown
 - 11 East Elliott
 - 12 Eastern Area*
 - 13 Encanto Neighborhoods**
 - 14 Fairbanks Country Club
 - 15 Greater Golden Hill
 - 16 Greater North Park
 - 17 Kearny Mesa
 - 18 Kensington-Talmadge*
 - 19 La Jolla
 - 20 Linda Vista
 - 21 Los Penasquitos Canyon Preserve
 - 22 Midway-Pacific Highway
 - 23 Mira Mesa
 - 24 Miramar Ranch North
 - 25 Mission Bay Park
 - 26 Mission Beach
 - 27 Mission Valley
 - 28 Navajo
 - 29 Normal Heights*
 - 30 North City Subarea 2
 - 31 Ocean Beach
 - 32 Old San Diego
 - 33 Otay Mesa
 - 34 Otay Mesa-Nestor
 - 35 Pacific Beach
 - 36 Pacific Highlands Ranch
 - 37 Peninsula
 - 38 Rancho Bernardo
 - 39 Rancho Encantada
 - 40 Rancho Penasquitos
 - 41 Sabre Springs
 - 42 San Pasqual
 - 43 San Ysidro
 - 44 Scripps Miramar Ranch
 - 45 Serra Mesa
 - 46 Skyline-Paradise Hills
 - 47 Torrey Hills
 - 48 Southeastern San Diego**
 - 49 Tierrasanta
 - 50 Tijuana River Valley
 - 51 Torrey Highlands
 - 52 Torrey Pines
 - 53 University
 - 54 Uptown
 - 55 Via De La Valle
- * Mid-City Community Plan*
*** Southeastern San Diego Community Plan*
- PROSPECTIVE ANNEXATIONS**
- A** 45 Ranch
B Davis Ranch Island
C Southeastern County Island
D East Otay Mesa

See Revised
Figure LU-4: Proposition A Lands

Figure LU-4

Proposition A Lands

- Planning Area Boundaries
- Military Use
- Proposition 'A' Lands
- Urbanized





FIGURE LU-4

Proposition A Lands

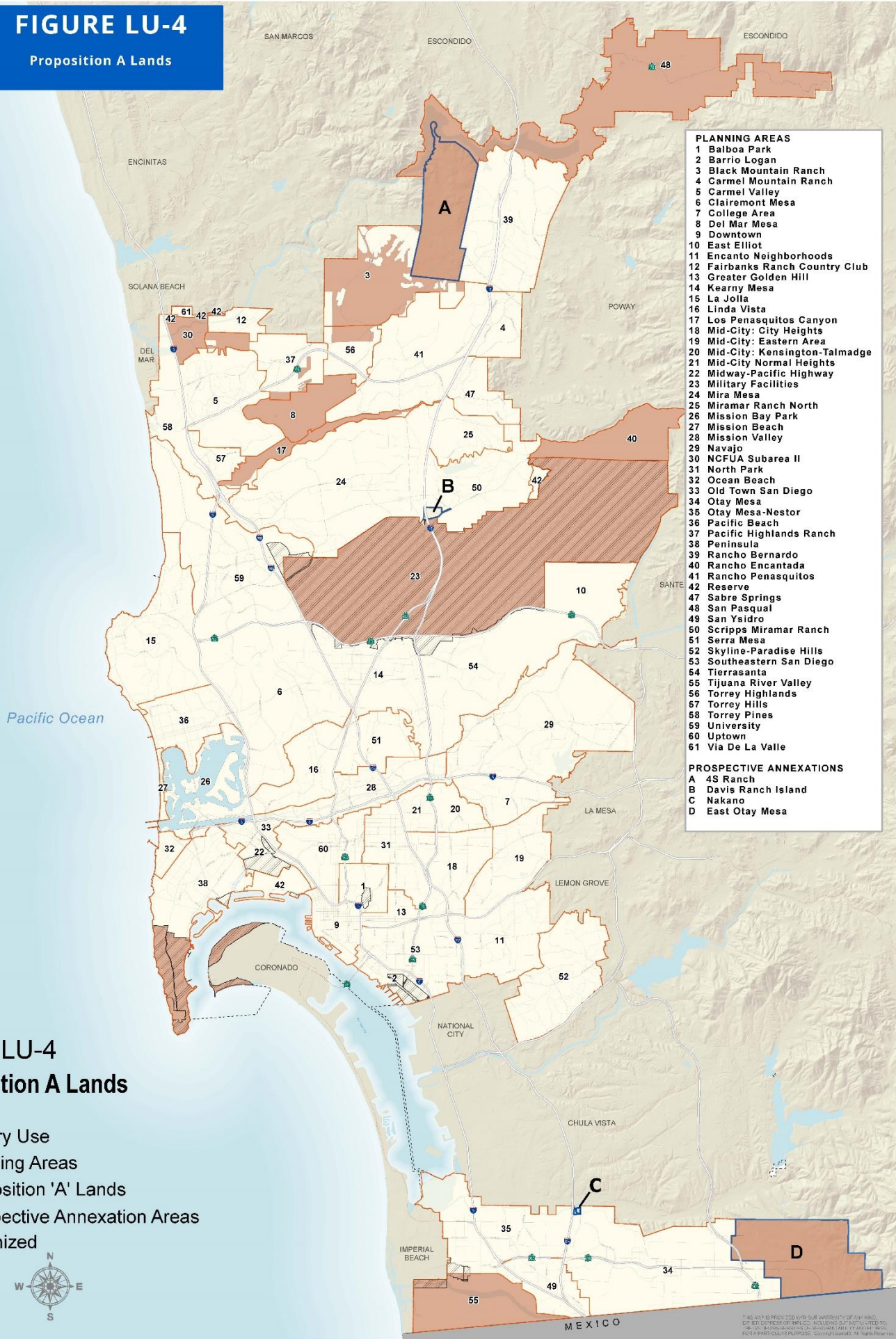


Figure LU-4
Proposition A Lands

- Military Use
- Planning Areas
- Proposition 'A' Lands
- Prospective Annexation Areas
- Urbanized



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K. Annexations and Reorganizations

Goals

- ◆ Identification of prospective annexation areas to limit urban sprawl, avoid duplication of urban services in an efficient manner, and preserve open space.
- ◆ Annexation of county islands within the City boundaries.

Discussion

Prospective annexation areas include ~~two~~ county islands of unincorporated land within the City, and unincorporated areas that share common geographic features and are bordered by the same natural boundaries as the contiguous City area (see Figure LU-3). Land located within these prospective areas can be reviewed for the possibility of annexation upon the initiative of either the landowner or the City. Additionally, discussions regarding reorganizations or boundary adjustments between the City and other adjacent jurisdictions will occur over time and will require further evaluation. The City has a single county island known as Davis Ranch which is an approximately 77-acre property located adjacent to Interstate 15 within the Scripps Miramar Ranch Community Planning Area.

Policies

- LU-K.1. Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.
- LU-K.2. Evaluate whether or not to submit an annexation application to the San Diego Local Agency Formation Commission (LAFCO).
- Analyze the present and planned land uses for the proposed annexation.
 - Assess the present and future need for urban services and facilities.
 - Review the fiscal impact of the proposed annexation to the City.
 - Identify whether the proposal represents an orderly and logical extension of City boundaries.
 - Assess the ability of the City to provide urban level services.
 - Determine whether the proposal would induce residential growth.



- g. Determine whether the proposal would provide provisions for affordable housing.
 - h. Determine whether the proposal would provide provisions for open space.
 - i. Evaluate the effect of the annexation to any relevant social or economic aspects of interest.
 - j. Identify appropriate Land Development Code zone packages for the property.
 - j.k. Verify and determine the level of support on the part of affected property owners and area residentscommunity members.
- LU-K.3. Include areas, upon their annexation, in the appropriate community planning area, and ensure that future development implements the policies and recommendations of the General Plan and applicable community plan.
- LU-K.4. Pursue annexation of the county ~~islands listed below~~island known as Davis Ranch based upon a review of the preceding factors, and the fact that the City has provided efficient delivery of urban services, roadways and other major public facilities to ~~these areas for many years: the Davis Ranch, an approximately 77-acre property, designated for industrial use, located adjacent to Interstate 15 within the Scripps Miramar Ranch Community Planning Area; and the Mount Hope Cemetery, an approximately 100-acre property, designated as a public cemetery, located within the Southeastern San Diego Community Planning Area.~~this area for many years..

Mobility Element



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Mobility Element

Purpose

To improve mobility through development and operation of a balanced, well-connected, safe, sustainable, and equitable multi-modal transportation systemnetwork for people to safely, conveniently and enjoyably move around.

Introduction

The Mobility Element's ~~An~~ overall goal ~~of the Mobility Element~~ is to further the attainment ~~achieve~~ of a balanced, multi-modal transportation systemnetwork that gets us where ~~allows people to move around - we want to go~~ safely, conveniently and enjoyably, and minimizes environmental and neighborhood impacts. A balanced systemnetwork is one in which each mode, or type of transportation, is able to ~~contributes~~ to an efficient network of services meeting varied user needs. ~~For example, the~~ Mobility Element contains policies that will help walking/rolling, bicycling, and using shared mobility devices become more viable for short trips, and for transit to more efficiently ~~link~~ highly frequented destinations more efficiently. It also includes a vision for improving existing streets consistent with Complete Streets planning principles and concepts that will result in dynamic, vibrant corridors that support all modes of travel. ~~In addition to addressing walking, bicycling, transit, and streets, and transit,~~ The Element also includes policies related to: regional collaboration, bicycling, parking, goods movement, and other components of our transportation system. ~~Taken together, T~~ hese policies advance a strategy for congestion relief and ~~increased~~ mobility transportation choices in a manner that strengthens the City of Villages land use vision, and helps achieve a clean and sustainable environment and improves equity by expanding equitable access, particularly focusing on improving access to areas with the greatest needs.

To attain equity, the City acknowledges the need to engage communities of concern and understand where disparities exist and identify ways to address those disparities based on access to opportunity during the planning process. The confluence of transportation and land use polices can be used as a tool to address historic inequities in San Diego by prioritizing access to social and economic opportunities, such as jobs, affordable housinghomes, healthy food, education, healthcare, and recreation, particularly inunderserved, areas with the greatest needs.- With the highest need to equalize the playing field and connect people to more resources through mobility, the transportation system should also comprise include multi-modal options that are safe, affordable, reliant, enjoyable and easy to

use.

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Mi Pueblo Pilot Village—Estudio Cruz



A complete mobility system concept from the Kearny Mesa Community Plan with options for people to walk, ride a bicycle, and take transit. This approach supports the growth of the community and enhances its livability.



THE CITY OF SAN DIEGO
General Plan
Mobility Element

Existing and Planned Park and Open Space

Dedicated and designated planned open space and park information represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalized existing land use data and City of San Diego park and open space data.

Planned Transit Service

Planned higher frequency rail (Trolley and Coaster) and Bus Rapid Transit (BRT) routes represent the updated 2006 revenue constrained corridor and regional transit service from the adopted San Diego Association of Governments 2030 Regional Transportation Plan and the SR-56 transit route from the unconstrained network. The BRT routes and the Trolley Mid-Coast route represent new transit routes. The existing rail routes represent improved operating frequencies above the existing frequencies. Each route is planned to operate every 15 minutes or better during the morning and evening commute periods except for the Coaster, which is planned to operate every 20 minutes.

Existing Transit Service

Existing transit service represents the adopted Metropolitan Transit System 2006 Comprehensive Operational Analysis transit network. Higher frequency bus and trolley service represents the urban network of single routes traveling on key corridors every 15 minutes or better. Lower frequency service represents the remaining bus transit network.

Existing and Planned Park and Open Space

Dedicated and designated planned open space and park information represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalized existing land use data and City of San Diego park and open space data.

Planned Transit Service

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Existing Transit Service

Existing transit service represents the adopted Metropolitan Transit System 2006 Comprehensive Operational Analysis transit network. Higher frequency bus and trolley service represents the urban network of single routes traveling on key corridors every 15 minutes or better. Lower frequency service represents the remaining bus transit network.

See Revised Figure ME-1: Transit Land Use Connections

Pacific Ocean
Transit Land Use Connections

Figure ME-1

Planned High Frequency Transit Service

Bus Rapid Transit & Rail

Existing Transit Service

Higher Frequency Lower Frequency

Bus Service Bus Service

Existing and Planned Park and Open Space

Park, Open Space, and Recreation

Planned Land Use

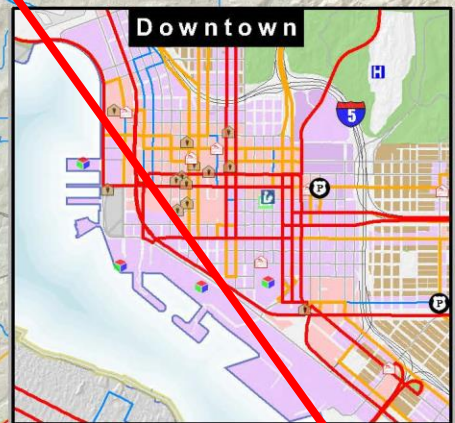
Multi-Family Commercial Multiple Use Single Family Residential and Other Uses

Activity Centers

Government Centers Police Stations Hospitals
Major Attractions Public Library Fire Stations
Post Offices High Schools
Military Facilities Universities & Colleges



0 1 2 4 6 Miles



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FIGURE ME-1A

Transit Land Use Connections with Plan Land Use

Pacific Ocean

Planned Transit Service
 Planned higher frequency transit service reflect the Transit Leap network provided in the San Diego Forward: The 2021 Regional Plan. Corridor alignments are subject to change based on future updates of the Regional Plan, funding, and/or project-level studies and outreach. For more information on planned transit, please see SANDAG's adopted Regional Plan.

Existing Transit Service
 Existing transit service represented here may not be the current transit service but a best estimate based upon SANDAG and SanGIS. For the latest information on existing transit, please see the Metropolitan Transit System website.

Planned High Frequency Transit Service

- Commuter Rail
- Light Rail
- Next Gen Rapid
- Automated People Mover

Existing Transit Service

- Bus Service

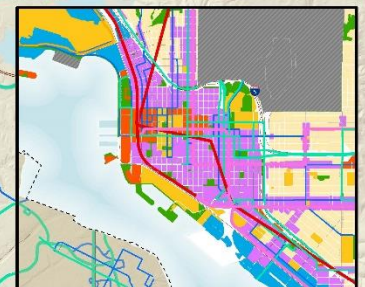
General Plan Land Use

- Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Agriculture

Other Features

- Special Use Areas

Sources: City of San Diego General Plan, SANDAG, SanGIS, City of San Diego



Downtown



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FIGURE ME-1B

Transit Land Use Connections with Village Propensity

Pacific Ocean

Planned Transit Service
 Planned higher frequency transit service reflect the Transit Leap network provided in the San Diego Forward: The 2021 Regional Plan. Corridor alignments are subject to change based on future updates of the Regional Plan, funding, and/or project-level studies and outreach. For more information on planned transit, please see SANDAG's adopted Regional Plan.

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Planned High Frequency Transit Service

- Commuter Rail
- Light Rail
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Existing Transit Service

- Bus Service

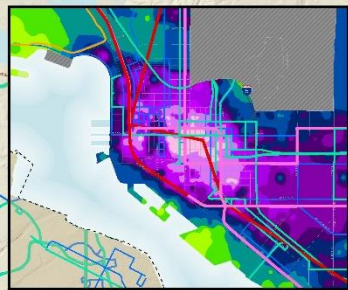
Other Features

- Special Use Areas

Village Propensity Level

- High
- Low

Sources: City of San Diego General Plan, SANDAG, SanGIS, City of San Diego



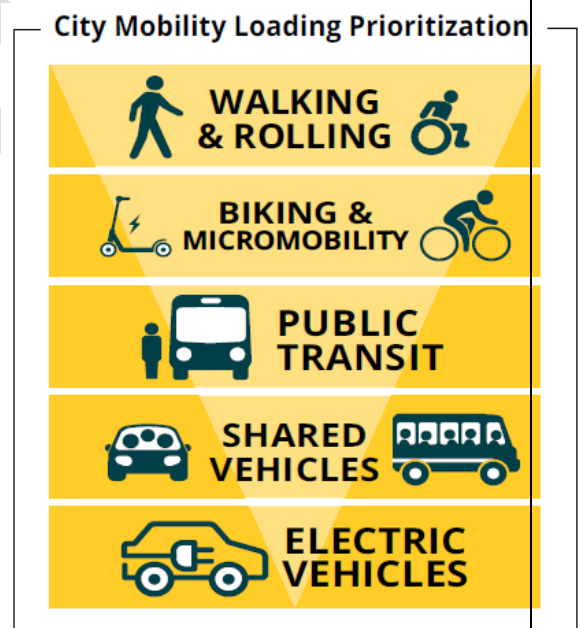
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Mobility of People

Mobility refers to how people get around. It includes people who walk, people with disabilities on wheelchairs or other assistive devices (rolling), people who bike, people who ride transit, and people who drive cars. The quality of life for San Diegans is directly tied to the transportation system and a critical measure of mobility is the availability of choices and accessibility. Everyone should have the opportunity to access good jobs, healthcare, education, social services, recreation, and all the unique features San Diego has to offer regardless of their mode choice, location, age, ability, or income. However, a disproportionate amount of the City's historic transportation planning efforts focused on infrastructure for automobiles resulting in a car-centric system that has not adequately responded to the mobility needs of all users. By prioritizing moving people over cars, investing in high-quality multi-modal infrastructure that safely and efficiently moves people of all ages and abilities, as well as incentivizing affordable, reliable alternative modes, the City will not only improve mobility and livability for its residents-community members and visitors alike, but will also support a healthier, more vibrant future.

Prioritizing Sustainable Modes

Shifting away from a car-centric transportation system starts with establishing a mobility priority system for our roadways (also referred to as mobility loading prioritization), where the safety of the most vulnerable users is the highest priority because they are the most at risk. People walking/rolling are considered the top priority on every street, followed by people who ride a bike and use micro mobility, then transit riders. The priority system concludes with people using shared, commercial, and personal electric or alternative fuel vehicles (both for personal trips or for the delivery of goods). As these priority modes have historically encountered underinvestment, rebalancing our the City's transportation network to better allocate roadway space, amenities, and connections for these modes will address the needs of their users and make them a more convenient choice for how people move around the City.



Relationship Between Land Use and Transportation Planning

The Mobility Element, and Land Use ~~and Community Planning~~ Element of the General Plan are closely linked. The Land Use ~~and Community Planning~~ Element identifies existing ~~uses~~ and planned land uses, and the Mobility Element identifies



the proposed transportation ~~system/network~~ and strategies ~~which have been~~ designed to meet the future ~~mobility/transportation~~ needs generated by ~~the~~ planned ~~land uses/new growth~~. ~~Previous land use decisions emphasized suburban development resulting in longer commutes between homes and jobs. Creating a sustainable framework for growth to support current and future San Diegans; requires close coordination between land use changes and transportation planning. The integration of transit and land use planning is illustrated by the Transit/Land Use Connections Map (see Figure ME-1). This map identifies existing and community plan-designated activity centers, commercial centers and corridors, and multifamily residential areas that are along the region's higher frequency existing and planned transit services.~~

~~Implementation of t~~The ~~City of Villages growth strategy is dependent upon the close coordination of land use and transportation planning. The strategy calls for increasing homes and jobs in village areas that are connected to the regional transit system and future transit investments. redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system. Villages should increase personal transportation choices and minimize transportation impacts through design that pays attention to the needs of people traveling by transit, foot, and bicycle, as well as the automobile. Focused development and densityHomes and jobs adjacent to high frequency transit stops and stations helps make transit convenient for more people; and allows for a more cost-effective expansion of transit services. Ttransit-oriented development involves more than just building homes near transit; it is also a mix of land uses that Housing in mixed-use commercial areas provides opportunities for people to live near their place-of-workjob, and helps support the use of neighborhood shops and services. Convenient access to places and resources should also be complemented with a walkable/rollable and bikeable public realm spaces that reduces the need to drive necessity of using a car and is supported by a balanced transportation system. Such a growth strategy provides a sustainable framework that enables San Diegans to accomplish everyday tasks locally and more efficiently further improving quality of life in the City.~~

~~The integration of transit and land use planning is illustrated by the Transit/Land Use Connections Map (see Figure ME-1). This map shows areas where future growth could occur and be supported by convenient and affordable opportunities to walk/roll, bike, and ride transit to conduct daily needs. Areas shown in purple and blue demonstrate the greatest likelihood of supporting walking/rolling, biking, and transit usage compared to driving. These areas have the potential to support future growth in a manner aligned with the broader goals of the City of Villages strategy and expand mobility options across the City. Most of these areas depicted are already existing and community plan-designated activity centers, commercial centers and corridors, and multi-homefamily residential areas that are along the region's higher frequency existing and planned transit-service routes.~~

Communities also benefit from ~~cohesivethe village~~ transportation/land use planning strategy as a result of ~~because of~~ the overall increase of transit service, street and freeway improvements, increased accessibility to regional employment areas, citywide improvements to foster walking and bicycling, and citywide multi-modal transportation improvements in conjunction with development. In recognition of the diversity of San Diego’s communities and the range of transportation issues that exist within them, the Mobility Element contains several “toolboxes” which illustrate the flexibility that exists and many of the options available to implement citywide policies. These toolboxes contain a variety of strategies and potential improvements that may be utilized where appropriate to develop area-specific solutions to community parking and traffic issues.



Relationship with Other Plans and Programs

The Mobility Element is part of a larger body of plans and programs that guide the development and management of our transportation system.

~~The Regional Transportation Plan (RTP), prepared and adopted by the San Diego Association of Governments (SANDAG) is the region's long-range mobility plan. It plans for and identifies projects for multiple modes of transportation to achieve a balanced regional system that is more efficient, accessible, and sustainable. The Regional Plan establishes the basis for state funding of local and regional transportation projects, and is a prerequisite for federal funding. SANDAG prioritizes and allocates the expenditure of regional, state, and federal transportation funds to implement Regional TPlan projects. The Regional Plan complies with specific state and federal mandates, including the requirement to develop a Sustainable Communities Strategy that achieves greenhouse gas emission reduction targets.~~

~~In order to meet federal congestion management requirements, the current Regional TPlan includes: performance monitoring and measurement of the regional transportation system, multi-modal alternatives and non-single occupancy vehicle analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program (RTIP). The Regional Transportation Improvement Program (RTIP), also prepared by SANDAG, identifies Regional TPlan highway, arterial, transit, and bikeway projects that are planned for implementation everyover the next five years.~~

~~The Mobility Element includes policies to support implementation of the Climate Action Plan (CAP). Cars and other fuel-powered vehicles are the largest source of greenhouse gas (GHG) emissions and pollutants impacting our air quality. The CAP sets a goal of net zero emissions by 2035 and to support this goal, at least half of all trips across the City will need to shift to more sustainable, climate-friendly modes like walking/rolling, biking, or taking transit. The Mobility Element is most aligned with the CAP by focusing the planning of the transportation system to support the City of Villages strategy, promoting a mobility loading priority for how streets are designed, and providing more mobility choices, which reduces overall citywide GHGvehicular travel (vehicle miles traveled, or VMT), and therefore GHG -emissions and vehicle miles traveled (VMT).~~

~~Active transportation refers to any type of human-powered mobility that engages people in physical activity, such as walking/rolling and ,biking, and rolling. Modes of aActive transportation modes offer low-cost mobility options whether they are personally owned devices or those that are rented. When active transportation directly replaces vehicle trips and reduces VMTvehicular travel, use of these modes have the added benefits of decreasing the demand on the roadway system, reducing GHG emissions, as well as improving individual and public health as well as overall~~

congestion.

The Vision Zero Strategic Plan lays out a course of actions to achieve the Vision Zero goal along with other considerations to help San Diegans move around safely. The City has also committed to the Vision Zero goal of eliminating all traffic fatalities and severe injuries associated with transportation. Safe travel is a top priority for the City, and it can improve road safety for all users, especially the most vulnerable, through the application of engineering solutions that mitigate concerns related to traffic speeds, conflicts between different modes, and street quality.

Development of a separate comprehensive, long-range Mobility Master Plan will efficiently implement transportation improvements, services, and programs that achieve the City's climate, equity, and mobility goals. This plan will help to establish project priorities, but also and provide detailed actionable steps. These steps will ensure that citywide mobility initiatives support implementation of the CAP and Climate Resilient SD, prioritize investments in areas with the greatest needs, and remove the barriers that people face when shifting to non-auto travel modes.

Relationship with Other Agencies

The Mobility Element and the Regional TPlan both highlight the importance of integrating transportation and land use planning decisions, and using multi-modal strategies to reduce congestion, increase travel choices, and decrease VTMvehicle miles traveled. However, the Mobility Element more specifically plans for the City's transportation goals and needs. The City recognizes that regional planning necessitates close working relationships between City and SANDAG planners and that optimum transportation infrastructure planning must be coordinated through state agencies such as Caltrans and through the region's transit agencies (MTS and NCTD). ~~To this end, staff participation on SANDAG advisory committees is critical.~~ The Mobility Element, ~~Section K~~, and Public Facilities Element, ~~Section B~~, contain policies on how to work effectively with SANDAG to help ensure that City transportation priorities are implemented.

~~The effectiveness of policies to improve mobility will be measured through monitoring of General Plan and regional plans implementation. The General Plan Monitoring Report measures progress toward reducing traffic congestion through the use of Sustainable Community Indicators that include measurements such as vehicle miles traveled per capita and number of weekday transit riders. SANDAG monitors and evaluates the performance and operation of the region's transportation system using performance indicators that are measured in an annual report.~~



A. Walkable/Rollable Communities

Goals

- ◆ A city where walking/rolling is a viable travel choice, particularly for trips of less than one-half mile.
- ◆ A safe and comfortable ~~pedestrian~~-environment for people that walk/roll.
- ◆ A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.
- ◆ Greater walkability achieved through pedestrian-friendly street, site and building design.

Discussion

The pedestrian environment affects us all whether we are walking/rolling to transit, a store, school, or simply walking/rolling from a parked car to a building. Pedestrian activity is more likely in areas where destinations are nearby. People enjoy walking/rolling in places where there are sidewalks shaded with trees, lighting, interesting buildings or scenery to look at, other people outside, neighborhood destinations, and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also help promote use of alternatives to ~~automobile-vehicular~~ travel and contribute to the overall quality, vitality, and sense of community of our neighborhoods. Policies designed to support people that walk/roll~~walking and pedestrians~~ are also intended to benefit overall accessibility.

Walkable communities offer public health benefits by providing opportunities for people to be active as a part of their everyday lives. There have been numerous studies that demonstrate a strong link between public health and the built environment, with the healthiest communities exhibiting many of the same types of features that are central to the City of Villages strategy and addressed throughout the General Plan, including:

- Compact, mixed-use neighborhoods linked by public transportation¹ (see Land Use and Community Planning Element, ~~Section A; and ME Sections A and DB~~).
- ~~Residences~~ Homes within close proximity of near parks, schools, shopping,

¹ Lawrence F, Sallis J, Conway T, et al. *Many Pathways from Land Use to Health*. Journal of the American Planning Association. 2006;72:75-87.

employment, and transit stops² (see Land Use and Community Planning Element, ~~Section A~~; and Recreation Element, ~~Section D~~).

- A safe and accessible walking/~~rolling~~ environment³ (~~see ME Section A~~).
- Neighborhood streets designed for pedestrian safety (~~Mobility Element Sections A and EC and see~~ Urban Design Element ~~Section B~~);
- Neighborhoods where ~~residents~~ community members have easy and convenient access to healthy food choices⁴ (see Conservation Element, ~~Section E~~).

~~The policies below address safety, accessibility, connectivity, and walkability goals. More specific actions to implement these the walkable community policies are recommended to be included in thea citywide~~ Pedestrian Master Plan (PMP). The PMP ~~will~~ identify and prioritized pedestrian improvement projects based on technical analysis and community input. The PMP is intended to be complementary to the community plans, recognizing that not all community plans ~~currently~~ address pedestrian issues.

Policies

Safety and Accessibility

- ME-A.1. Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.

² McGinnis M, Williams-Russo P, Knickman J. *The Case for more active policy attention to health promotion*. Health Affairs. 2002;21:78.

³ Saelens BE, Sallis JF, Black JB, et al. *Neighborhood-based differences in physical activity: an environmental scale evaluation*. American Journal of Public Health. 2003;93:1552-8.

⁴ Flounoy R, Treuhaft S. *Healthy Food, Healthy Communities: Improving Access and Opportunities Through Food Retailing*. PolicyLink 2005. Accessed at <http://www.policylink.org/pdfs/HealthyFoodHealthyCommunities.pdf>.



ME-A.2. Design and implement safe pedestrian routes.

- a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.



Design, maintain, and improve roads that are usable for all people, whether they are 8 or 80 years old

Holistically implement ADA standards during right-of-way maintenance and improvement projects, including evaluation for accessible parking (timed parking and blue curbs).

- b. Promote “Walking School Bus” efforts where parents or other responsible adults share the responsibility of escorting children to and from school by foot or bicycle.
- c. When new schools are planned, work with school districts and affected communities to locate schools so that the number of students who can walk to school safely is maximized.
- d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, ~~Policy UD-A.17~~).
- e. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.
- f. Provide adequate levels of lighting for pedestrian safety and comfort.

ME-A.3. Engage in ~~a~~ public education campaigns to increase drivers’ awareness of pedestrians and bicyclists, and to encourage more courteous driving.

ME-A.4. Make sidewalks and street crossings accessible to pedestrians of all

abilities.

- a. Meet or exceed all federal and state requirements, including compliance with the Americans with Disabilities Act (ADA).
- b. Provide special attention to the needs of children, the elderly, and people with disabilities through the application of universal design techniques.
- c. Maintain pedestrian facilities to be free of damage or trip hazards.

ME-A.5. Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage.

- a. Minimize obstructions and barriers that inhibit pedestrian circulation.
- b. Consider pedestrian impacts when designing the width and number of driveways within a street segment.

Connectivity

ME-A.6. Work toward achieving a complete, functional and interconnected pedestrian network.

- a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1.



North Park pedestrian breakthroughs

1. Close gaps in the sidewalk network.
 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible.
 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.
- b. Link sidewalks, pedestrian paths and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-D.6).
 - c. Provide and maintain trash and recycling receptacles, and restrooms



available to the public where needed.

- d. Address pedestrian needs as an integral component of community ~~and public facilities financing~~ plan updates and amendments, ~~public facilities financing/impact fee studies~~, other planning studies and programs, and the development project review process.
- e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.

Walkability

ME-A.7. Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.



- a. Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, ~~play spaces~~, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element, ~~Policy UD-A.10~~).
- b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, ~~Policies UD-A.6, UD-B.4, and UD-C.6~~).
- c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.
- d. Enhance alleys as secure pathways to provide additional pedestrian connections.
- e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.
- f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.

- ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.
- ME.A.9. Continue to collaborate with regional agencies, school districts, community planning groups, community activists, public health professionals, developers, law and code enforcement officials, and others, to better realize the mobility, environmental, social, and health benefits of walkable communities.
- ME-A.10. Create walkable destinations equitably across the City by increasing opportunities for placemaking and community gathering spaces, facilitating outdoor dining, and allowing for the creation of more designated space for active transportation.
- ME-A.11. Support opportunities to convert undeveloped right-of-way or underutilized paper streets into trails, enhanced urban pathways, multi-use paths, or public spaces that encourage outdoor activity and active transportation (see also Recreation Element).



TABLE ME-1 Pedestrian Improvement Toolbox

Pedestrian Improvement	Description	Illustration
Accessible Pedestrian Traffic Signal	Accessible Pedestrian Traffic Signals are devices that communicate information about pedestrian timing in <u>a</u> nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces.	
Connection Pathway for Pedestrians	Connection Pathways for Pedestrians provide a more direct access between streets that do not connect.	
Curb Radius Reduction	Curb Radius Reductions provide tighter corner radii at intersections. This treatment reduces the speeds of right-turning vehicles, increases the visibility of pedestrians to drivers, and reduces the crossing distance for pedestrians.	
Curb Ramp	A Curb Ramp is a combined ramp and landing that provides an accessible transition between the high and low sides of a curb. Curb ramps provide street and sidewalk access to <u>persons with disabilities-pedestrians using wheelchairs or other assistive devices., as well as caregivers traveling with infants and young children.</u>	

TABLE ME-1 Pedestrian Improvement Toolbox

Pedestrian Improvement	Description	Illustration
Education, Encouragement, and Awareness Programs	Education, Encouragement and Awareness Programs include activities at local schools that teach children about pedestrian safety, programs that encourage walking to school or work, and traffic safety awareness campaigns.	
Enforcement	Enforcement requires the presence of police officers to monitor and enforce speed limits and other traffic regulations. Enforcement is used to improve compliance with traffic laws.	
High-Visibility Crosswalk Striping	High Visibility Crosswalk Striping such as zebra, <u>continental</u> , or ladder-style markings improve visibility of crosswalks to drivers.	
Lead Pedestrian Interval at Traffic Signals	Lead Pedestrian Intervals at Traffic Signals enable pedestrians to establish themselves in the crosswalk before concurrent traffic movements get a green indication. This reduces conflicts between pedestrians and turning vehicles.	
Marked Crosswalks with In-Pavement Flashers	Marked Crosswalks with In-Pavement Flashers are highly visible and warn drivers that pedestrians are present in the crosswalk.	



TABLE ME-1 Pedestrian Improvement Toolbox

Pedestrian Improvement	Description	Illustration
On-Street Parking	On-Street Parking provides a buffer between pedestrians on the sidewalk and moving vehicles.	
Pedestrian Countdown Display at Traffic Signals	Pedestrian Countdown Displays at Traffic Signals let pedestrians know how much crossing time remains.	
Planting Strip/Parkway Planting	A Planting Strip/Parkway Planting along the sidewalk sets the pedestrian path away from the roadway, provides a buffer between pedestrians and moving vehicles, and is aesthetically pleasing.	
Pedestrian-Scale Lighting	Pedestrian-Scale Lighting improves visibility and security.	
Pedestrian Bridge/Grade Separation	Pedestrian Bridges/Grade Separations eliminate conflicts between vehicles and pedestrians.	

TABLE ME-1 Pedestrian Improvement Toolbox

Pedestrian Improvement	Description	Illustration
Pop-out/Bulb-out/Curb Extension	<p>Bulb-outs, also known as Pop-Outs and Curb Extensions, narrow the width of a street <u>usually</u> at <u>the corners of</u> an intersection by extending the curb into <u>the roadway-at the corner(s) of an intersection</u>. This reduces the speeds of right-turning vehicles, increases the visibility of pedestrians to drivers, and creates a shorter crossing distance, reducing pedestrians exposure to moving vehicles.</p>	
Raised Crosswalks	<p>Raised Crosswalks have ramps on both sides of the flat crosswalk surface. The vertical deflection encourages traffic to slow down while markings increase visibility of the crosswalk to drivers.</p>	
Raised Median Pedestrian Refuge	<p>Raised Median Pedestrian Refuges are used to reduce pedestrian exposure to moving vehicles, and provide a refuge in the middle of the street. This allows the pedestrian to identify a safe gap and cross one direction of traffic at a time.</p>	
Sidewalk	<p>Sidewalks are walkways that parallel vehicle roadways. Contiguous sidewalks have the pedestrian path of travel immediately adjacent to the curb. Non-contiguous sidewalks have the pedestrian path of travel separated from the curb by a planting strip.</p>	



TABLE ME-1 Pedestrian Improvement Toolbox

Pedestrian Improvement	Description	Illustration
Street Furnishings for Comfort	Street Furnishings such as benches and other amenities improve the pedestrian environment.	
Trees for Shade	Canopy Trees provide protection from the sun. When trees are located between the sidewalk and roadway, they provide a buffer between pedestrians and moving vehicles.	
Traffic Controls	Traffic Controls such as stop signs and traffic signals assign right-of way.	
Turn Restrictions	Turn Restrictions may be used at intersections to reduce or eliminate vehicle conflicts with pedestrians.	
Walkways	Walkways are prepared exterior routes designed to provide pedestrian accessibility. They are general pedestrian routes, including plazas, courts and sidewalks.	

B. Bicycling

Goals

- ◆ A city where bicycling is a **viable-safe, convenient and enjoyable** travel choice, particularly for trips of less than five miles.
- ◆ A safe and comprehensive local and regional bikeway network.
- ◆ Environmental quality, public health, recreation, and mobility benefits through increased bicycling.

Discussion

Of all trips taken by all transportation modes, the average length is five miles – about a 30-minute bicycle ride. Many of these trips could be taken by bicycle **or e-bicycling**, provided adequate consideration has been given to cycling infrastructure. **Bicycling Cyclists-needs** safe bikeways that are connected to activity centers, easy access on public transit, convenient and secure bicycle parking, an educated driving public, and shower and locker facilities. Bicycling **offers benefits to society as a whole as it** is a non-polluting and sustainable form of transportation, and **bicycling provides individual cyclists enjoy** personal fitness and potential savings in **transportation gasoline and other auto-related** expenses.



Development, maintenance, and support of the bicycle network are guided by the **City's** Bicycle Master Plan (BMP). The BMP contains detailed policies, action items, and network maps, and addresses issues such as bikeway planning, community involvement, facility design, bikeway classifications, multi-modal integration, safety and education, and support facilities (see Figure ME-2). The BMP is intended to provide a **citywide-Citywide** perspective that is enhanced with more detailed community plan level recommendations and refinements. The BMP also identifies specific bicycling programs and addresses network implementation, maintenance and funding strategies. Key bicycling policies are stated below, and complementary policies can be found in Sections A, C, **E**, and **GE**. In addition, the City of San Diego Street Design Manual outlines bikeway design requirements **and guidelines**.



See Revised Figure ME-2:
Bikeways

Figure ME-2
Existing and Proposed Bikeways

Bikeway classes have been generalized for mapping purposes based on City of San Diego Bicycle Master Plan.

Bicycle Routes

- Proposed Bicycle Facilities
Existing Bicycle Facilities include: Classes 1, 2, & 3 Bikeways
- Existing Bicycle Facilities
Proposed Bicycle Facilities include: Priority Classes 1, 2, & 3 as well as other proposed classes including 1, 2, & 3.
- Bicycle Facilities- Other Jurisdictions

Source: Other Jurisdiction Bicycle Facilities, SANDAG

Existing and Planned Park and Open Space

- Park
 - Open Space
- Dedicated and designated planned open space and park information represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalizes existing land use data and City of San Diego park and open space data.*

Other Features

- Military Use

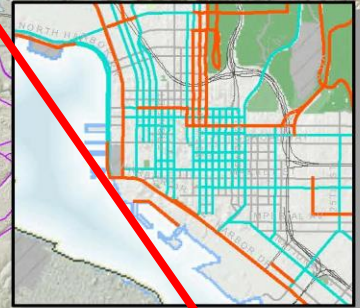
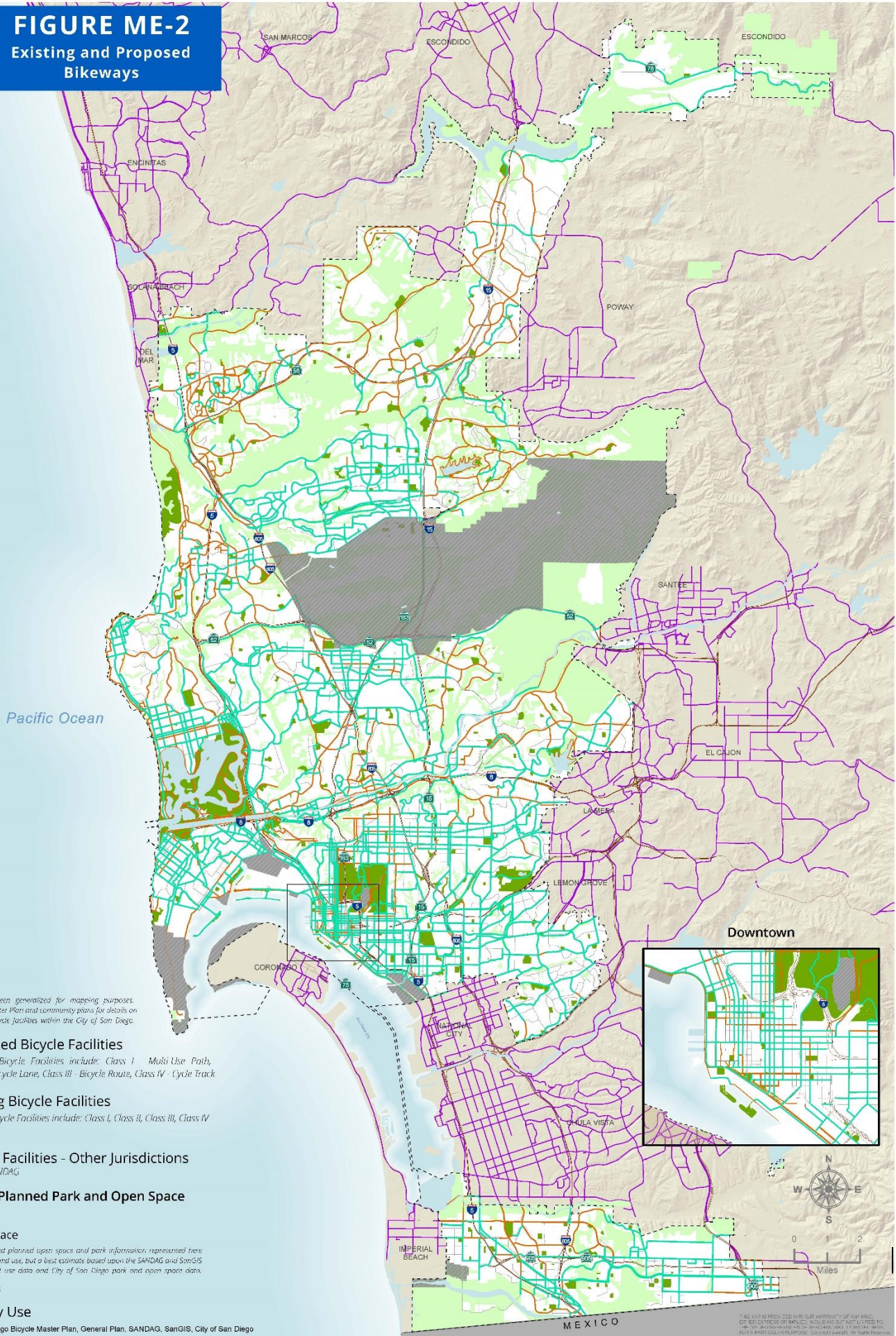




FIGURE ME-2
Existing and Proposed
Bikeways



Bikeways

Bikeway classes have been generalized for mapping purposes. Please see the Bicycle Master Plan and community plans for details on existing and planned bicycle facilities within the City of San Diego.

- **Proposed Bicycle Facilities**
Proposed Bicycle Facilities include: Class I - Multi-Use Path, Class II - Bicycle Lane, Class III - Bicycle Route, Class IV - Cycle Track
- **Existing Bicycle Facilities**
Existing Bicycle Facilities include: Class I, Class II, Class III, Class IV
- **Bicycle Facilities - Other Jurisdictions**
Source: SANDAG

Existing and Planned Park and Open Space

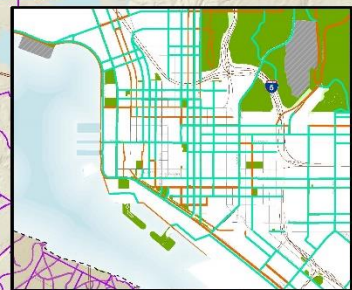
- **Park**
- **Open Space**

Dedicated and designated planned open space and park information, represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalized existing land use data and City of San Diego park and open space data.

Other Features

- Military Use**

Sources: City of San Diego Bicycle Master Plan, General Plan, SANDAG, SanGIS, City of San Diego



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Policies

ME-~~BF~~.1. Implement the City's Bicycle Master Plan and community plan bicycle networks with a Class IV First approach where appropriate and feasible, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.



- a. Update the plan periodically as required by Caltrans, in a manner consistent with General Plan goals and policies and latest best practices.
- b. Coordinate with other local jurisdictions, SANDAG, schools, and community organizations to review and comment on bicycle issues of mutual concern.
- c. Reference and refine the plan, as needed, in conjunction with community plan updates and proposed regional connections.
- d. Improve connectivity of the multi-use trail network, for use by bicyclists and others as appropriate.

ME-~~BF~~.2. Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village areacenters, schools, commercial districts, transit stations, and institutions.

- a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations.
- b. Develop and maintain a comprehensive, integrated system of reduced stress bikeways to help encourage residents-community members to cycle for commuting and daily needs.
- b.c. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.
- e.d. Recognize that bicyclists use all City roadways.
 1. Design future roadways to accommodate bicycle travel; and

2. Upgrade existing roadways to enhance bicycle travel, where feasible.
- ME-~~BF~~.3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.
- a. Provide buffered or separated bikeways along major roadways where vehicle speeds and volumes are higher.
 - b. Provide treatments such as wayfinding and markings, colored pavement, bicycle signals, bike boxes, and protected intersections to enhance the safety, and comfort and enjoyability for all levels of bicycle riders.
 - a.c. Implement high-quality bicycle facilities, treatments, and amenities as roadways are resurfaced and/or rights-of-way becomes available.
- ME-~~BF~~.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.
- a. Continue to require bicycle parking in commercial and multiple unit residential zones.
 - b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.
- ME-~~BF~~.5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.
- ME-~~BF~~.6. Develop and implement public education programs promoting bicycling and bicycle safety.
- a. ~~Increase~~Increase public awareness of the benefits of bicycling and the availability of resources and facilities.
 - b. Increase government and public recognition of bicyclists' right to use public roadways.



C. -Shared Use Mobility

Goals

- ◆ A city with aAffordable, convenient, and sustainable shared transportationmobility options that replace vehicle trips.
- ◆ A city with sShared mobility programs that benefit everyonepeople in all communities, especially residents, who can benefit from an affordable and flexible alternative, and tourists

Increased usage and coverage of shared mobility devices

- ◆ Increased access to transit and Sseamless transfer experience between shared mobility devices and transit

Discussion

Shared use mobility includes transportation services and resources that are shared among people, either at the same time or one after another. The broad spectrum of these services can include bike-share, pedicabs, scooter-share, shuttles, circulators, neighborhood electric vehicles, carshare, taxis, and rideshare. While there are many types of shared use mobility, this section focuses on micro –mobility which is a general term for small, low-speed, human- or- electric-powered mobility devices like bicycles, electric-assist bicycles, and electric scooters (e-scooters).

Embracing sShared micro-mobility programs will help the City advance mobility goals. especially because lit provides people increased access to flexible, sustainable, and cost-effective transportation options and reduces their reliance on motor vehicles for short trips. Shared use mobility can have an even larger impact on the City's enhanced mobility landscape when it is paired with transit investments. For example, shared mobility devices can serve as a “first/last-mile” solution by making it easier for residentscommunity members and commuters to connect between transit and homes and jobs. Shared micro-mobility programs can also expand mobility services to those that otherwise may not have access to their own bike or scooter.

Although the emergence of micro-mobility as part of the multi-modal transportation system provides numerous benefits, it has also brought a unique set of challenges. The City has had to address accommodating these devices on roadways, regulating shared mobility device operators and users, along with mitigating safety and parking issues. The City also continues to work with the operators and other public and private entities to solve equity issues, such as figuring out access options for people without a smartphone or a credit card to use a

~~shared mobility device. Overall, providing and improving micro-mobility service to disadvantaged populations people that currently have the most constrained access to convenient mobility choices is critical as they may benefit the most from should be prioritized to provide an such-affordable, flexible alternative to driving.~~

Policies

- ME-C.1. -Expand shared mobility program(s) coverage by identifying suitable locations for shared micro-mobility stations and geographic areas where a program should operate.
- a. Ensure that shared micro-mobility program(s) focus on connecting neighborhoods, business districts, and high demand destinations.
 - b. Deploy shared mobility devices near active transportation facilities.
 - c. Improve the convenience and the user experience in accessing tourist/visitor destinations via shared mobility devices.
 - d. Work with public and private entities, such as large employers, colleges, and public agencies, to provide their patrons access to shared mobility devices.
- ME-C.2.- Designate shared mobility device parking zones or corrals in commercial and recreational areas, schools, transit stations, mobility hubs, activity centers, and tourist/visitor destinations.
- ME-C.3. -Partner with shared mobility device operators to optimize the number of e-scooters available-availability in mobility hubs and near transit and to promote “first/last-mile” application of these devices, especially during peak hours.
- ME-C.4. -Actively invest in equitable shared micro-mobility program(s) that allow residents-community members from all backgrounds, especially those from underserved communities in all communities, to access shared mobility devices without any financial, accessibility, technological, or language barriers.
- ME-C.5. -Regularly evaluate the success and challenges of the shared micro-mobility program(s) and adjust as necessary to ensure utilization benefits are captured while still providing a safe roadway environment.



D. Transit-First

Goals

- ◆ An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.
- ◆ Infrastructure that allows for reliable, high-quality transit service that is competitive with vehicular travel.
- ◆ Land uses that support increased transit ridership.
- ◆ Passenger rail that provides improved travel opportunities for passenger rail.



The American Plaza Trolley Station downtown provides an architecturally integrated, “front door” experience for transit patrons.

Discussion

A primary strategy of the General Plan is to reduce dependence on the automobile in order to achieve multiple and inter-related goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, reducing GHGs, reducing storm-water runoff, reducing paved surfaces, and fostering compact development and a more walkable city. Expanding transit services and supportive infrastructure is an essential component of this strategy.

Transit is the most efficient way of moving the greatest numbers of people within a community and across communities. Regional and citywide planning efforts continue to promote transit as the ideal choice of travel for many trips. Within the region, light rail (trolley) and bus transit is planned and developed by the metropolitan planning organization, San Diego Association of Governments (SANDAG), and operated by the Metropolitan Transit System (MTS). Locally, buses and the trolley light rail are supported by roadways and traffic signals maintained and operated by the City. The Regional Plan prepared by SANDAG identifies planned transit system improvements including light rail trolley, bus rapid transit (BRT), and capacity upgrades, as well as new connections to destinations, neighborhoods and major employment hubs in the San Diego region.

Regional Collaboration

The Regional Plan –calls for a network of high-capacity, high-speed, and high-frequency transit services that will incorporate new modes of transit while also providing improved existing services. development of a fast, flexible, reliable and convenient transit system that connects the region's major employment and activity centers with a rich network of transit services, and improves the quality of the travel experience for transit patrons. Under this strategy, transit will be easier to access, faster, and more convenient for people.

Transit and land use will be tightly linked, with transit stations integrated into walkable, transit-oriented neighborhoods and centers. In addition to theThe strategy builds upon existing and planned light and commuter rail transit networks the vision strategy and incorporates the use offuture Bus Next Generation (“Next Gen”) Rapid Bus and light and regional rail routesService.

Next Gen RapidThe Bus Rapid routes will have fewer stops, operate in priority travel lanes and separated roadways, get green light priority, and arrive every ten minutes all day. Transit (BRT) vehicles. The RapidBRT Similar to the original Rapid service, these routes will also include with upgraded vehicle and station amenities. vehicles are designed for a comfortable ride and have improved lighting and more headroom than have the flexibility of standard buses, but have the look and feel of rail vehicles. Greater use of low-floor transit vehicles along withnd smart fare cardssmart fare cards the Pronto fare system will allow for easier and speedier passenger boarding. Upgraded stations and real-time information will let patrons know when the next vehicle will be arriving. Continued refinements of the RP's transit visionTV are expected to occur over time as additional transit-related research and analysis takes place.

Successful implementation of capital, operational, and station area improvements will is intended to result in a transit system that is so attractive and convenient that transit will become the first choice of travel for many of the trips made in the region. Regional transit connectivity is to be provided through regional, corridor, local, and neighborhood transit services. Local and neighborhood services serve local trips, and may also provide linkages to regional and corridor services.

Innovative technologies and strategies that will help to prioritize high frequency transit and can accommodate new modes of transit on City streets. For example, €The Sustainable Mobility for Adaptable and Reliable Transportation (SMART)



Local bus service improvements are needed to create a high-frequency urban network of transit routes.



corridor concept will identify roadways for future dedicated lanes for buses, known as flexible lanes, transit priority measures, and other technology upgrades with intelligent transportation systems.

Ethe-emerging modes of transit including fixed or flexible route microtransitmicro transit options which are sustainable and convenient for short trips. Micro transit are typically smaller transit vehicles and includes the-lightweight, all electric vehicles known as neighborhood electric vehicle shuttles. These services can be scaled to the needs of individual communities, can offer first-mile/last-mile solutions, and serve shorter trips within a neighborhood or community to improve overall mobility and connections to the broader transit and transportation system. Innovative improvements can improve the potential for transit ridership increases and overall desirability of transit.

Passenger Rail

Regional and intercity passenger rail services can help reduce demand on our freeways and at our airports by providing alternatives to auto and air travel for intercity trips. The Coaster and Amtrak trains provide passenger rail service to San Diego along the coastal rail corridor. Passenger and freight trains share the corridor. The Coaster provides regional rail service between Oceanside and Downtown San Diego. Amtrak provides intercity passenger rail service from downtown San Diego to Los Angeles, and north to San Luis Obispo, which is the one of the most heavily traveled intercity passenger rail corridor in the nation.

The Regional Plan identifies projects that would improve rail service and performance and would enable service frequency improvements for regional and intercity passenger rail services. The Regional Plan envisions several new regional rail services with high-speed trains that are fast and convenient.

The California High-Speed Rail Authority has developed a plan for the construction, operation and financing of a statewide, intercity, high-speed intercity passenger rail system serving the major metropolitan centers. This plan identifies an inland corridor from San Diego through Riverside and San Bernardino Counties connecting to Los Angeles.

Transit Supportive City Land Use Planning

The Transit/Land Use Connections Map (Figure ME-1) illustrates the planned regional transit system in concert with village climate goal propensity areas, shows lines that are a part of the urban network adopted by the Metropolitan Transit System in 2006 and the land uses that these routes serve. Urban Network routes operate with service frequencies of 15 minutes throughout most of the day. Peak hour service frequencies may be greater to handle demand, while late evening service may be less. The Transit/Land Use Connections Map also shows planned rail and bus rapid transit routes that were adopted in the RP's TP Mobility 20530 transit network in the City of San Diego. The State Route 56 and Carroll Canyon corridors are shown as areas where the City will continue to work with SANDAG to plan for future transit service for existing and planned transit-oriented developments in these corridors.

Transit-supportive land use densities is the foundation for efficient, viable transit. The City of Villages growth strategy guides mixed-use villages, employment centers, and other higher intensity uses to be located in dense areas that can be served by high quality transit services. Such transit-oriented development is also a with a mix of land uses and pedestrian-friendly streetscape and active transportation facilities, allow more people to live and work within walking, rolling, and biking distance of transit. This also, which allows transit to run frequently and connect people to more places.

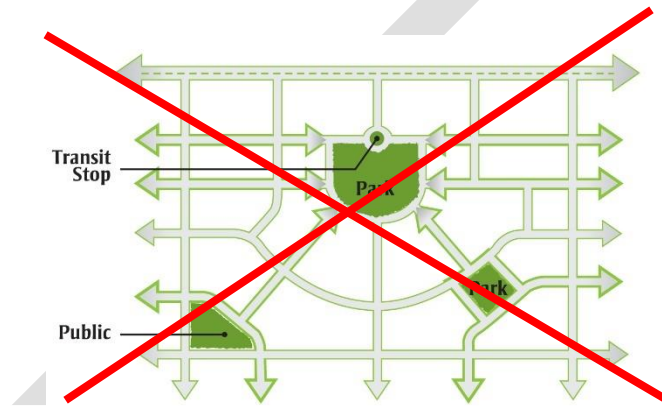


Mobility Element

Mobility hubs are places where transit and other shared mobility services, amenities, and supporting technology converge and be located at transit stations, villages and employment centers. Mobility hubs can range in size, and design and can include a mix of features to support mobility. Overall, mobility hubs helping implement first-last mile programs, by providing people transportation choices, and by facilitating safe, easy connections between choices.

The General Plan also supports transit through policies supportive of transit and pedestrian-oriented design, and implementation of transit priority measures. The General Plan addresses the need to prioritize improvements in areas with the greatest needs and likelihood to encourage transit use, to further align with housing, climate, and equity goals.

7



Transit-Oriented Development Example of Street and Public Spaces Layout



Example Mobility Hub concept for Mission Valley

Policies

Regional Agency Collaboration

- ME-~~DB~~.1. Work closely with regional agencies, transit operators, and others to increase transit ridership and mode share through increased transit service accessibility, frequency, connectivity, and availability.
- Develop an urban network of routes that operate with a base, mid-day service frequency of ten-minute intervals or better.
 - Provide transit routes that offer efficient connections between highly frequented origins and destinations.
 - Enhance overall transit customer experience through attention to safety, station areas, shelters and waiting areas, real-time traveler information, vehicles, seating, and other factors and amenities.
 - Develop City guidance to implement bus shelters based on MTS guidelines
 - Coordinate to provide seamless transfers between transit service and other modes (i.e., micro-mobility) and systems.
- ME-~~DB~~.2. Support the provision of higher-frequency transit services and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.
- ME-~~DB~~.3. Design and locate transit stops/stations to provide safe, convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers (see also Urban Design Element).



Transit lane simulation



ME-~~DB~~.4. Collaborate with regional agencies to evaluate the need for, and design of, mobility hubs and park-and-ride spaces at transit stations based on the character of the neighborhood, community plan recommendations, and the stations' roles in the regional transit system (see also Urban Design Element, ~~Policies UD-A.11 and UD-A.12~~).

ME-~~DB~~.5. Integrate the regional transit system with the local bus and~~intercity~~ rail network.

ME-~~DB~~.6. Work closely with regional agencies to achieve a transit system that is accessible to persons with disabilities.

ME-D.7. Assess ways to improve availability of transit and transit access for underserved and transit-dependent populations.

ME-~~DB~~.87. Support efforts to develop additional transportation options for non-driving older adults and persons with disabilities, including:

- Expansion of the regional database of public and private/nonprofit transportation providers;
- Development of innovative programs to link a wide range of transportation providers with persons in need; and
- Identification of transportation providers and programs that could assist in evacuating persons in need, as a part of emergency and disaster preparedness plans, ~~that are referenced in the Public Facilities Element, Section P (see also Land Use Element, Policy LU-I.10).~~

ME-~~DB~~.98. Support efforts to use alternative fuels in transit vehicles to help implement air quality and energy conservation goals.

Passenger Rail

ME-D.10. Support commuter, intercity and high-speed passenger rail transportation projects that will provide travel options and improve the quality of service for intercity travel while minimizing adverse impacts to communities.

ME-D.11. Support intermodal stations to facilitate transfer of passengers between modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.

ME-D.12. Locate future stations adjacent to villages with high-density employment or residential uses.

ME-D.13. Ensure that stations are well designed, contain amenities, and are integrated into the community.

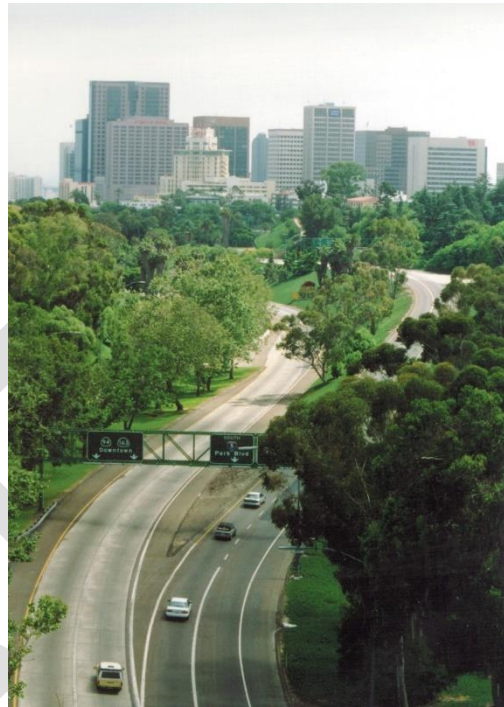
ME-D.14. Support increased commuter and intercity passenger rail services.

ME-D.15. Support a stable, multi-year transportation funding policy for passenger rail services that meets the goal of improved rail travel opportunities.

Transit Supportive City Land Use Planning

ME-DB.1069.- Make transit planning an integral component of long-range planning documents and the development review process.

- a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process.
- b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with the Land Use and Community Planning Element, Sections A and C.
- c. Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process.
- d. ~~Create a quick-build policy and design guidelines to facilitate~~Proactively seek opportunities to repurpose of the rights-of-way and/or installation of interim or pilot transit improvement projects that support transit operations and can be quickly implemented.
- e.e. Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access.
- d.f.e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.
- g. f. Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way.
- e.h. Improve transit resiliency and the ability of transit





infrastructure to withstand the effects of climate change-, while maintaining services.

ME--DB.1170. Implement transit priority measures to help bypass congested areas and for greater efficiency and reliability. Priority measures include, but are not limited to, transit signal priority, queue jumpers, exclusive transit lanes, transit ways, use of freeway shoulders, and direct access ramps to freeway High Occupancy Vehicle (HOV) facilities.

ME--DB.1128. Improve transit connections by investing in first-mile/last-mile solutions.

ME--D.139. Support and develop mobility hubs of different scales to provide a diverse set of amenities that encourage multi-modal trips, for all trip types, and to serve as connection points between transit, shared micro – mobility services, and other private transportation services.

E. — Complete Streets

Goals

- ◆ A transportation street and freeway system comprised of Complete Streets that balances the needs of multiple users of the public right-of-way regardless of their age, ability, or mobility choice.
- ◆ Complete Streets policies that provide guidance for streets that are safe, equitable, and accessible by all.
- ◆ *State Route 163* An interconnected street system that provides seamless multiple multi-modal linkages within and between communities.
- ◆ Vehicle congestion relief. Prioritized access for alternative modes of transportation, such as walking/rolling, biking, using shared mobility devices, and taking transit.
- ◆ Safe and efficient street design that minimizes environmental and neighborhood impacts.
- ◆ Well maintained streets.
- ◆ High-quality infrastructure that creates safe and comfortable-enjoyable spaces for people to walk/roll, ridebike, use transit, or drive.

Discussion

Streets and freeways comprise the framework of our transportation system and play a major role in shaping the form of the City. The quality of the roadway system affects our quality of life whether we travel by automobile, transit, bicycle, or foot, and influences which mode of travel we choose. The City plays an important role in providing viable travel choices to encourage mode shift beyond the vehicle.

The Mobility Element takes a balanced approach that considers multiple modes of mobility. Complete Streets are streets designed and operated to prioritize safety, comfort, and access to destinations for all users, such as pedestrians, bicyclists, motorists, and transit riders, regardless of their age or ability.

The Mobility Element contains policies to support creating a transportation system that encourage San Diegans to use active transportation and transit to access destinations throughout the City.

Planning for a Balanced System

San Diego is built out with a developed street network. Limited opportunities to construct new roadways and widen streets, calls for the management of an efficient, balanced, and multi-modal transportation network to support increased demands on streets. This approach of balancing the transportation system entails repurposing



existing roadway space with lanes dedicated to multiple modes of travel, which improves efficiency by increasing the capacity to move more people in the same amount of space.

The SMART corridor utilizes both flexible (flex) lanes and technology to increase the number of people traveling along major streets to freeways. Flexible lanes are for transit, other pooled services, or connected and automated vehicles. SMART corridors include transit priority measures and signal timing that adapts to changes in congestion and traffic demand in real-time, which improves the flow of traffic and performance of transit.

Additional ways to promote a balanced system are implementing Complete Streets strategy elements, prioritizing vulnerable users pedestrians people and bicycles walking/rolling and biking based on a modal loading priority, and enhancing transit for improved reliability and performance. If a street corridor cannot all modes can be accommodated along every street all types of modes, then certain modes may be prioritized to support a along specific corridors that allow for an interconnected transportation system that provides safe and enjoyable, comfortable connections to various destinations within and between communities. On streets segments where vehicular travel is not emphasized or where intersection or roadway widening is not practical, the City may accept the complete streets strategy accepts single occupant trade-off of some vehicle congestion in exchange return for the benefit of pedestrian, bicycle, and/or transit improvements can compensate for some vehicle congestion.

Transportation System Planning

The Regional Transportation Plan (RTP) is a comprehensive plan for major transportation projects in the San Diego region. The Regional PlanTP places a high priority on focuses improvements to the freeways and state highways, transit services, and regional arterial roads that accommodate that expand the region's the largest volumes of regional trips. Freeway improvements are planned or underway for segments of Interstates 5, 15, and 805, State Routes 52, 54, 56, 94, and 125, as well as the construction of Routes 905 and 11 along the U.S. — Mexico Border. The Regional PlanTP includes an extensive Managed Lanes/High Occupancy Vehicle (HOV) network that which provides priority access for bBus rRapid tTransit, vanpools, carpools, and other ride sharing. The California Department of Transportation (Caltrans) manages California's highway and freeway lanes among other responsibilities. Work on state freeways and highways is to be done in accordance with Caltrans standards. In addition to freeway enhancementseonstruction, the Regional PlanTP calls for efficiency improvements using system and transportation demand management strategies and technologies, transit service improvements, bicycling and walking infrastructure improvements,

and support for transit-oriented design and development.

Streets and freeways within the City of San Diego are shown on the General Plan Land Use and Street System map (Land Use Element, Figure LU-2). This map includes the freeways, expressways, and arterial, major and collector streets needed to serve vehicular transportation ~~demand resulting from the buildout~~ of the City of San Diego ~~in accordance with this General Plan~~. ~~A finer level of street system details may be provided at the community plan level. As part of community plan updates, land use and street network alternatives are analyzed using transportation models and software to estimate VMT per capita, traffic generation, forecast traffic volumes and evaluate levels of service on the transportation system for each alternative.~~ ~~Adopted~~ Community plans specify the planned system of classified streets within the ~~local~~ community ~~and can contain a finer level of street system details.~~

Street Layout, Design, Operations and Maintenance

~~Of utmost importance when designing, operating, and maintaining roadways is the safety of the users. The City can realize its Vision Zero goal calls for zero traffic fatalities by creating designing streets to be “a transportation system with Complete Streets” by prioritizing designed for all modes, with special attention to the needs of pedestrians, children, elderly, and people with disabilities. The City has taken oAn a “Safe Systems” approach by proactively mitigating addresses safety concerns through roadway street design, operational improvements, and countermeasures that can to reduce the likelihood potential of collisions.~~

Street design (and redesign) affects how streets look and function in communities and in the City as a whole. The City of San Diego’s Street Design Manual ~~(2002)~~ contains guidelines for the physical design of streets that consider the needs of all users of the public right-of-way. The manual includes provisions for street trees, traffic calming, and pedestrian ~~and bicycle~~ design guidelines, and addresses how to create streets that are important public places. The Street Design Manual guidelines apply to ~~newly developing areas new streets~~ and, as appropriate, to ~~older are~~ ~~existing streets associated with a development project undergoing redevelopment, construction,~~ and whenever improvements are made to existing ~~facilities streets~~. Opportunities for change exist when ~~roadway street~~ improvement plans are designed to serve development projects ~~(new growth, infill or redevelopment)~~ and through capital improvement projects.

Travel choices and routes are affected by the connectivity of the overall street network, in addition to the design of individual streets.- A high degree of connectivity is desirable as it allows for shorter travel distances between destinations and greater dispersal of traffic.- Travelers benefit from shorter trips and multiple route options, and are more likely to walk or bicycle if distances are short.

While vehicle congestion relief is ~~an overall goal of the Mobility Element important,~~ the degree of acceptable vehicle congestion will vary in different locations based on



the function of the roadway and the desired community character. Decisions that must balance the benefits and impacts of designing our transportation system for multiple modes of transportation will need to be made at the community plan or project level.

Maintenance of the City's circulation-transportation system is a critical City function that enhances safety, efficiency, and capacity of the circulation system thus enhancing mobility. Established industry metrics and benchmarking with similar municipalities, and regular assessment of system conditions form the basis for determining the level of City resources that are allocated to maintain baseline standards.

The quality of our traveling experience is also influenced by the scenic quality of the area traversed. San Diego enjoys many scenic vistas of our coastline, canyons, and other open spaces. Scenic highways and routes provide an opportunity for people to experience these views while traveling through the City.

Policies

Balancing the Transportation System

ME-E.1. Plan, design, operate, and maintain streets using the Complete Streets principles for all types of transportation projects within the City including new construction, retrofit/reconstruction, and maintenance projects.

- a. Repurpose roadway spaces (i.e., travel lane, underutilized right-of-way, unneeded pavement) to implement active transportation or other multi-modal improvements.
- b. -Allow for flexible use of the public right-of-way to accommodate all users of the transportation system users, while maintaining safety standards.
- c. Coordinate with SANDAG, Caltrans, and adjacent cities on projects along shared facilities to ensure application of the Complete Streets approach and implementation of multi-modal facilities.
- d. Integrate Complete Streets in a context sensitive manner recognizing that needs vary among neighborhoods and communities.

ME-E.2. Provide integrated transportation planning and land use decisions that enhance the City of Villages strategy and transit-oriented development with Complete Streets, which facilitate multi-modal transportation opportunities.

ME-E.3. Develop guidance for City departments working in the public right-of-way are responsible for implementing Complete Streets to apply Complete Streets policies into their projects, work programs, action plans, and other planning documents.

ME-E.4. Support the temporary closure of streets for communities and commercial activity or other pilot programs so residents community members can see their streets as public gathering spaces and/or to promote active transportation.

Transportation System Planning

- ME-C.1. Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans.
- a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities, open space, and recreation activities through the planning and development review process.
 - b. Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time.
 - c. Identify streets or street segments where special design treatments are desired to achieve community goals.
 - d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable in order to achieve vibrant community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives.
 - ~~d.~~—Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries.
 - ~~e.~~—
 - e. Identify roadway segments to designate as SMART corridors and/or to include flexible lanes for use by transit, pooled service, or future travel modes. The configuration and specifics on the improvements and technology will be determined at the and time of need and based on data and analysis.
- ME-C.2. Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.
- a. Identify the City of San Diego's priorities for transportation infrastructure projects.
 - b. Provide the City's identified priorities for transportation infrastructure



projects to SANDAG and Caltrans for funding purposes.

c. Work with SANDAG and Caltrans towards the implementation of the City's identified priorities for transportation infrastructure projects (see also Public Facilities Element, Policy PF-B.3).

e.d. Work with Caltrans to evaluate access management needs and strategies to better manage traffic operations on roadways located within proximity of freeway on/off-ramps in an effort to reduce traffic back-ups and frictions at ramp signals.

d.e. Collaborate with SANDAG and Caltrans to ensure that relevant General Plan policies and community plan-identified street networks are reflected in regional and state plans and programs.

e.f. Provide rights-of-way for designated HOV facilities and transit facilities on City streets where feasible.

g. Evaluate Regional Plan proposals for new or redesigned streets and freeways on the basis of demonstrated need and consistency with General Plan policies and community plan facility recommendations.

ME-C.2. Improve the geographic distribution of pedestrian, bicycle, road, and transit infrastructure.

Street Layout, Design and Operations

ME-C.3. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.

a. Identify locations where the connectivity of the street network could be improved through the community plan update and amendment process, the Regional Transportation Plan update process, and through discretionary project review (see also Urban Design Element, Policy UD-B.5).

b. Use local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and village centers areas. This network should also be designed to control traffic volumes and speeds through residential neighborhoods.

1. In newly developing areas or in large-scale redevelopment/infill projects, strive for blocks along local and collector streets to have a maximum perimeter of 1,800 feet.

2. When designing modifications/improvements to an existing street system, enhance street or pedestrian connections where possible.
- c. Provide direct and multiple street and sidewalk connections within development projects, to neighboring projects, and to the community at large.
- d. Where possible, design or redesign the street network, so that wide arterial streets do not form barriers to pedestrian traffic and community cohesiveness.

ME-C.4. Improve operations and maintenance on City streets and sidewalks.

- a. Regularly optimize traffic signal timing and coordination to improve circulation. Implement new signal and intersection technologies that improve pedestrian, bicycle, and vehicular safety while improving overall circulation.
- b. Adequately maintain the transportation system through regular preventative maintenance and repair, and life cycle replacement.
- c. Encourage community participation in planning, assessing, and prioritizing the life cycle management of the circulation system.
- d. When new streets and sidewalks are built and as existing streets and sidewalks are modified – design, construct, operate, and maintain them to accommodate and balance service to all users/modes (including walking, rolling, bicycling, use of shared mobility devices, transit, high occupancy vehicles (HOVs), autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles).
- e. Continue to pursue adequate maintenance of sidewalks by property owners and investigate new approaches to facilitate improved sidewalk maintenance citywide.

ME-C.5. Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include, but are not limited to, those identified on Table ME-2, to increase the safety and enhance the livability of communities.

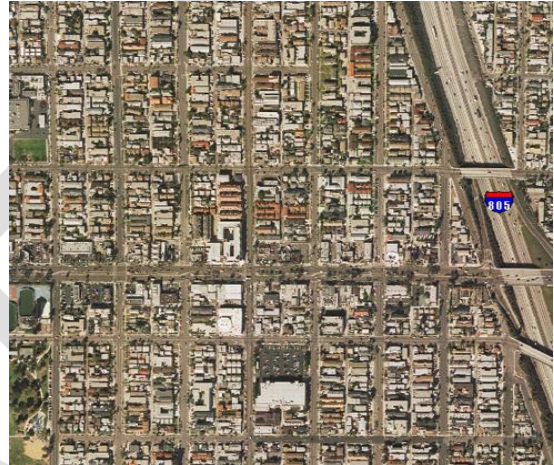
- a. Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.
- b. Choose traffic calming devices to best fit the situations for which they are intended.
- c. Place traffic-calming devices so that the full benefit of calming will be realized with little or no negative effect upon the overall safety or quality of the roadway.
- d. Design traffic calming devices appropriately, including consideration



for: accessibility; drainage; underground utilities; adequate visibility; the needs of emergency, sanitation, goods movement and deliveries, and transit vehicles; and landscape.

- e. Weigh any potential undesired effects of traffic calming devices (such as increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits.

ME-C.6. Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and to meet safety standards.



Greater North Park, interconnected street network

- a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. This could be accomplished through use of a modified or truncated grid system.
- b. Design roadways and road improvements to maintain and enhance neighborhood character.
- c. Design streets and highways that incorporate physical elements to improve the visual aspects of roadways.
- d. Provide adequate rights-of-way for scenic lookouts, and obtain scenic easements to ensure the preservation of scenic views.
- e. Preserve trees and other aesthetic and traffic calming features in the median and along the roadside.
- f. Avoid or minimize disturbances to natural landforms.
- g. Contour manufactured slopes to blend with the natural topography.
- h. Promptly replant exposed slopes and graded areas to avoid erosion.
- i. Employ landscaping to enhance or screen views as appropriate.
- j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water

demand and maintenance requirements.

- k. Utilize signs, lights, furniture, and other accessories suitable for the location.
 - l. Place utility lines underground.
 - m. Emphasize aesthetics and noise reduction in the design, improvement, and operation of streets and highways.
 - n. Avoid frequent driveway curb cuts that create conflict points between autos and pedestrians.
- ME-C.7. Preserve and protect scenic vistas along public roadways.
- a. Identify state highways where the City desires to preserve scenic qualities and work with Caltrans to pursue official scenic highway designation.
 - b. Designate scenic routes along City streets to showcase scenic vistas and to link points of visitor interest.
 - c. Adopt measures to protect aesthetic qualities within scenic highways and routes.

ME-E.8. —Implement street design improvements and operational measures for systemic safety, which accounts for human error and injury tolerance as well as supports the City's Vision Zero program.

- a. Continuously evaluate the safety and operation of the City's street system to manage the speed of travel, manage queues at intersections, and develop improvements to increase safety of all users.
- b. Implement appropriate engineering, education, enforcement and other countermeasures at locations with higher numbers of pedestrian and/or bicycle involved collisions.
- c. Pursue-Further programs that reduce vehicle speeds and cut-through traffic on local streets, where appropriate.
- d. Identify opportunities for innovative intersection design that reduces conflicts between modes, such as roundabouts and protected intersections.

ME-E.9.—Develop a comprehensive policy around the development and implementation of quick, near-term safety -projects, especially on Vision Zero corridors, and streamline the process and delivery of critical traffic safety improvements (e.g., paint, safety posts, temporary sidewalk extensions, other innovative materials) to City streets.

Project Review Considerations

ME-C.8. Implement Traffic Impact Study Guidelines that address site and



community specific issues.

- a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts.
- b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7).
- c. Implement best practices for multi-modal quality/level of service and VMT analysis guidelines and assess vehicle miles traveled (VMT) to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.

ME-C.9. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.

ME-C.10 Provide transportation facilities to serve new growth in accordance with Policies ME-K.4-K.6, and Public Facilities Element, Sections A-C.

TABLE ME-2 Traffic Calming Toolbox

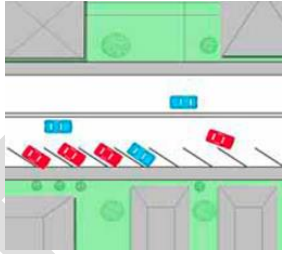
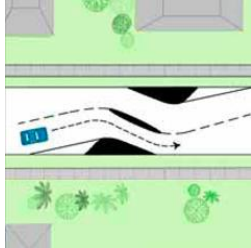
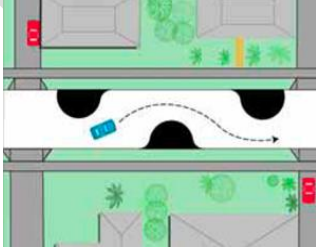
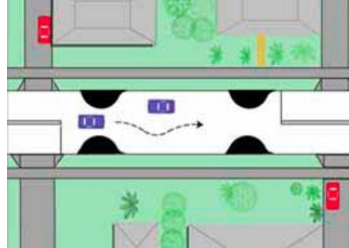
Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Angled Parking	Angled Parking is generally used to increase the number of on-street parking spaces. However, a positive by-product can be a reduction in vehicle speeds due to narrowing of the travelway and driver anticipation of vehicles backing out of parking spaces.	
Angled Slow Point	Angled Slow Points are created by installing triangular curb extensions on opposite sides of the road. This creates a narrow travelway between the extensions that deflects approaching vehicles' paths of travel. Drivers must slow down to maneuver through the curves to negotiate this device.	
Chicane	Chicanes are created by installing a series of two or more curb extensions, alternating from one side of the roadway to the other. This creates an S-shaped path of travel for vehicles. To reduce speeds, chicanes rely on a curvilinear path and potential conflicts between opposing traffic.	
Choker	Chokers are created by installing curb extensions at opposing locations on a roadway. This narrows the travelway, but maintains two-way traffic. This device works best at mid-block locations that have volumes sufficient enough that opposing traffic would be approaching or passing through the choker at the same time.	



TABLE ME-2 Traffic Calming Toolbox

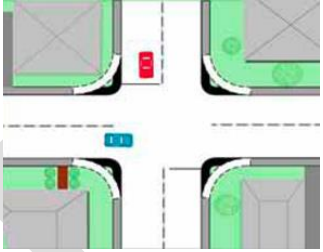
Traffic Calming Tool	Description	Illustration
Curb Radius Reduction	Curb Radius Reductions provide tighter corner radii at intersections. This treatment reduces the speeds of right-turning vehicles, increases the visibility of pedestrians to drivers, and reduces the crossing distance for pedestrians.	

TABLE ME-2 Traffic Calming Toolbox (continued)

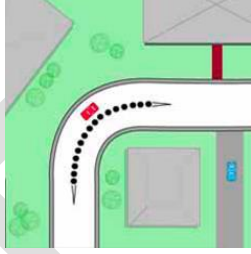

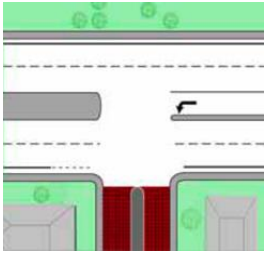
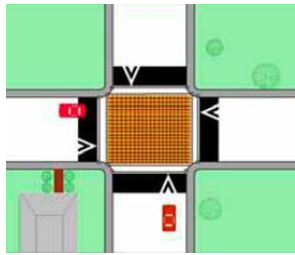
Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Curve Treatment	Curve Treatments such as raised median or raised pavement markers placed along the centerline of a sharp curve will prevent or discourage vehicles from cutting across the centerline and into the opposing travel lane. Vehicle speeds are generally reduced due to the shorter radius of the vehicle path around the curve.	
Enforcement	Enforcement requires the presence of police officers to monitor and enforce speed limits and other traffic regulations. Enforcement is used to improve compliance with traffic laws.	
Gateway/Entrance Treatment	Gateway/Entrance Features may be used on local streets at their intersections with collector, major, or arterial streets. They alert the driver that they are entering a residential neighborhood. A typical gateway treatment may include a center median with a specimen tree or neighborhood sign and textured roadway pavement.	
Intersection Table/Raised Intersection	Intersection Tables/Raised Intersections are created by raising the roadway within the intersection to be level with the sidewalks. Ramped edges on all approaches and exits encouraging drivers to slow down as they drive through the intersection.	



TABLE ME-2 Traffic Calming Toolbox (continued)

Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Pop-out/Bulb-out/Curb Extension	Bulb-outs, also known as Pop-Outs and Curb Extensions, narrow the width of a street at an intersection by extending the curb into roadway at the corner(s) of an intersection. This reduces the speed of right-turning vehicles, increases the visibility of pedestrians to drivers, and creates a shorter crossing distance, reducing pedestrians' exposure to moving vehicles.	
Radar Speed Trailer	Radar Speed Trailers are used to make drivers aware of their speeds, usually as they travel on residential streets. Radar speed trailers are mobile and can be used as a temporary measure to reduce speeding.	
Raised Crosswalk	Raised Crosswalks have ramps on both sides of the flat crosswalk surface. The vertical deflection encourages traffic to slow down while markings increase visibility of the crosswalk to drivers.	
Raised Median Pedestrian Refuge	Raised Median Pedestrian Refuges are used to reduce pedestrian exposure to moving vehicles and provide a refuge in the middle of the street. This allows the pedestrian to identify a safe gap and cross one direction of traffic at a time.	

TABLE ME-2 Traffic Calming Toolbox (continued)


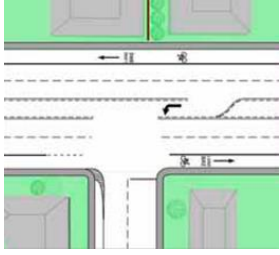
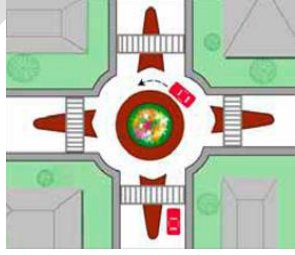
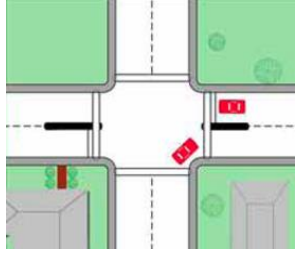
Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Realigned T-Intersection	Realigned T-Intersections have a bulb-out in the intersection to deflect the through movements so they will follow a curvilinear path. Medians may also be installed on the through street approaches to guide traffic through the intersection.	
Roadway Striping	Roadway Striping changes the appearance of the roadway, encouraging drivers to remain in designated travel lanes. Striping an existing roadway to delineate bicycle lanes, on-street parking areas, or shoulders along curves, also narrows the vehicle travel lanes which may reduce speeds.	
Roundabout	A Roundabout is a type of intersection in which traffic flows counter-clockwise around a circular raised center island. Drivers entering the roundabout yield to traffic already circulating within the intersection. Vehicle speeds are reduced due to the curvilinear path of travel. Pedestrian crosswalks are set back from the intersection and use splitter islands to provide a pedestrian refuge.	
Short Intersection Median/Median Slow Point	Short Intersection Medians or Median Slow Points are installed at intersection approaches to prevent turning vehicles from encroaching into opposing travel lanes and to reduce the vehicle turning radius which reduces speeds of turning vehicles.	



TABLE ME-2 Traffic Calming Toolbox (continued)



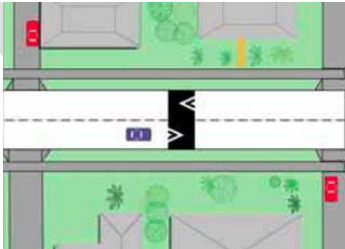
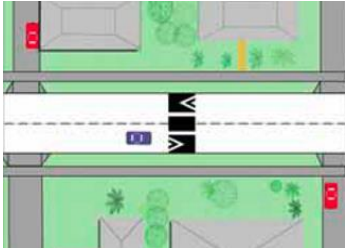
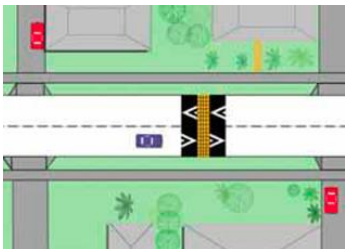
Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Signage	Signage comes in various forms to provide regulations, warnings, and guidance information for road users.	
Speed Feedback Signs	Permanent Speed Feedback Signs are used to make drivers aware of their speeds. These signs are set up permanently for a more lasting effect than is provided by the temporary radar speed trailer.	
Speed Hump	Speed Humps are vertical deflection devices placed on top of the roadway to reduce speeding. They generally span the width of the road, are approximately 3.5 inches high and 12 feet long with a parabolic cross section.	
Speed Lump	Speed Lumps are vertical deflection devices placed on top of the roadway to reduce speeding similar to Speed Humps. Speed lumps have two tire cut-outs to allow an emergency vehicle's tire path to traverse the lump virtually unimpeded.	
Speed Table	Speed Tables are vertical deflection devices that have ramps on both sides of a flat surface. The vertical deflection encourages traffic to slow down.	

TABLE ME-2 Traffic Calming Toolbox (continued)


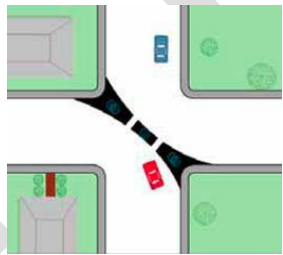

Traffic Calming Tool	Description	Illustration
<i>Speed Control Tools</i>		
Traffic Circle	A Traffic Circle is a circular island placed in the center of an intersection. Traffic flows counter-clockwise around the island with drivers yielding to vehicles already circulating within the intersection. Vehicle speeds are reduced due to the horizontal deflection required to drive through the intersection.	
<i>Volume Control Tools</i>		
Diagonal Diverter	Diagonal Diverters are barriers constructed across a four-legged intersection blocking the through movements.	



TABLE ME-2 Traffic Calming Toolbox (continued)

Traffic Calming Tool	Description	Illustration
<i>Volume Control Tools</i>		
Full Street Closure/Cul-De-Sac	A Full Street Closure/Cul-de-Sac is created by constructing a barrier across an entire street, closing the street to all through vehicular traffic with considerations to maintain pedestrian, bicycle, and emergency vehicle access.	
Median Barrier	Median Barriers/Channelization help prevent cut-through traffic in residential neighborhoods. The raised median is used on the major street, restricting traffic from continuing from one residential neighborhood to the next. The median barrier also restricts left-turns to and from the major street.	
Partial Street Closure/Semi-Diverter	Partial Street Closures/Semi-Diverter are barriers that block one direction of travel to restrict vehicular access to or from a street while maintaining pedestrian and bicycle access.	
Right-In/Right-Out Island	Right-In/Right-Out Islands restrict left-turns into and out of a particular street. Rather than relying on a sign to discourage drivers from turning left, right-in/right-out islands force drivers to make the desired movement using a raised island.	

TABLE ME-2 Traffic Calming Toolbox (continued)

Traffic Calming Tool	Description	Illustration
<i>Volume Control Tools</i>		
Turn Restriction	Turn Restrictions can help reduce cut-through traffic or eliminate turning movement conflicts. Turn restrictions, such as "No Right Turns 6AM-9AM" may help reduce traffic from cutting through a residential neighborhood to avoid a congested arterial.	



FD. – Intelligent Transportation Systems (ITS)

Goals

- ◆ A transportation system which operates efficiently, saves energy, and reduces negative environmental impacts by improving the flow of traffic.
- ◆ A safe transportation system.
- ◆ A transportation system that effectively uses appropriate technologies.

Discussion

Intelligent Transportation Systems (ITS) is defined as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. ITS includes a broad range of applications in areas ranging from collision warning and commercial vehicle operations systems to freeway, transit, and arterial management systems. The City utilizes ITS to improve transportation safety, capacity, travel times, service quality, and enable people to make smart travel choices. ITS is part of a long-range strategy for improving the operational safety and efficiency of the City's mobility system. Some Examples of ITS applications most relevant to transportation planning for the City of San Diego include:

- **Arterial Management Systems** – parking management, traffic control, transit priority measures, and information dissemination
- **Freeway Management Systems** – ramp control, lane management and information dissemination
- **Transit Management Systems** – fleet management, safety and security, and real-time information dissemination
- **Incident Management Systems** – surveillance and detection, mobilization and response, and information dissemination
- **Emergency Management Systems** – emergency operations and hazardous materials cleanup
- **Electronic Payment** – toll collection and transit off-vehicle and Smart Card fare payment
- **Traveler Information** – pre-trip and en-route information and tourism and event services

- **Crash Prevention and Safety** – intersection detection systems, pedestrian safety and bicycle warning systems

The City has developed the a Traffic Signal Communications Master Plan, which sets the foundation for upgrading and expanding the City's traffic signal communications network and Intelligent Transportation Systems (ITS) deployment.

The San Diego Regional ITS ~~Architecture Strategic Plan~~ is the region's guiding ~~resource document~~ for planning and development of ITS. The City, with various partners, has been involved in successful ITS projects including dozens of traffic signal systems and communications projects, ~~and the Mission Valley Event Management System that helps manage traffic during stadium events.~~ Work is also proceeding on a Regional Arterial Management Systems project to allow cross-jurisdictional coordination of traffic signals, and sharing control of other traffic control devices. ~~In addition, preliminary A planned planning is underway for a~~ Regional Operations Center ~~will, to~~ serve as an intermodal transportation operations/management center for the City and transit operators.

Policies

- ME-D.1. Utilize the substantial regional Intelligent Transportation Systems (ITS) investments to achieve cost-effective improvements in transportation system performance and operations wherever possible.
- ME-D.2. Develop an ITS Plan or Program for the City to facilitate effective implementation and operation of ITS in the City. The proposed ITS Plan or Program should identify and prioritize specific short- and long-term ITS projects. Once identified, ITS projects should be strategically implemented as funding becomes incrementally available.
- ME-D.3. Participate in the design and development of the Regional Operations Center.
- ME-D.4. Automate the collection of real-time travel information regarding transportation system conditions and make the information available to users and operators.
- ME-D.5. Monitor and control traffic on City streets and coordinate traffic operations with other local agencies.
- ME-D.6. Support the use of technology to improve transit services through tracking vehicles, maintaining schedules, predicting demand, facilitating fare payment, and operating fleets more efficiently.
- ME-D.7 Coordinate with local, regional, and state partners and agencies to manage the overall performance of both the local and regional transportation systems.



Transportation safety and efficiency can be improved through ITS measures such as providing drivers with real-time road condition information.



GE.—Transportation Demand Management

Goals

- ◆ Reduced single-occupant vehicle traffic on ~~congested~~ streets and freeways.
- ◆ Improved performance and efficiency of the street and freeway system, by means other than roadway widening or construction.
- ◆ Expanded travel options, ~~and~~ improved personal mobility, ~~and reach of TDM programs.~~
- ◆ Implement pilot programs and lead by example through city initiated efforts and staff participation.

Discussion

Building additional street and freeway capacity to accommodate more vehicles will provide only partial relief to our traffic congestion problem. Transportation Demand Management (TDM) is a general term for strategies that assist in reducing the demand by single-occupant vehicles to increase the efficiency of existing transportation resources. TDM strategies are also a part of the City's overall effort to reduce vehicle emissions that degrade air quality and contribute to global climate change. These strategies ~~are primarily directed at weekday commuters and~~ are structured to:

- Improve transportation options and reduce use of single-occupant vehicle trips by encouraging alternative modes of travel such as shared mobility, walking, bicycling, transit use, carpooling, and vanpooling, ~~transit use, bicycling, and walking;~~
- Support the use of alternative modes of travel by encouraging on-site amenities, programs, and incentives such as the use of car sharing vehicles, bicycle lockers, food and child-care services, guaranteed ride home programs, and commuter benefits;
- Alter the timing of travel to less congested time periods, through strategies such as alternative work schedules; or
- Reduce the number of commute trips through strategies such as telework, and alternative work schedules.

Vehicle trips and traffic congestion are regional and do not respect jurisdictional boundaries. A successful TDM program must be comprehensive and regional in scope with a clear, widely shared vision of potential benefits. SANDAG's regional



TDM program establishes partnerships with employers to develop and implement employer commuter plans and programs. The City can support TDM through land use and parking strategies that require development project designs and features that are conducive to supporting alternative transportation options and development review policies that offer incentives to projects that implement TDM plans and programs. Employment areas that have large employers with a high concentration of employees, access to alternative modes of transportation and High Occupancy Vehicle (HOV) lanes, and ~~a large number of many~~ employees commuting long or very short distances, have a greater potential to benefit from TDM strategies.

Policies

- ME-E.1. Support and implement TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework.
- ME-E.2. Maintain and enhance personal mobility options by supporting public and private transportation projects that will facilitate the implementation of Transportation Demand Management (TDM) strategies.
- ME-E.3. Emphasize the movement of people rather than vehicles.
- ME-E.4. Promote the most efficient use of the City's existing transportation network.
- ME-E.5. Support SANDAG's efforts to market TDM benefits to employers and identify strategies to reduce peak period employee commute trips.
- ME-E.6. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child-care, where appropriate.
- ME-E.7. Consider TDM programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts.
- ME-E.8. Monitor implementation of TDM programs to ensure effectiveness.
- ME-E.9. Lead by example by developing a City employee TDM program that will offer, promote, and implement comprehensive transportation benefits to all City of San Diego employees and encourage their sustainable travel behaviors.



ME-E.10. -Support regional efforts to make transit free for riders who are 18 and younger through the Youth Opportunity Pass program and support the expansion of the program to include college students and residents community members in- areas with the greatest needs.

H. —Parking and Curb Space Management

Goals

- ◆ Curb space~~Parking~~ that is reasonably available when and where it is needed ~~through management of the supply.~~
- ◆ Solutions to community-specific parking issues through implementation of a broad range of parking curb management tools, mobility services, and strategies.
- ◆ Innovative solutions to manage curb uses and demand.
- ◆ Balance Nnew development with adequate parking through the application of innovative citywide parking regulations, while limiting the oversupply of parking.
- ◆ Increased land use efficiencies and locate residential, employment, and entertainment land uses within close proximity to reduce distances users must travel and to reduce parking demand. way in the provision of curb and parking solutions parking.



This public parking lot in Ocean Beach serves many uses and is enhanced with public art.

Discussion

Curb space activity encompasses an array of uses, many of which occur simultaneously and can conflict with one another. Activities that could occur within this the public space between buildings frontages and vehicular travel lanes include: vehicle parking, shared mobility device corrals, passenger pick-up/drop-off, delivery loading/unloading, active transportation, transit service access, and placemaking opportunities that provide enhanced opportunities for community members to gather and enjoy the outdoors. Greater management of the curb and parking spaces can help achieve mobility, environmental sustainability, and community development goals. Curb space management is the flexible, efficient, and coordinated use of the curb. The General Plan proposes broad policies that are intended to form the basis for more detailed parking solutions and curb management strategies that will be tailored to meet the needs of specific communities or areas. Parking design is addressed in the Urban Design Element;



Mobility Element

~~Policies UD-A.11 and UD-A.12.~~

DRAFT



TABLE ME-3 Parking Strategies Toolbox

Parking Tool	Description
<i>Supply</i>	<i>Ways to Increase parking availability</i>
Public parking facilities	Provides spaces for multiple users or purposes.
In-lieu fees	A fee paid by developers instead of providing parking spaces. Helps finance public or shared parking facilities.
Angle parking	Where street width is adequate and driveway configuration permits, increase the number of spaces by restriping for angle spaces.
Curb utilization	Re-evaluate curb-parking restrictions (red/yellow/white) to increase parking inventory where appropriate. Evaluate driveway locations and spacing when reviewing development proposals.
Minimum and maximum parking regulations	Requires specified amounts and dimensions of parking spaces, including disabled spaces, to accompany development.
Tandem parking (enclosed)	Parking space design where one car is parked behind another car in a garage or parking structure; uses approximately 25 percent less space than conventional design.
Car stackers/mechanized garages	Mechanical lifts that allow for the vertical storage of automobiles.
Bicycle parking	Provision of convenient, secure parking for bicycles (see Bicycling section).
<u>Shared mobility device corrals</u>	<u>Shared mobility device corrals are on-street parking for authorized dockless devices and alternative vehicles.</u>
<i>Parking Management</i>	<i>Strategies for more efficient use of parking</i>
Shared parking	Sharing parking facilities among multiple users including off-site shared parking arrangements.
Parking pricing	Charging motorists directly for parking. <u>Parking pricing could be dynamic to better optimize the supply of curb lane access.</u>
Time limits	Placing time limits on parking to encourage turnover of convenient spaces.
Parking payment technology	Device to charge for and place time limits on parking.
Valet parking	Parking provided to and done for patrons.
Permit parking districts	Addresses transient and spillover parking problems by restricting on street parking within a specified area to those with a valid parking permit.
Community Parking Districts	Geographic areas that implement community-specific plans and activities designed to alleviate parking impacts. Community Parking Districts also allow for direct investment and benefit of the parking management revenue generated within its boundaries.
Parking information and wayfinding	Provide information on parking availability and price.



TABLE ME-3 Parking Strategies Toolbox

Parking Tool	Description
Code enforcement	Increase usable supply of parking by enforcing: the use of garages for cars (not storage), time limit parking, and other parking restrictions.
<i>Demand</i>	<i>Ways to reduce the demand for parking.</i>
Transit service	Improve and promote public transit.
Car sharing	Hourly vehicle rental services that can complement or supplement the use of alternative transportation modes and reduce the need for private vehicle ownership.
Walking	Improve walking conditions.
Bicycling	Improve bicycle transportation and supporting infrastructure (see Bicycling section).
<u>Shared micromobility</u>	<u>Improve coverage of shared mobility devices and supporting infrastructure (see Shared Use Mobility section).</u>
Neighborhood cars	Small, generally non-polluting vehicles (<u>i.e., Neighborhood electric vehicles or NEVs</u>) suitable for short trips, that operate on streets and require less space to park.
TDM strategies	Provide incentives for use of alternatives to single-occupant vehicle use (see TDM section).
Land Use strategies	Improve accessibility; reduce the need to travel (see Land Use and Transportation section).
<u>Goods movement</u>	<u>Program ming of the curb space for deliveries and other loading</u>

Motorists are accustomed to “free” parking at many destinations, but in reality no parking is without cost. The real cost of parking is paid by all of us through higher rents, lower salaries, higher costs of goods and services, or taxes – regardless of how many cars we own or how much we drive. This system of “bundling” parking costs with other goods and services lowers the out-of-pocket expenses of driving and makes other types of travel seem expensive by comparison. Research done throughout the nation suggests that when the real costs of parking are passed on directly to drivers, the demand for parking typically drops, and alternative modes of transportation, where available (such as walking, and bicycling, use of shared mobility devices, transit, and carpooling, walking, and bicycling) become more attractive and viable for certain trips.

Parking strategies have traditionally focused on vehicular parking and do not typically include the provision of parking for non-vehicular uses such as micro mobility and ,and bicycling. eyelists. To address parking and mobility problems challenges comprehensively, strategies need to address the supply, management, and demand for spaces all curb uses within the right-of-way. Strategies including, but not limited to, those listed on Table ME-3 may be tailored for specific applications as needed.

Policies

- ME-G.1. Provide and manage parking so that it is reasonably available when and where it is needed.
- Where parking deficiencies exist, prepare parking master plans to inventory existing parking (public and private), identify appropriate solutions, and plan needed improvements.
 - Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox.



Hillcrest Community Parking District



c. Optimize parking prices to reflect an equilibrium between supply and demand. Consider the positive and negative implications of parking pricing when developing solutions to parking problems.

e.d. Implement design standards for the implementation of accessible parking spaces within the city-right-of-way.

ME-G.2. Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development, and that limit the oversupply of parking.

a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans.

b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking.

ME-G.3. Manage parking spaces in the public rights-of-way to meet public need and improve investment of parking management revenue to benefit areas with most significant parking impacts.

a. Continue and expand the use of Community Parking Districts (CPD). The CPDs can be formed by communities to implement plans and activities designed to alleviate parking impacts specific to the community's needs. The CPDs also improve the allocation and investment of parking management revenue by providing the Community Parking Districts with a portion of the revenue generated within their boundaries for the direct benefit of the district.

b. Implement parking management tools that optimize on-street parking turnover, where appropriate.

c. Judiciously limit or prohibit on-street parking where needed to improve safety, or to implement multi-modal facilities such as bikeways, transit ways, and parkways.

d. Balance the demand for parking with other community goals including safety, affordability, and sustainability and desire to enjoyable spaces for people to gather and play outside.

ME-G.4. Support innovative programs and strategies that help to reduce the space required for parking, and the demand for parking the curb, such as those

identified in Section E.

ME-G.5 Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips ~~would~~ lessens traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include, but are not limited to those described on Table ME-3.

ME-G.6 Manage curb space in activity areas, coastal areas, transit-oriented developments, business districts, and corridors to balance the demands of all users or activities that occur within this public space, such as vehicle parking, bicycle and shared mobility device parking, delivery loading/unloading, rideshare pick-up/drop-off, transit service, streetaries/sidewalk cafes, parklets, emergency vehicles, etc.

ME-G.7 Coordinate on-street parking with curb management -strategies for optimized use of curb space, as well as flexibility and adaptability with evolving transportation options and other future parking and mobility technology.

ME-G.8 Acknowledge that curb spaces that are used by people to gather and enjoy public spaces contributes to increased use of the surrounding areas, including access to parks and recreation and enjoyment of shopping of restaurants, and increases the likelihood that people will want to walk/roll and bike to their desired destination in future plans and projects.



I. Airports

Goals

- ◆ An air transportation system that fosters economic growth.
- ◆ Adequate capacity to serve the forecasted passenger and cargo needs at existing airports.
- ◆ An air transportation system that is integrated with a multi-modal surface transportation system that efficiently moves people and goods.
- ◆ An international airport to serve the region’s long-term air transportation and economic needs.
- ◆ General aviation airport operations that support public safety, law enforcement, and aviation training activities and promote adjacent commercial and industrial uses.
- ◆ Military aviation installations that support national defense and the regional economic needs.

Discussion

Civilian and military aviation play an important role in the regional air transportation system, economy, and national defense. These activities provide important jobs and contribute significantly to San Diego’s economy. Airports located within and adjacent to the City of San Diego are listed on Table ME-4 and shown on Figure ME-3. Airport and land use compatibility is discussed in the Land Use Element, Section G, and airport noise issues are discussed in the Noise Element, Section D.

TABLE ME-4 Airports Within and Near the City of San Diego

Name	Uses
<i>Airports Within the City</i>	
San Diego International Airport – Lindbergh Field	Air Carrier, General Aviation
Brown Field - Municipal Airport	General Aviation, Military
Montgomery-Gibbs Executive Field Municipal Airport	General Aviation
Marine Corps Air Station Miramar	Military
<i>Airports Adjacent to the City</i>	
Naval Air Station North Island	Military

Naval Outlying Field Imperial Beach	Military
Gillespie Field	General Aviation
Tijuana International Airport	Air Carrier, General Aviation

San Diego International Airport

San Diego International Airport (SDIA) ~~at Lindbergh Field~~ is the busiest single-runway airport in the nation. ~~In 2018,~~ The San Diego County Regional Airport Authority has forecast passenger traffic at SDIA to increase from ~~1712.15 million passengers~~ to ~~32-26.7~~ million annual passengers by ~~2030~~2050. ~~This growth will result in capacity constraints by 2015. In recognition of long-term capacity constraints at SDIA, the San Diego County Regional Airport Authority proposed a ballot proposition in November 2006 that the voters rejected. To meet this increasing air transportation demand at SDIA,~~ The Airport Authority is updating the SDIA Master Plan ~~to guides~~ the long-term phased development of SDIA ~~through 2030~~ by ~~addressing and maximizing~~improving terminal conditions and capacity, vehicle parking capacity, multi-modal ground connections, and passenger and cargo needs. The City works with the Airport Authority, SANDAG, and other regional agencies in planning efforts to improve multi-modal ground connections and maximize the passenger, cargo, and flight capacity of SDIA.

Municipal Airports

Brown Field and Montgomery ~~--Gibbs Executive Airport Field~~ municipal airports provide business, corporate, training, and charter aviation services that support commercial and industrial activities within the region. The airports have the potential to act as catalysts for future economic development by providing businesses ~~with~~ the option to use charter air services. They serve as locations for public safety and law enforcement agencies to provide services to the region. Both airports help to relieve general aviation congestion at SDIA. Brown Field is a port of entry for private aircraft coming from Mexico. The City enforces aircraft weight and noise level regulations at Montgomery Field to reduce the effect of airport noise on adjacent residential areas.

Airport Master Plans help to identify the challenges and opportunities associated with development of aviation and aviation related activities, typically over a 20-year period. By identifying the facilities necessary to meet near and long-term aviation demand and providing guidelines for future aviation development, airport master plans help the City receive grant funding assistance from the Federal Aviation Administration (FAA) to maintain and improve airport operations. The Land Use Element, Section G addresses the airports expansions, development, and Master Plans.

Military Aviation Installations



Military aviation has had a long history in San Diego. Marine Corps Air Station (MCAS) Miramar and Naval Air Station (NAS) North Island are essential for national defense purposes. As part of the military's larger ~~presence~~presence in the region, these installations help fuel our local economy.

MCAS Miramar serves as a critical location for Marine Corps fixed-wing and helicopter aircraft activities. Aircraft training includes “touch-and-goes”(takeoff and landings with a close-in circuit around the airport); aircraft carrier simulated landings; practice instrument approaches; and normal departures to, and arrivals from, other installations or training areas. ~~In response to concerns about noise and safety, the Marines have changed flight patterns and hours of operation and have updated Miramar's Air Installations Compatible Use Zones Study to address existing and projected aircraft operations.~~

Located in Coronado, NAS North Island is the only west coast installation that provides direct access from an aircraft carrier to an airfield. As a component of North Island, Naval Outlying Field Imperial Beach serves as an important location for naval helicopter training.

Airports Outside of the City

Commercial air carriers and general aviation aircraft operate at the Tijuana International Airport ~~(TIA)~~ in Mexico adjacent to the international border. ~~The Cross Border Xpress provides a terminal in Otay Mesa with pedestrian access to the TIA. This pedestrian bridge is exclusively for passengers to board planes at Tijuana International Airport of the TIA, allowing them to cross the border between Mexico and the United States helping them to avoid unforeseen delays at the San Ysidro and Otay Mesa Ports of Entry.~~ In addition, general aviation aircraft operate at Gillespie Field in El Cajon.

Heliports and Helipads/Helistops

For information on heliports, refer to the Noise Element, Section D and the Land Use Element, Section G for discussion regarding aircraft operations within the City.

Policies

- ME-H.1. Participate in the development and implementation of the San Diego International Airport Master Plan. The Master Plan addresses terminal conditions and capacity, vehicle parking capacity, multi-modal ground connections to terminal areas, and ground access needed to support the forecasted demand for passengers and cargo.
- ME-H.2. Participate in the development and implementation of long-range regional plans that address regional commercial air carrier capacity to

accommodate forecasted air passenger and cargo demands and the integration of multi-modal ground connections to the regional aviation system.

- ME-H.3. Provide general aviation facilities at Montgomery Field and Brown Field in accordance with their respective airport master plans or layout plans, City regulations, and Federal Aviation Administration requirements.
- a. Accommodate forecasted general aviation demand within the limitations of federal, state, and local funding, user fees, and environmental and regulatory constraints.
 - b. Seek federal and state funding assistance to develop, implement, and update Airport Master Plans, as needed, for Montgomery Field and Brown Field to support the forecasted demand for general aviation and public safety operations.
- ME-H.4. Support training and operation activities at military aviation installations that are essential for national defense and our local economy.

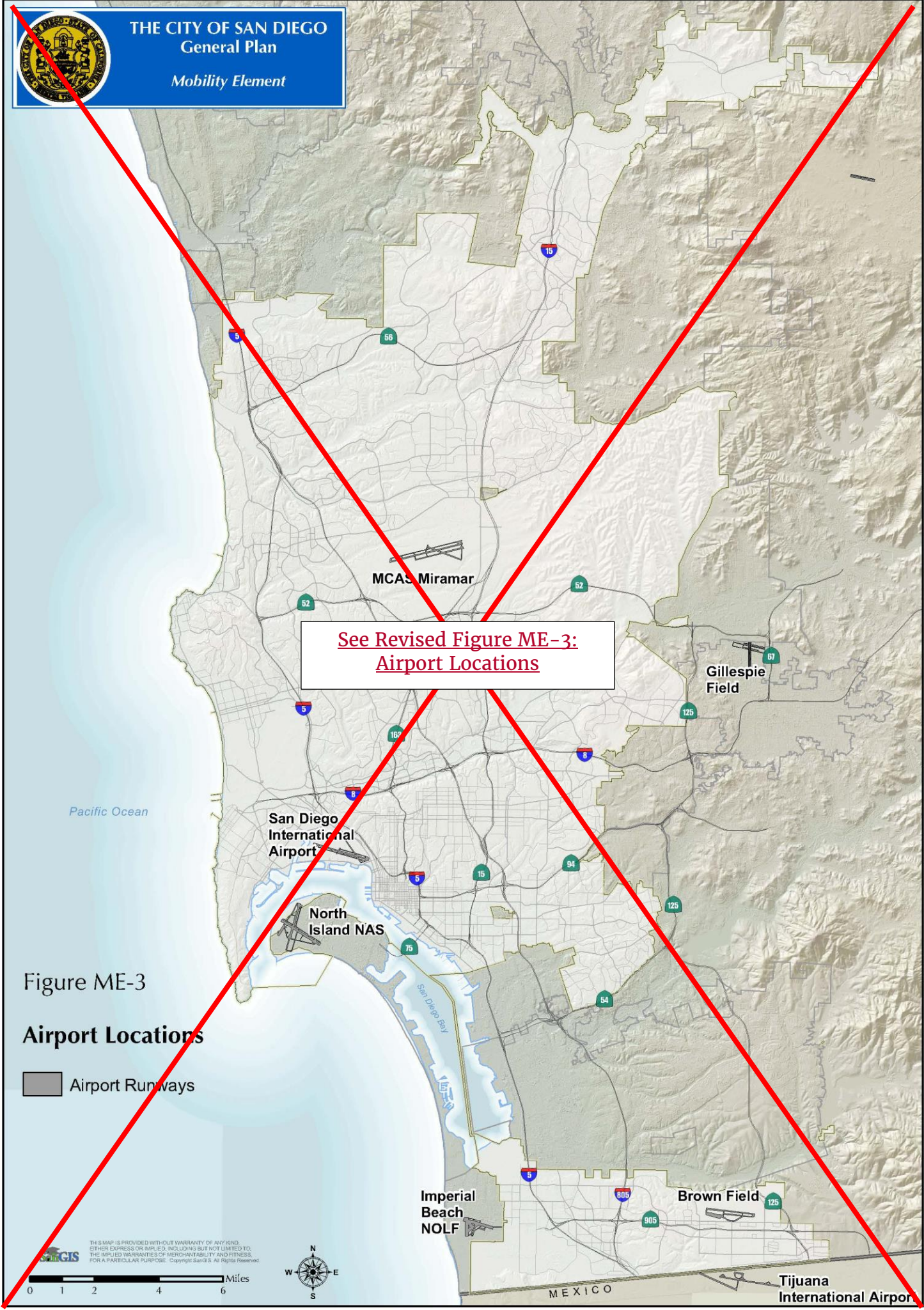


Figure ME-3
Airport Locations

 Airport Runways



FIGURE ME-3

Airport Locations



Airport Locations

■ Airport Runways

Source: SANDAG, SanGIS, City of San Diego

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J. Goods Movement/Freight

Goal

- ◆ Safe and efficient movement of goods with minimum negative impacts.

Discussion

Virtually all of San Diego's goods are imported from outside the region. ~~Additionally,~~ San Diego's location in the far southwestern United States, historically at the "end-of-the-line," makes it even more significant for local, national, and international trade. The movement of goods in San Diego and the region is supported by an integrated intermodal freight infrastructure consisting of the use of trucks/roadways,



rail/railroads, ports and maritime shipping, and air cargo/airports. ~~We~~ ~~The region~~ must optimize commercial goods movement to maintain and improve the San Diego ~~region's~~ economic competitiveness while minimizing potential negative impacts to ~~our~~ ~~the~~ transportation system and neighborhoods. Figure ME-4, Intermodal Freight Facilities, shows the location of major facilities that make up the ~~metropolitan~~ region's intermodal goods movement/freight system. Noise impacts that result from goods movement are discussed in the Noise Element, Section B.

The ~~overall~~ intermodal freight system and infrastructure ~~is owned and operated by public agencies and private businesses. While the system is intended to support~~ the goods movement/freight ~~requirements~~ for the City of San Diego and the San Diego region, ~~it is important to note that~~ this infrastructure also supports San Diego's role in the nation's supply chain and business of trade. ~~As a result, t~~ ~~The~~ majority ~~of San Diego's~~ freight passes through the City and region to other areas of the state, the nation, and to international destinations. International trade and goods movement is discussed in the Economic Prosperity Element, Section I.

- **Trucks:** The majority of goods in the San Diego region are transported by trucks using state and interstate highways with access provided by regional arterials and local streets. In the ~~San Diego~~ region, Interstates 5 and 15 are the two major north-south corridors that accommodate significant volumes

of commercial trucks, while I-8, State Routes 94/125, and SR 905/~~Otay Mesa Road~~ are the region's primary east-west truck corridors. These north-south and east-west corridors serve both domestic cargo as well as international trade. The City's arterials and major streets also carry significant volumes of trucks that serve local retail and commercial uses as well as local industry and business needs. City streets also allow for the transition of freight from the marine and air terminals to the major state and interstate corridors.

- **Freight Rail Service:** Freight rail service is operated by the Burlington Northern Santa Fe (BNSF) Railroad along the coastal rail corridor from San Diego to Los Angeles and points north and east. Freight service within this corridor is focused in the areas of auto trans-load service, lumber, fly ash, cement, and local freight service (east to Miramar and Escondido). Freight is also transported between San Diego and -Arizona via the San Diego & Arizona Eastern (SD&AE) railway (~~this service is operated by the Carrizo Gorge Railway~~). Rail traffic must pass through northern Mexico along this route before reaching Arizona. Freight movements in recent years have included agriculture and food products, steel and aluminum, liquefied petroleum gas, lumber, paper and building materials, transformers, generators and heavy machinery.
- **Maritime:** ~~Activities in San Diego Bay and the adjoining tidelands are administered by~~ The San Diego Unified Port District administers the ~~Existing~~ commercial shipping facilities include fresh fruit cargo facilities at the Tenth Avenue Marine Terminal, and lumber and automobile import and export facilities at the National City Marine Terminal as well as the Downtown Cruise Ship Terminal. ~~It should be noted that there are larger, more competitive, and better connected regional ports in Los Angeles to the north and Ensenada to the south.~~ Further increases in trade and shipping ~~in San Diego~~ will necessitate further capital investment in ship and cargo facilities and improved rail and highway transfer facilities. ~~Further expansion of the cruise terminal offers potential for even greater use as both a port of call, and a base for cruise ship operations.~~ Economic Prosperity Element, Sections H, I, and J contain additional information regarding maritime activities.
- **Air Cargo:** The San Diego County Regional Airport Authority administers the San Diego International Airport which handles mMost air cargo ~~in the San Diego region is handled through San Diego International Airport~~, with a small percentage handled at general aviation airports. Section H contains addition information regarding Airport ~~recommendations are found in Section Hs.~~

Last-mile delivery options, which offer people a variety of methods of package delivery, are important in include within the broader goods movement mobility umbrella. Last-mile opportunities can include vehicles that are semi- or fully automated drones that deliver a range of small goods to homes and smart lockers. Shared vehicle trips can be part of the solutions for last mile goods movement



services and can allow for more flexibility and efficiency through the movement of both people and goods.

Digital infrastructure can allow for ispecific applications including vehicle routing, parking, and real time delay information across the City, region, and even across the border. Other goods movement infrastructure technology include freight prioritization on roads, real time information sharing, and management of truck parking and staging areas.

Policies

- ME-J.1. Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade, including facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.
- ME-J.2. Preserve property for planned roadway and railroad rights-of-way, marine and air terminals, and other needed transportation facilities.
- ME-J.3. Support measures to alleviate on-street truck parking and staging and peak period truck usage on freeways. These measures may include, but are not limited to: designating off-street truck staging areas; shared use of park-and-ride lots; and shared use of other public and private parking lots where appropriate.
- ME-J.4. Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.
- ME-J.5. Support alternatives to transporting hazardous materials by truck.
- ME-J.6. Support improvement of inter-regional freight service between San Diego and the rest of the continent.
- ME-J.7. Support preparation and implementation of plans, in cooperation with railroad operators and owners, for providing freight service to major industrial areas in San Diego.
- ME-J.8. Work with the San Diego Unified Port District, Caltrans, and SANDAG to capitalize on potential economic and mobility benefits, and identify and mitigate potential environmental and public health impacts of goods movement to Port Terminals and other major logistics hubs in the San Diego region.
- ME-J.9. Support efforts that facilitate the efficient movement of goods across the U.S.-Mexico Border (see also Economic Prosperity Element, Section J).

ME-J.10. Support the transition of commercial truck vehicle fleets to near-zero/zero-emission vehicles.

ME-J.11. Work with the San Diego Unified Port District, Air Pollution Control District, U.S. Navy, SANDAG, and Caltrans to support the transition of maritime operations and medium and heavy vehicles to near-zero/zero-emissions.

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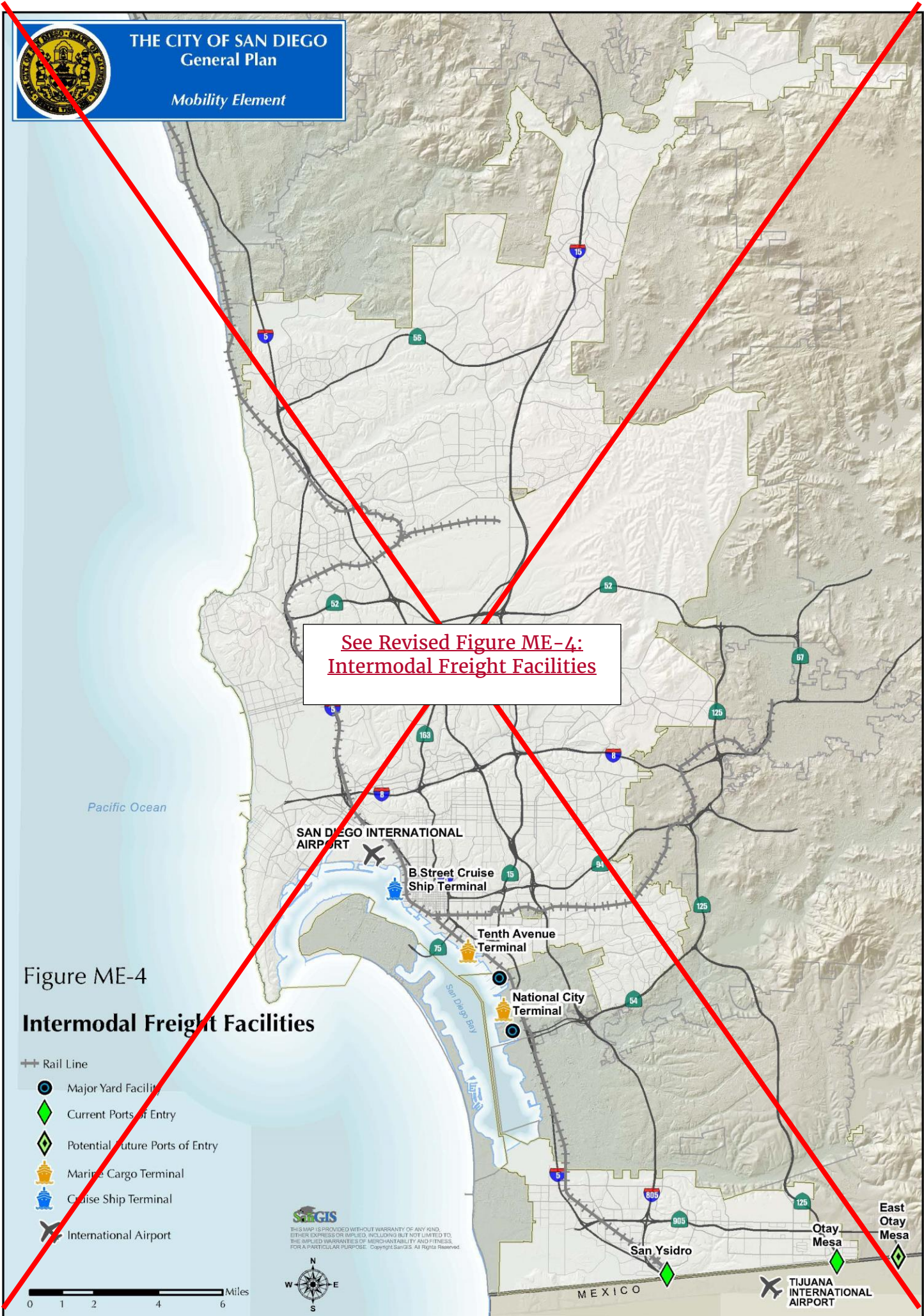
See Revised Figure ME-4:
Intermodal Freight Facilities

Figure ME-4
Intermodal Freight Facilities

- ⚡ Rail Line
- Major Yard Facility
- ◆ Current Ports of Entry
- ◇ Potential Future Ports of Entry
- 🏗 Marine Cargo Terminal
- 🚢 Cruise Ship Terminal
- ✈ International Airport



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K. Regional Coordination and Financing

Goals

- ◆ An objective and data-driven process for prioritization of transportation projects.
- ◆ Effective representation of City of San Diego interests in SANDAG decisions.
- ◆ Assured revenues to cover the costs of constructing, operating, and maintaining transportation facilities and providing needed transportation services.

Discussion

Transportation funding sources and strategies, and a process for prioritization must be in place to assure that needed transportation facilities will be provided in a manner that supports General Plan policies. Because jobs, homes, and stores-businesses are linked by transportation corridors that cross City boundaries, major transportation funding decisions occur at the regional, rather than the City level. In the San Diego region, SANDAG, with participation from all 18 cities and the county, is mandated to make those decisions in the region. The term “transportation” refers to all types of surface transportation, including pedestrian, bicycle, shared mobility, automobile, and transit and funding for regional projects and programs is derived from the Regional Plan and programmed through the Regional Transportation Improvement Program (RTIP).

~~The 2030 Regional Transportation Plan (RTP) recommends implementation of a \$42 billion transportation improvement plan that would be funded by a “Reasonably Expected Revenue” scenario. Local, state, and federal revenue sources are identified, and actions are recommended to obtain the revenues necessary to implement the RTP-planned improvements. The “Reasonably Expected Revenue” scenario includes TransNet revenues. TransNet is the region’s half-cent local sales tax for transportation, originally approved by the voters in 1987, and reauthorized in 2004 to continue through 2048. More than half of the future expenditures identified in the RTP are earmarked for capital expenditures. The remainder is set aside for operating and maintenance costs. The RTP identifies revenue sources and estimated transportation project costs.~~

~~SANDAG sets priorities for allocating transportation funding based upon the following seven target areas: 1) implement the adopted RTP 20350 Mobility Network in an efficient and cost-effective manner; 2) enhance transportation systems by improving connectivity between inter-related modes of transportation; 3) provide adequate funding to meet both the capital, and operational and maintenance needs of our transportation systems; 4) facilitate coordination through subregional planning among jurisdictions where corridors cross jurisdictional boundaries; 5) consider regional and local mobility objectives in planning and approving new land uses; 6) design~~

~~development to reduce auto dependency; and 7) align the timing of related transportation and land use development. These target areas were adopted by the region as a part of the Regional Comprehensive Plan (RCP).~~

The City ~~of San Diego~~ exercises additional discretion in transportation financing through allocation of locally controlled funds for the maintenance, management, and operation of streets and the management of Capital Improvements Program (CIP); ~~Facilities Benefit Assessments (FBA)~~, and Development Impact Fee (DIF) programs (see the Public Facilities Element for more discussion on these programs). In addition, the City uses *TransNet* revenues and available grant funding, ~~the Safe Streets and Roads for All grant program, Community Development Block Grants, Safe Routes to Schools, and Transportation Development Act grants to~~ fund improvements. At the community level, communities have initiated Maintenance Assessment Districts to fund higher levels of maintenance services on local streets such as pedestrian lighting and landscape.

The funding of necessary improvements to our transportation system is still a major challenge. ~~The reauthorization of TransNet and the implementation of the RTP will result in a more extensive and multi-modal regional transportation system. However,~~ there are ~~still~~ many desired projects that are unfunded, such as neighborhood-based transit service ~~(circulators and shuttles)~~. The Public Facilities Element provides policies for public facilities financing, prioritization, and evaluation of new growth that apply to transportation projects. ~~The Public Facilities Element~~ policies, combined with those listed below, are designed to: provide guidance for the prioritization of projects; position San Diego to compete for available transportation funding; to pursue new funding sources; to maximize the use of funding obtained; and to guide the funding of improvement projects to best meet General Plan goals.



Policies

Prioritization

- ME-K.1. Identify and prioritize transportation improvement projects for inclusion in the City's ~~of San Diego's~~ annual Capital Improvements Program (CIP) and to guide the City's applications for regional, state or federal funds, in accordance with Public Facilities Element, Policy PF.B.3.
- ME-K.2. Take a leadership role in efforts to increase transportation funding to benefit areas that have the strongest commitment to locating or maintaining higher densities/intensities in areas served by existing or planned transit.
- ME-K.3. Work with SANDAG to increase the share of regional funding (~~over the 2030 RTP levels~~) allocated to pedestrian, bicycle, and transportation systems management projects.

Provision of Transportation Facilities with Growth

- ME-K.4. Determine necessary transportation improvements to serve new development at the community plan level, and where necessary, at the project level.
- ME-K.5. Require the dedication and/or improvement of transportation facilities in conjunction with the subdivision of land, negotiated development agreements, discretionary permits, and ~~impact fee studies~~ facilities financing plans.
- ME-K.6. Require development proposals to provide a mix of multi-modal transportation facilities, where needed, in accordance with the Transportation Study Manual and policies established in the Public Facilities Element, Section C.

L. Emerging Technologies

Goal

- ◆ Maximize efficiency of service.
- ◆ Improve movement throughout the City.

Discussion

Transportation technology will transform how people and goods move around the City. New technologies that can support the goals and vision of the General Plan and to enhance safety, mobility, access, and equity in the City for residents, community members, workers, and visitors. These emerging technologies may impact people's transportation decisions and could increase the accessibility and connectivity of different areas within the City.

The network of electric vehicle charging stations is expected to grow as the number of passenger vehicles, medium-duty electric vehicles, and heavy-duty vehicles increases. To support the growing need for vehicle charging, wireless in-road electric vehicle charging will need to be considered at a regional level. The expansion of existing charging infrastructure and implementation of in-road electric vehicle charging has the potential to support the City's overall shift to electric vehicles.

Active Transportation and Demand Management (ATDM) can help provide real-time information to the public and reduce congestion. ATDM enables transportation operators to change how infrastructure and services are used as traffic conditions change. Roads can have their capacity maximized through technology instead of being widened or building new roadways. This technology provides real-time travel information to help people decide how, where, and when to travel. Digital infrastructure can allow people to connect to transportation services and creating a digital platform that can enable dynamic management of roadways and transit services.

Mobility as a Service (MaaS) is a consolidated on-demand digital platform that integrates various forms of transportation options and programs into one application. MaaS can include an integrated payment system that covers all transportation services which can include transit information and passes, scooter or shared mobility device rental and booking, bike routes and bike rental, managed lane payments, transportation network company services, and on demand or shared services.

Driverless vehicle technology will evolve over the next few decades. Autonomous Vehicles (AVs) can reduce or eliminate accidents and could increase mobility options. As AV use increases, the number of single occupancy vehicle trips could increase which could affect congestion and curb utilization. As such, pooled ownership programs and programs to support utilization of AVs for rideshare and delivery services may need to be developed as driverless technology expands.



Policies

- ME-L.1. Support efforts to accelerate electric vehicle EV-adoption, including flexible fleets, circulators, and electric bicycles, focusing on barriers to ownership and charging for residentscommunity members in areas with the greatest needswithin structurally excluded communities and Communities of Concern.
- ME-L.2 Support pilot efforts to further sustainable mobility efforts surrounding Mobility as a Service, Active Transportation Demand Management, and autonomous vehicle adoption and implementation.
- ME-L.3 Develop infrastructure to support zero emission transportation technologies and services.
- ME-L.4 Explore the development of a citywide policy for Consider the use of City owned surplus land that cannot be used for housing or housing related uses to be considered for electric vehicle charging sites prior to review for sale or other dispensation.
- ME-L.5 Maximize efficiency of services, while increasing person throughput, reducing congestion and parking demand, and providing quality information to the traveling public
- ME-L.6 Embrace emerging technologies that improve movement throughout the City, enhance transportation safety, and/or support the electrification of fleet and privately-owned vehicles.
- ME-L.7 Monitor, evaluate, and address the effects that autonomous vehicles may have on mobility and transportation networks.
- ME-L.8 Work with SANDAG, Caltrans, NCTD and MTS to pilot emerging technologies in the City of San Diego and evaluate the functionality of these technologies especially as it relates to the City's Vision Zero goal.

Recreation Element



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Recreation Element

"Cities that meet the needs of children will not only create more resilient children, they will help to create more resilient cities."

- Paul Tranter and Claire Feeman, Children and their Urban Environment

"Park improvement is among the most important of the undertakings now before the City. It should have the cordial cooperation of all."

San Diego Union editorial on the City Park System, July 6, 1910

Purpose

To preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users.

Introduction

The City of San Diego has over 38,930 acres of park and open space lands that offer a diverse range of recreational opportunities. The City's parks, open space, trails, and recreation facilities annually serve millions of residents and visitors and play an important role in the physical, mental, social, and environmental health of the City and its residents. Parks can improve the quality of life by strengthening the body and assisting in maintaining physical well-being. Mental and social benefits include visual relief from urban development, passive recreational opportunities that refresh the frame of mind and provide opportunities for social interaction, and healthy activities for all. Park and open space lands benefit the environment by providing habitat for plants and animals, and space for urban runoff to percolate into the soil, while also serving to decrease the effects of urban heat islands. In addition, the City park system supports San Diego's tourism industry, and enhances the City's ability to attract and retain businesses.



Mission Trails Regional Park



THE CITY OF SAN DIEGO General Plan

Recreation Element

The General Plan Open Space and Parks Map depicts generalized open space and park land uses in the City of San Diego. The information is a composite of the open space and park uses that are mapped in adopted land use plans. It is intended as a representation of the distribution of open space and park lands throughout the City. It is not a replacement or substitution for community or other adopted land use plans. Please refer to the relevant community or other adopted land use plan documents for more detail regarding open space and park uses.

Revised April 10, 2021

See Revised Figure RE-1:
Community Plan Designated Open
Space and Parks Map

Figure RE-1

Community Plan Designated Open Space and Parks Map

-  Neighborhood Park
-  Community Park
-  Resource Based Park
-  Open Space
-  Military Use

0 1 2 4 6 Miles

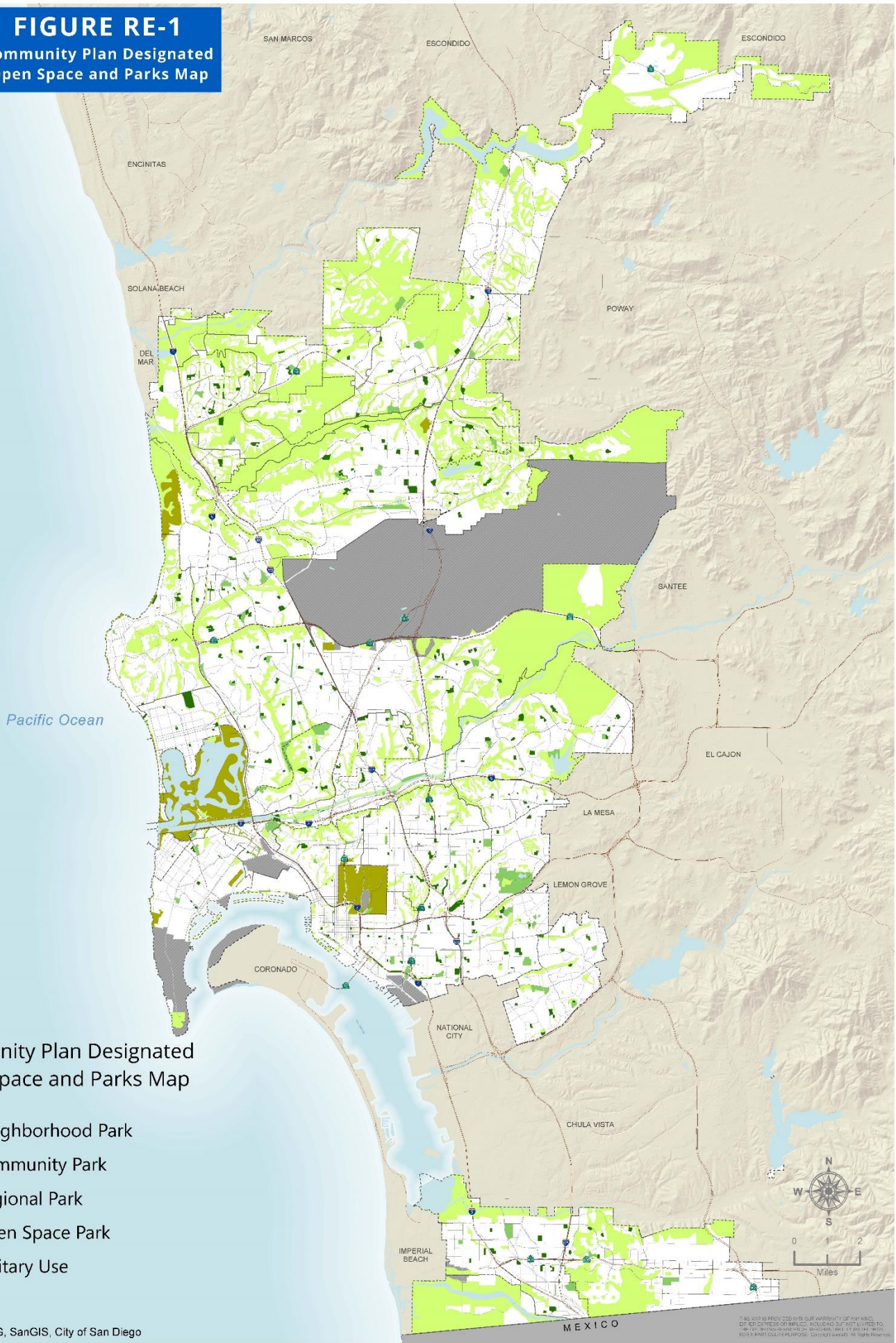


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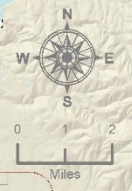
FIGURE RE-1

Community Plan Designated Open Space and Parks Map



Community Plan Designated
Open Space and Parks Map

- Neighborhood Park
- Community Park
- Regional Park
- Open Space Park
- Military Use



San Diego’s environment, its coastal location, temperate climate, and diverse topography, contribute to creating the City’s first-class recreation and open space system for San Diego’s residents and visitors. The goals and policies of the Recreation Element have been developed to take advantage of the City’s natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, address historic disinvestment in areas with the greatest needs structurally excluded communities due to racist and other exclusionary planning policies and development patterns, and to adapt to future recreation needs.

The City’s Parks and Open Space System

The City of San Diego provides three use categories of parks and recreation for residents community members and visitors: population-based, resource-based, and open space. These three categories of recreation, including recreational value, land, facilities, and programming, constitute the City of San Diego’s municipal park and recreation system.



Hilltop Community Park, Rancho Peñasquitos

- Population-based parks (commonly known as Neighborhood and Community parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area. As the category’s name implies, these parks are developed based on population changes.
- Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors.
- Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

DRAFT

Parks and open spaces ~~that have been~~ designated in community plans are shown on Figure RE-1, Community Plan Designated Open Space and Parks Map.

Park and Recreation Challenges

It has become increasingly challenging to meet the public's park and recreational needs as resident and visitor populations grow, land values increase, and the availability of vacant land decreases. The City faces:

- Increased demand on existing/remaining useable park and recreation resources/facilities, especially in older, urbanized communities;
- Increased pressure to develop open space lands and resource-based parks for population-based recreational purposes;
- Inequitable distribution of, and access to, parks citywide, especially in older, developed communities, ~~in areas with the greatest needs structurally excluded communities, and communities of concern~~; and
- The need to balance competing land uses, and to recognize the unique differences among communities, in order to achieve livable neighborhoods and communities.

The Recreation Element contains policies to address these challenges. The element recommends that the City pursue long-term joint use agreements with schools, other public agencies, or private entities; ensure that adequate park fees are collected to provide for the park needs generated by new development; and allow for alternative means of providing timely and equitable park and recreation facilities. The City's comprehensive Parks Master Plan sets priorities for protection and enhancement of existing park and recreation assets and identifies policies and implementation actions to guide provision of parks and recreational opportunities to meet present and future City needs.

The Recreation Element is not an isolated component of the General Plan. It is interconnected in varying degrees to other elements of the General Plan. In particular, the Conservation Element and the Mobility Element provides additional policies for protecting and preserving natural resources and open space, many of which contribute to the City's recreation and open space system identifying sidewalks, bike paths, pedestrian paths, and multi-purpose trails to form a continuous region-wide network that links open space and recreation to communities throughout the City. Additionally, the Public Facilities Element provides the City's financing strategy for providing many public services, including park and recreational opportunities. Overall, the City of Villages strategy reinforces the importance of recreation as an essential quality of life factor that needs to be integrated into communities.

A. Park and Recreation Guidelines

Goals

- ◆ A sustainable park and recreation system that meets the needs of all residentscommunity members and visitors.
- ◆ Provision of parks that keep pace with population growth through timely acquisition and development, and facility upgrades.
- ◆ An increase in the amount and quality of recreation facilities and infrastructure through the promotion of alternative methods where development of typical facilities and infrastructure may be limited by land constraints.
- ◆ An equitable citywide distribution of and access to parks and recreation facilities, prioritizing communities with the greatest park needs first.

Discussion

As the City has grown, so have the quantity, quality, and distribution of recreation opportunities. New parks and open space have been acquired and facilities and services have been expanded in response to development patterns, leaving older urban and areas with the greatest needsstructurally excluded communities who have not seen recent development behind.City needs.

Recreation activities in the form of cultural, athletic, sport, social, and craft programs have been developed to serve a wide variety of the population throughout the City at parks, recreation centers, athletic fields, and public schools.

A variation exists between communities with respect to total recreational facilities and parks provided. Of most concern is the lack of quality usable neighborhood and community facilities in portions of older urbanized neighborhoods and areas with the greatest needsstructurally excluded communities. Some reasons for this include:

- The older urbanized communities were developed without specified park development guidelines or park fees;
- In the past, large resource-based parks such as Mission Bay Park and Balboa Park, which serve both residentscommunity members and visitors, were not included when considering community population park needs Continued development of new housing further adds to the need for new population-



*Youth baseball in Jerabek
Neighborhood Park Scripps Ranch*

based parks;

- There is a limited amount of undeveloped land readily available for development of new parks, making it necessary to acquire previously-developed land, or invest in upgrading existing parks; and
- There is often a lack of funding strategies and resources to enable planned and opportunistic land acquisitions and other park and recreation investments.
- Racist planning policies of the past, such as early twentieth-century redlining, have led to historic disinvestments in infrastructure, including parks and libraries, within communities of color.

Retrofitting older neighborhoods and areas with the greatest needs~~structurally excluded communities~~ to add new parks must be achieved with solutions that balance the often competing needs of parks, housing and other land uses. The Public Facilities, Services and Safety Element provides additional goals and policies related to funding of parks and recreation facilities. Additionally, downtown San Diego has a small block pattern and limited vacant land, and as the regional core is targeted for extensive, high-intensity vertical development, therefore necessitating creative and flexible methods for downtown to fulfill citywide goals, policies and standards.

In addition to land constraints, the City has been continually challenged with economic constraints in regard to park development, maintenance and operations. Therefore, it is essential that new parks and recreation facilities, and improvements to existing parks and facilities be designed and constructed to endure the intended use with minimal general fund funding for maintenance or upgrades during the expected useful life of the facility. When planning special activity parks and smaller, more intensive parks which may require a higher level of maintenance, additional funding sources for maintenance will need to be identified. Sustainable development features including application of water

Mission Bay Park

Mission Bay Park was developed from the 1940s through the 1960s using a tidal marsh that Juan Rodriguez Cabrillo named “False Bay” in 1542. In 1944, a Chamber of Commerce committee recommended development of Mission Bay into a tourist and recreation center to help diversify the City’s economy. In the late 1940s, dredging and filling operations began converting the marsh into the jewel that is today, Mission Bay Park. Twenty-five million cubic yards of sand and silt were dredged to create the landforms of the park, which now is almost entirely man-made.

Mission Bay Park comprises 27 miles of shoreline. Swimmers, boating enthusiasts, and sun lovers are drawn to Mission Bay’s beaches and water activities. The park offers a wide variety of recreation facilities and activities including boat docks and launching facilities, sailboat and motor rentals, 14 miles of biking and walking paths, basketball courts, and play areas for children. It’s one of San Diego’s most visited parks.

and energy conservation measures, green building technology, low-maintenance plantings, and design which is sensitive to local environmental conditions can help reduce long-term costs (see also Conservation Element, Section A).

There are many recreation facilities within the City that, while not under the control of the City of San Diego, provide a wide variety of recreation opportunities for the public that assist in meeting their recreation needs. These facilities come in many forms, from government-owned and operated parks to commercial endeavors, such as fitness clubs. Each serves to increase recreation opportunities, if only for a specified time. Of significant benefit to the public are those facilities that are owned, operated, and maintained by other governmental agencies and not-for-profit entities. These facilities tend to represent long-term investments in recreation and are designed to be accessible to the widest range of the public. Some examples of these are ~~the Cabrillo National Monument~~, Port of San Diego parks, County of San Diego parks, ~~Torrey Pines State pParks~~, ~~the Salvation Army Corps Ray and Joan Kroc Community Center~~, YMCAs, and ~~Jewish Community Centers and nonprofit community centers~~.

An ideal balance of recreational opportunities throughout the City is best achieved by considering a number of factors, such as a park's overall value to ~~residents~~community members and visitors, economic feasibility, community needs and desires, topographic conditions, changing demographics, and evolving trends in recreation. A park's overall value, physical facilities, accessibility, service radius, supervision, and leadership should all be included in the total effort to achieve, as much as possible, the same level of service and opportunity or need fulfillment in each community citywide. Overall park value should be determined by looking at a variety of factors such as location, surrounding land uses, and population density, park amenities, access, integration to transit, public art placemaking elements, and recreation amenities. All City parks should be accessible to all ~~residents~~community members and visitors Citywide through an interconnected Citywide parks system. A variety of recreational opportunities should be available to everyone.

Neighborhood and community park facilities should take a variety of forms in response to the specific needs and desires of the ~~residents~~community members involved. Neighborhood parks should be oriented toward achieving maximum neighborhood involvement in terms of interest, participation, and support. ~~Extra City and staff~~Additional resources should be dedicated to public engagement to ensure the voices of those in areas with the greatest needs structurally-excluded communities are heard and that all segments of a community's population are represented during the process including children and their caregivers. ~~They should be~~Parks are an important element in creating neighborhood identity. Community parks should supplement those activities in the neighborhood parks and provide for

a greater variety of facilities and active programmed uses.

DRAFT

Minimum standards and strategies for **the** development of parks and recreation facilities throughout the City are identified in the City's Parks Master Plan. These standards are intended to establish a method to measure the degree to which park and recreation facilities are developed, to ensure a well-planned interconnected Citywide parks system that is most beneficial to the City's residents and visitors, and to ensure the equitable provision of parks throughout the City . Flexibility is a key strategy to ensuring that the City can take advantage of both traditional, as well as unique and innovative parks and recreational opportunities.

Flexibility in the provision of recreation facilities is crucial to achieving citywide equity. The Parks Master Plan includes guidelines for implementing additional recreation opportunities throughout the City. Implementation of additional recreation strategies that go beyond traditional parks can allow for the equitable provision of park and recreational facilities, with built-in safeguards designed to protect the public interest.





THE CITY OF SAN DIEGO General Plan

Recreation Element

Revised June 28, 2021

**Figure RE-2: Planning Areas by
Community Park Planning Regions
Removed**

**Figure RE-2
Planning Areas by
Community Park
Planning Regions**

- Central Region
- Coastal Region
- Eastern Region
- North Central Region
- Northern Region
- Southern Region
- Military Use

0 1 2 4 6 Miles



- Central Region**
 - 1 Balboa Park
 - 2 Barrio Logan
 - 10 Downtown
 - 13 Encanto Neighborhoods
 - 15 Greater Golden Hill
 - 16 North Park
 - 46 Skyline-Paradise Hills
 - 48 Southeastern San Diego
 - 54 Uptown
 - Coastal Region**
 - 19 La Jolla
 - 22 Midway-Pacific Highway
 - 25 Mission Bay Park
 - 26 Mission Beach
 - 30 Ocean Beach
 - 32 Old San Diego
 - 35 Pacific Beach
 - 37 Peninsula
 - Eastern Region**
 - 8 College Area
 - 11 East Elliott
 - 6 City Heights*
 - 12 Eastern Area*
 - 18 Kensington-Talmadge*
 - 29 Normal Heights*
 - 28 Navajo
 - 49 Tierrasanta
 - North Central Region**
 - 7 Clairemont Mesa
 - 17 Kearny Mesa
 - 20 Linda Vista
 - 27 Mission Valley
 - 45 Serra Mesa
 - 53 University
 - Northern Region**
 - 3 Black Mountain Ranch
 - 4 Carmel Mountain Ranch
 - 5 Carmel Valley
 - 9 Del Mar Mesa
 - 14 Fairbanks Country Club
 - 30 North City Subarea 2
 - 21 Los Penasquitos Canyon Preserve
 - 23 Mira Mesa
 - 24 Miramar Ranch North
 - 36 Pacific Highlands Ranch
 - 38 Rancho Bernardo
 - 39 Rancho Encantada
 - 40 Rancho Penasquitos
 - 41 Sabre Springs
 - 42 San Pasqual
 - 44 Scripps Miramar Ranch
 - 51 Torrey Highlands
 - 47 Torrey Hills
 - 52 Torrey Pines
 - 55 Via De La Valle
 - Southern Region**
 - 33 Otay Mesa
 - 34 Otay Mesa-Nestor
 - 43 San Marcos
 - 50 Tijuana River Valley
- * Mid-City Community Plan*

Policies

Park Planning

- RE-A.1. Implement the City's Parks Master Plan with an informed and equitable public process.
- RE-A.2. Refine citywide park and recreation land use policies through community plan updates or other comprehensive planning efforts consistent with the Parks Master Plan to identify potential funding for park and recreation facilities, and to identify potential locations for parks and recreational opportunities that can be easily accessed by walking, biking, or transit and are centrally located, or provide unique recreational opportunities to residentscommunity members and visitors.
- RE-A.3. Take advantage of recreational opportunities presented by the natural environment, in particular, open spaces and the beaches and shorelines.
- RE-A.4. Consider existing, long-term recreation facilities provided by not-for-profit organizations when establishing priorities for new facilities.
- RE-A.5. Improve distribution of the most specialized recreation facilities, such as water play areas, swimming pools, off-leash dog areas, and skate parks, and strive to increase bicycle, pedestrian, and transit access to these facilities.
- RE-A.6. In addition to upgrading existing parks, continue to pursue opportunities to develop new parks and acquire new parkland.
 - a. Identify underutilized City lands and public right-of-way's with potential for use as mini-parks, pocket parks, urban plazas, and community gardens.
 - b. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, urban plazas, and community gardens.
 - c. Pursue acquisition of urban lands, as it becomes available, that could be developed as mini-parks, pocket parks or urban plazas.
- RE-A.7. Establish a policy for park design and development that encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate (see also Conservation Element, Section A).

Park Standards

- RE-A.8. Fully implement and achieve the park standards identified in the Parks Master Plan, including land acquisition.
- RE-A.9. Identify opportunities to increase recreational value and population-based parks within the community consistent with the Parks Master Plan by planning for upgrades and new investments within existing parks. Allow for flexibility and innovation to provide parks and recreational opportunities.
- Continue the ongoing practice of developing joint use facilities utilizing a public input process.
 - Increase community and Citywide access to population-based parks, resource-based parks and open spaces, consistent with the Parks Master Plan.
 - Identify underutilized existing parks to be upgraded to increase recreational value to the City's parks system.
- RE-A.10. Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks. (see also Urban Design Policies, UD-B.8 and UD-C.5)
- Consider private recreation facilities when evaluating development park needs when it is clearly identified that the facilities and programs provide a public benefit and are bound by easements and agreements that remain in effect in perpetuity according to adopted policies (see also RE-C.6.).

Equity

- RE-A.11. Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources.
- ~~RE-A.13. Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources.~~
- RE-A.13~~4~~. Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide.
- RE-A.14~~5~~. Prioritize funding for acquisition and development of park and recreation facilities in areas with the greatest needs~~structurally excluded communities and communities of concern.~~

RE-A.156. Prioritize the development of parks and recreation facilities for local youth activities in areas with the greatest needs in structurally excluded communities and communities of concern.

Implementation

RE-A.167. Identify potential funding opportunities to implement and achieve the park standards identified in the Parks Master Plan.

RE-A.178. Prepare an ordinance for City Council consideration that authorizes implementation of the state Subdivision Map Act/Quimby Act and provides a methodology for acquiring land and/or appropriate park fees from new subdivisions for population-based parks and recreation facilities.

RE-A.189. Ensure that all development impact fees collected for the acquisition and development of population-based parks and recreation facilities are used for appropriate purposes in a timely and equitable manner.

RE-A.192. Pursue joint use agreements for recreational facilities on other public agency-owned land to help implement the standards identified in the Parks Master Plan.

RE-A.204. Engage ~~local~~ with the Kumeyaay Nation when planning parks and recreation areas and explore opportunities to incorporate park features and educational programming that recognizes the Traditional Territory of the Kumeyaay people, honors their connection to the land since Time Immemorial, and celebrates their continued presence, contributions, and cultural traditions. Consider incorporation of Kumeyaay language and placenames, tribal members with traditional knowledge of ethnobotany, and ethnoecology as supported by the Kumeyaay Nation. to share information regarding educational opportunities when planning parks and recreation areas. Utilizing such knowledge allows for sensitive interpretation of the complex history and biodiversity of San Diego.

RE-A.21. Ensure future park and recreation initiatives implement the equity and anti-racist policies established in the Parks Master Plan.

B. Recreational Opportunities

Goals

- ◆ A City with park and recreation facilities and services that are designed to accommodate the needs of a growing and diverse population and respects the City's natural landforms.
- ◆ A regional and citywide parks/open space system, including the bays, beaches, rivers, and other attractions, that gives our region identity, attracts tourism, and enriches the quality of life for **residentscommunity members** and visitors.
- ◆ A City with a diverse range of active and passive recreational opportunities that meet the needs of and reinforces the City's natural beauty and resources.

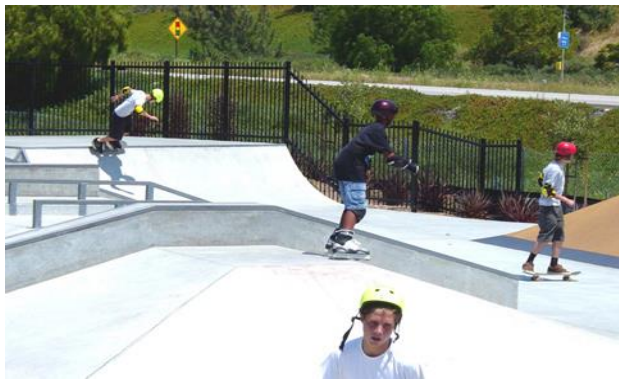
Discussion

San Diego's mild climate, diverse topography, and unique location that spans from the mountains to the coast, physically define the City and afford it exceptional recreational opportunities. San Diego is fortunate to have a temperate climate that makes comfortable year-round outdoor recreation possible. Its hillsides, canyons, mesas, and floodplains help shape the City's urban form and provide numerous and varied recreational opportunities. The City's beaches, bays, and estuaries provide active and passive recreational opportunities. San Diego is also defined by its diverse neighborhoods and communities. These neighborhoods and communities are reflective of the wide array of cultures, income levels, ethnicities, physical abilities, and household types that represent the City and influence its recreation choices.

Recreation and leisure-time activities are defined by the user, and include active and passive pursuits. While some **residentscommunity members** and visitors may participate in active recreation such as organized or programmed sports, others may choose passive activities such as reading under a shade tree, **strolling through a garden**, or observing nature. Individual recreation choices are based on a number of factors including location, age, family composition, schedule, physical ability, and culture.

The City's park and recreation system offers a broad range of opportunities for recreation and leisurely pursuits. It is a network of park lands, open space, recreation facilities, programs, and staff services designed to meet the specialized needs of individual neighborhoods and communities while respecting the natural resources and landforms. The City provides sports fields, swimming pools, tennis courts, parks, beaches, picnic areas, skate parks, dog off-leash parks, hiking/biking and equestrian trails, and areas of scenic beauty for public use, as well as a variety of programs for youth, adults, and seniors.

For purposes of this document, General Plan–designated open space and parks are those areas of the City that are identified in adopted land use plans as open space or parks. As such, these areas include local and resource–based parks, open space with natural or cultural value (including Multiple Habitat Planning Area [MHPA] lands), and areas identified in land use plans that may not contain natural or cultural characteristics, but instead function to provide a land use buffer, visual relief, or similar purpose (see Figure RE–1, Community Plan Designated Open Space and Parks Map, and also Conservation Element, Figure CE–2, Multi–Habitat Planning Area).



Skate Park



Crystal Pier, Pacific Beach

Policies

- RE–B.1. Provide access to a diversity of recreation facilities and programs that meet the City’s demographically changing needs while ensuring no net–loss of overall park acreage or recreational value.
- RE–B.2. Sustain partnerships with communities in the planning, site selection, design, and construction of park and recreation facilities to ensure resident, neighborhood and area needs are satisfied.
- RE–B.3. Include recreation needs in community plans, consistent with the Parks Master Plan, to ensure that facilities and programs reflect community preferences, including the growing demand for senior activities.
- RE–B.4. In planning, with respect to existing parks, give consideration to preserving the existing uses, while simultaneously identify opportunities to upgrade and improve the parks.

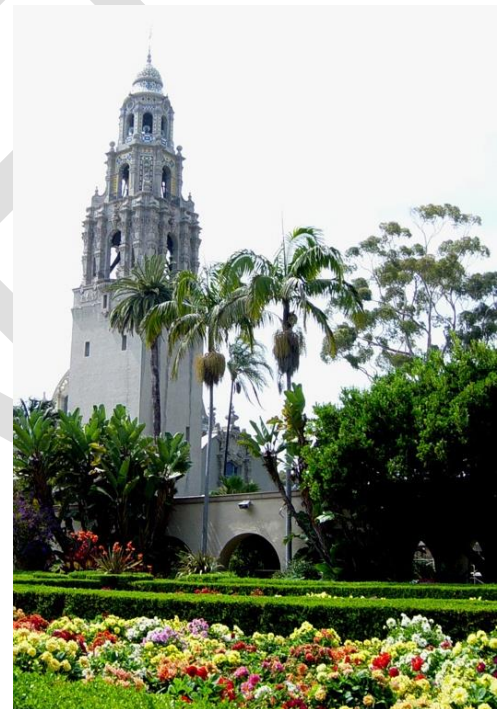
C. Preservation

Goals

- ◆ Preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs citywide.
- ◆ Preserve, protect and enrich natural, cultural, and historic resources that serve as recreation facilities.

Discussion

San Diegans place a high value on the availability of park and recreation opportunities, and increasingly recognize their importance as a requisite companion to urban living as population densities increase. As San Diego continues to grow, so will the demand for parks and recreation opportunities. Since undeveloped land in the City is diminishing, it is increasingly difficult to provide new parks, thus putting increased pressure on existing parks. This will be especially evident in the older, well-established urban communities. ~~Thus, existing parks must be protected from degradation caused by overuse.~~ Preservation and enhancement of existing population-based parks, resource-based parks, recreation programs, and open space (including canyons) isare essential and will require careful balancing of community and park infrastructure needs.



California Tower, Balboa Park

Key to the preservation and enhancement of open space and parkland is the use of the City's resource-based parks which are home to many of the City's cultural and natural resources. Cultural resources are man-made physical features associated with human activity. In addition to their historic value, cultural resources often function as recreation facilities. ~~The Old Mission Dam (Padre Dam) in Mission Trails Regional Balboa Park, and the Presidio and Fort Stockton in Presidio-Chicano~~ Park are examples of cultural resources that provide recreational value. Natural resources are the naturally occurring environmental attributes of the region. They include ~~the~~ beaches, canyons, mesas, rivers, floodplains, and associated plants and animals. These resources, like cultural resources, provide varying opportunities for recreation. Cultural and natural resources should be protected and preserved as a reminders ~~of man's historic presence, of~~ the region's²

natural history, and to provide maximum educational, recreational, and aesthetic benefit ~~for~~to the citizens of, and visitors to San Diego.

Policies

- RE-C.1. Protect existing parklands and open space from unauthorized encroachment by adjacent development through appropriate enforcement measures.
- RE-C.2. Protect, manage and enhance parks and open space lands through appropriate means which include sensitive planning, park and open space dedications, and physical protective devices.
- RE-C.3. Identify and secure funding sources necessary for protecting, preserving, and maintaining parks and open space.
- RE-C.4. Preserve all beaches for public-only purposes, including the protection of sensitive habitat and species.
- RE-C.5. Design parks to preserve, enhance, and incorporate items of natural, cultural, Native American, or historic importance.
- RE-C.6. Ensure temporary and permanent commercial uses within parks are park-serving, complementary to existing or proposed recreational uses, and contribute to the safety and enjoyability of the park, consistent with the Parks Master Plan.

History of Balboa Park

On May 26, 1868, when San Diego consisted of only 2,301 ~~residents~~community members and 915 houses, a 1,400-acre tract of nine city pueblo lots was set aside as "City Park." Twenty-four years later, in 1892, Kate O. Sessions asked City officials to lease 30 acres of "City Park" for a nursery, and in return, she would plant 100 trees per year throughout the park. In 1902, the Park Improvement Committee employed landscape architect Samuel Parsons, to develop a comprehensive plan for the park. By 1910 the parkland began to look much as it does today. In that same year a contest was held to rename the park. Balboa, in honor of Spanish explorer Vasco Nuñez de Balboa, the first European to see the Pacific Ocean, was selected, in part, because the park also offered wide views of the Pacific Ocean.

Balboa Park owes much of its development to two world fairs, the Panama-California Exposition of 1915-16, and the California Pacific International Exposition of 1935-36. The design of the 1915 Panama-California Exposition reflected Spanish Colonial Architecture. The Cabrillo Bridge, most of the Cultural Center buildings along El Prado, and the Spreckels Organ Pavilion were built for the Exposition, under the supervision of architect, Bertrum Goodhue. The development of the Southern Palisades grew out of the California Pacific International Exposition and was designed to represent a complete history of the Southwest, from prehistoric times to the modern era, under the direction of Richard Requa, Director of Architecture and Landscaping. Many of the buildings were designed to be reminders of Indian Pueblo or Mayan building design.

Today, Balboa Park is comprised of more than 1,100 gross acres and 820 useable acres. It includes fifteen museums, various gardens, arts and international cultural associations, recreation areas, and the San Diego Zoo. This urban park at the edge of downtown is renowned for its brilliant displays of seasonal flowers, shady groves of trees, and meandering paths through rolling lawns. It offers something historical, horticultural, educational, and recreational for everyone. Approximately 14 million visitors come to the park each year.

- RE-C.7. Protect beaches and canyons from uncontrolled urban runoff.
- RE-C.8. Develop programs to educate the public on the variety, importance, and recreational uses of the City's natural and cultural resources that are located in City parks and open space lands.
- RE-C.9. Determine strategies that accommodate both land for residential, commercial, and industrial use with the needs for parkland and open space uses.
- RE-C.10. Develop strategies that adapt public rights-of-way that support recreation, walkability, sociability, bikeability, and health while reducing vehicular congestion and emissions.

D. Accessibility

Goals

- ◆ A park and recreation system that provides an equitable distribution of park and recreation facilities that are designed to accommodate the needs of a diverse population, age ability, or place of residence.
- ◆ Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative modes of travel.
- ◆ Provision of an inter-connected park and open space system that is integrated into and accessible to the community.
- ◆ Recreational facilities that are available for programmed and non-programmed uses.

Discussion

Park and recreation facilities enhance the quality of life for all San Diegans. These facilities should be integrated into the urban fabric so they become a convenient and easily accessible part of the daily life of San Diegans. San Diego's recreation system is comprised of a large number of facility types and programs dispersed throughout the City. However, due to redlining in the early twentieth century, City development patterns, and historic disinvestment in areas with the greatest needs structurally excluded communities through the years, parks and recreation facilities are not equitably distributed citywide.



Balboa Park

Recreation access has three main components: linkage, opportunity, and availability. Regarding recreation linkages, ideally, parks should be located within a 10-minute walk, 20-minute bike ride, or 30-minute transit ride of residential neighborhoods and employment centers. However, given the wide variety of recreation facility types, their use characteristics, and associated costs, it is not always feasible to locate every type of recreation facility in every community. Therefore, regional recreation facilities should be placed equitably throughout the City, particularly in areas with the greatest needs structurally excluded communities and communities of concern areas with the most need.

Recreation opportunity addresses the need for facilities to be accessible to the broadest population possible. This means facilities should be optimally located and designed to

address people with special needs. They should be located along transit routes that provide access for the disabled, elderly, teens, and the economically disadvantaged. They should be designed as open facilities that can be easily navigated by seniors and persons with disabilities. Outdoor recreational opportunities should also be available to the diverse population within the City's open space and resource-based parks. This can be accomplished through development of accessible overlooks and trails, where feasible, and interpretive and directional **multilingual** signs (see also RE-F.7). The Mobility and Conservation Elements provide additional recommendations regarding access (see also Mobility Element, Policies ME-A.6.b and CE-B.5).

Many people enjoy the use of trails for the outdoor experience, opportunity for exercise, and linkages they offer. When improving existing trails or designing new ones, it is important to ~~provide for the protection of~~ natural and cultural resources **while increasing access to the broadest number of users,** ~~aAs well as addressing aAs as~~ well as to address water management, user safety, and maintenance needs. The development of a proposed city-wide Trails Master Plan will assist in planning for and the adoption of a city-wide trails system, ~~within~~ and connecting the City's and region's open space areas, parks and recreation amenities. ~~Until the adoption of a Trails Master Plan, the City's trail standards can be found as an appendix to the~~ **Parks and Recreation Department** Consultant's Guide to Park Design and Development, which provides guidelines for new trail construction and for improvements to existing trails. Basic trail definitions are included in the Glossary.

Recreation availability addresses the need for facilities to be open for use by the **general** public. Many recreation facilities set aside time for exclusive use by programmed activities, such as sport leagues, clubs, or other private groups. These programmed activities fulfill recreational needs of the community. However, a balance between programmed and non-programmed use of recreation facilities must be achieved to make facilities available to the greatest number and variety of users.

Policies

- RE-D.1. Provide new and upgraded park and recreation facilities that employ universal design principles that make them accessible to San Diegans regardless of age or physical ability, giving priority to economically disadvantaged communities.
- RE-D.2. Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.
- RE-D.3. Provide recreation programs and services specifically designed to meet the needs of children, the increasing elderly population, persons with disabilities and the underserved teenage population.
- RE-D.4. Equitably distribute regional special activity recreation facilities that are not feasibly located in most community parks based on broader service areas.
- RE-D.5. Work with regional agencies to improve public transit to park and recreation

facilities.

- RE-D.6. Provide safe and convenient bicycle, pedestrian, and micro_mobility linkages to, and within, park and recreation facilities and open space areas.
- a. Provide pedestrian and bicycle paths between recreation facilities and residential development.
 - b. Designate pedestrian and bicycle corridors, and equestrian corridors where appropriate, that link residential neighborhoods with park and recreation facilities, trails, and open spaces and active commercial areas.
 - c. Improve public access through development of, and improvements to, multi-use trails within urban canyons and other open space areas.
 - d. Coordinate efforts with the City's Pedestrian Master Plan, the Parks Master Plan, Trails Master Plan, and the County's trail system to provide safe and convenient linkages between areas (see also Mobility Element, Section A).
 - e. Coordinate with the county, state, and federal governments to ensure planning for and connectivity to trail systems outside of the City such as the Trans-County Trail Plan, San Diego River trails, Sweetwater River trails, Otay Valley trails, the California Coastal Trail, the Pacific Crest Trail and the California Riding and Hiking Trail.
 - f. Identify key trails and access points as a part of community plan updates, discretionary permit reviews, and other applicable land use and park planning documents.
- RE-D.7. Provide public access to open space for recreational purposes.
- a. Provide public access into Multiple Species Conservation Program (MSCP) open space for only those recreational purposes deemed compatible with the preservation goals of the MSCP Subarea Plan.
 - b. Provide public access at locations consistent with the goals and policies of the Conservation Element.
 - c. Provide new, and preserve and enhance existing public beach access, where appropriate.
- RE-D.8. Balance the scheduling of programmed and non-programmed use of parks and recreation facilities to provide access to a diversity of users.
- RE-D.9. Maximize natural sunlight and shade opportunities by planting trees in park areas to provide shade relief and a range of recreational experiences throughout the year for all users.
- RE-D.10. Ensure gender equity in the park design and programming.

E. Joint Use and Cooperative Partnerships

Goals

- ◆ Achievement of greater public benefit through shared use of recreational resources.
- ◆ An increase in recreational activities and programs through multi-agency coordination of interagency public lands, facilities and infrastructure uses.
- ◆ Joint use and lease agreements that contribute to the recreational and physical education needs of the community.

Discussion

Creative methods for cost-effective and efficient use of public lands are required if recreation facilities are to be improved, enhanced, and expanded to meet existing and future needs. San Diego's expanding urban development and its desire to acquire, protect and preserve parkland, recreation facilities, and open space have limited the availability of, and placed constraints on, developable lands. One creative means of providing additional lands and facilities for public recreation use is through joint use of public and not-for-profit facilities such as parks, swimming pools, and schools. Joint use facilities can include any land area or physical structure shared by one or more public or not-for-profit entities. An example of a joint use facility is a multi-purpose sports field at a secondary or middle school that is exclusively used for school purposes during school hours, but is available for public use when school is not in session. Joint use serves an increasingly important role in providing recreation space and facilities in the older, more densely populated urban communities.



Youth soccer at school athletic field, San Carlos

San Diego has a well-established history of developing successful joint use recreation facilities. The City of San Diego entered into its first joint use agreement in September 1948 with the San Diego Unified School District. The City is now a party to approximately 100 similar agreements between it and the San Diego Unified, Solana Beach, Del Mar Union, Poway Unified, and San Ysidro School Districts. These agreements have accommodated the need for recreational space by designating school sites for community recreational use during non-school hours.

The agreements have resulted in shared use of multi-purpose courts, turf playfields, lighted and unlighted multi-purpose sports fields, children's play areas and parking lots in communities throughout the City. However, more planned joint use of facilities, especially for athletic field use, have not materialized in some of the City's neighborhoods, particularly in areas with the greatest needs in communities of concern. Therefore, it will be a City priority to acquire all land to facilitate more joint use agreements with schools in these areas.

In addition to the continued pursuit of joint use opportunities with school districts, there are opportunities for new cooperative partnerships with governmental agencies and other entities with land holdings. Underutilized public facilities, such as surplus land, remnant parcels, structures, rooftops, plazas, and underground facilities can provide recreation and economic opportunities. Undeveloped rights-of-way not only provide opportunities for trails that link parks and recreation facilities, adaptations to the right-of-ways that provide invitations for people to stay, connect, and interact are also vital to livable neighborhoods. Street space, ranging from parking spaces to entire blocks, can serve a variety of functions. In addition to mobility, streets can be programmed as places to play and socialize while continuing to function as paths of travel, including pedestrian and bicycle travel. The right-of-way can be adapted using many combinations of strategies to achieve more diverse use. Unnecessary paper streets could be vacated and acquired for mini-park development. Surplus land and remnant parcels could be developed into population- and resource-based recreation facilities. Underutilized structures could provide space for recreation programs, underground facilities could possibly provide recreation space at ground level, and rooftops could potentially provide additional recreational opportunities. Once identified and developed, such cooperative partnerships could provide needed recreation facilities and services.

The City of San Diego has partnerships with community volunteers and manages an extensive volunteer program. Volunteers are active in almost all City departments, working in offices, recreation centers, and libraries, or at parks and beaches. In 2004, over 35,000 volunteers worked more than 1,100,000 hours assisting in City departments.

Policies

- RE-E.1. Engage in multi-purpose planning and inter-agency coordination to provide a variety of compatible recreational activities within a given location, especially where they cross jurisdictional boundaries.
- RE-E.2. Work with local school districts', colleges, and universities to expand development of on-campus joint use recreation facilities including multi-purpose courts, parking lots, and multi-purpose athletic fields.

- RE-E.3. Support local school districts' efforts to expand elementary and secondary school sites that result in additional joint use opportunities while balancing the competing needs of recreation and housing.
- RE-E.4. Strive for mutually agreeable long-term, joint use agreements with other public agencies to assure recreation for existing residentscommunity members and future generations.
- RE-E.5. Pursue acquisition or lease of surplus school property for park development.
- RE-E.6. Use underutilized or unnecessary City rights-of-way and utility easements to help meet recreational needs, where appropriate.
- a. Develop and maintain an inventory of underutilized or unnecessary rights-of-way, including underlying ownership.
 - b. Develop criteria to determine potential value of underutilized or unnecessary rights-of-way and utility easements for recreational use, including bike, pedestrian, and equestrian linkages for trail access to parks and open space (and canyons), and as overlooks into open space or beaches.
- RE-E.7. Design public facilities, such as municipal water storage facilities, public parking structures, transit centers, and libraries, to incorporate recreational elements such as children's play areas, rooftop parks, courts and arenas, plazas, mini-parks, and community gardens.
- RE-E.8. Pursue partnerships and agreements with public agencies and not-for-profit entities to provide additional recreational space within the City such as parks, greenbelts, trail connections, parkways, bike paths, community gardens, plazas, and other recreation facilities. Potential partners for recreation land and facilities may include, but are not limited to:
- Metropolitan Transit System
 - San Diego Unified Port District
 - California Department of Transportation
 - U. S. Department of Defense
 - Other governmental agencies and jurisdictions
 - Utility and railroad companies
 - Redevelopment agencies
 - Not-for-profit youth and recreation entities

- School districts
- RE-E.9. Explore acquisition or utilization of government-owned surplus or remnant parcels for public park use.
- RE-E.10. Secure land for joint use recreational facilities to ensure its public use in perpetuity.
- a. Acquire land identified for school athletic program use, where the cost is beneficial and suitable for joint use.
 - b. Develop financing strategies for City acquisition of land for joint use facilities, where feasible.
 - c. Where acquisition of the joint use land is not feasible, provide other assurances (such as memoranda of understanding or park easements) that joint use materializes.
 - d. Negotiate and enter into joint use agreements with school districts to help implement population-based park recommendations.
- RE-E.11. Provide credit to subdividers for the joint use of land reserved for school athletic program use when secured in accordance with RE-E.10.
- RE-E.12. Encourage and support multi-level volunteerism to supplement and enhance public recreational programs, through provision of a wide range of programs that help meet community needs.
- RE-E.13. Pursue partnerships with private interests providing publicly accessible parks and urban plazas as part of the development, participating in the financing, programming, maintenance and operations.

F. Open Space Lands and Resource-Based Parks

Goals

- ◆ An open space and resource-based park system that provides for the preservation and management of natural resources, enhancement of outdoor recreation opportunities, and protection of the public health and safety.
- ◆ Preservation of the natural terrain and drainage systems of San Diego's open space lands and resource-based parks.
- ◆ A system of pedestrian, bicycle, and equestrian paths linking communities, neighborhoods, parks, and the open space system.

Discussion

Open space may be defined as land or water areas generally free from development or developed with very low-intensity uses that respect the characteristics of the natural environment. Open space is generally non-urban in character and may have utility for: park and recreation purposes; conservation of land, water, or other natural resources; historic or scenic purposes; or support of the mission of military installations. Open space that may be designated for outdoor recreation includes, but is not limited to: areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to passive recreation space adjacent to waterfronts, rivers and creeks; urban canyons; specified areas within the City's Multiple Species Conservation Program (MSCP); and areas that serve as links between major recreation uses and open space, such as utility easements, river corridors, and trails. The Conservation Element, Section B further defines and expands on policies for the preservation of open space.



The City of San Diego’s definitions for ‘open space’ and ‘park’ vary according to the context in which the terms are used. The Parks Master Plan identifies park typologies in which open space and parks are used, defines them in that context, and lists the general attributes for each. For purposes of this document, designated parks and open space lands are those areas of the City that are identified in adopted land use plans and referred to as either general plan parks or general plan open space lands.

Resource-based parks are intended to preserve and make available to all **residentscommunity members** and visitors those areas of outstanding scenic, natural, or cultural interest. Examples of resource-based parks are Presidio Park, Mission Bay Park, and Balboa Park. Although resource-based parks are not developed to address the specific needs of any one community, portions of them can, and do, function to fulfill the local neighborhood and community park needs of surrounding **residentscommunity members**. River parks are a type of resource-based park, often involving coordination/cooperation between multiple jurisdictions, that are centered around regional water resources, that provide a strategic plan for the balanced protection of open space, wildlife, historic, agricultural, and archaeological resources and provision of recreational opportunities ranging from playing fields and picnic areas to hiking, biking, and horse trails. The City of San Diego, in association with other agencies and jurisdictions, currently has four river parks at various stages in the planning process: San Diego River Park, San Dieguito River Park, Otay Valley Regional Park, and Tijuana River Valley Regional Park.

Mission Trails Regional Park

Mission Trails Regional Park has been called the third jewel in the City of San Diego Park System (Balboa Park and Mission Bay Park are the first and second.) Started in 1974, Mission Trails Regional Park is one of the largest urban parks in the United States. Originally inhabited by the Kumeyaay Indians, it is the site of the Old Mission Dam, built to store water for the Mission San Diego de Alcalá. The park encompasses approximately 8,000 acres of rugged hills, valleys, and open areas which represent a San Diego prior to the landing of Explorer Juan Rodriguez Cabrillo in San Diego Bay in 1542.

Mission Trails Regional Park provides San Diego residents and visitors a way to explore the cultural, historical, and natural outdoor recreational aspects of San Diego. The park is operated and maintained by the City of San Diego in close partnership with the Mission Trails Regional Park Foundation. With more than 40 miles of trails, boating on Lake Murray, camping at Kumeyaay Lake, numerous informative hikes, and a state-of-the-art Visitor & Interpretive Center, Mission Trails Regional Park has something to offer everyone.

Policies

- RE-F.1. Develop, adopt, and maintain updates of a citywide Trails Master Plan to:**
- a. Guide the provision and enhancement of open space multi-purpose**

trails,

b. Increase access to open space citywide, particularly to communities of color and in areas with the greatest need communities of concern.

c. Protect environmentally sensitive lands and implement the City's Multiple Species Conservation Program.

d. Expand opportunities for people of color and other marginalized communities to participate in the management of open space and planning of open space policies.

- RE-F.1. Protect and enhance park lands from adjacent incompatible uses and encroachments. (see also Urban Design Element, Policy UD-A.3.)
- RE-F.2. Provide for sensitive development of recreation uses within and adjacent to City-owned open space lands.
- a. Include only those development features and amenities that do not encroach upon or harm the feature or resource that inspires the open space or resource-based park.
 - b. Design and maintain open space lands to preserve or enhance topographic and other natural site characteristics.
 - c. Preserve designated public open space view corridors, such as views to the Pacific Ocean, other bodies of water, and significant topographic features.
 - d. Preserve open space along lakes, rivers, and creek beds for passive public recreation uses that are consistent with MSCP preservation goals.
 - e. Plant only native plant and non-invasive naturalized plant materials adjacent to open space lands.
 - f. Plant only native plant materials in open space lands intended for natural resource protection.
- RE-F.3. Acquire remaining private beaches within the City for public use.
- RE-F.4. Balance passive recreation needs of trail use with environmental preservation.
- RE-F.5. Utilize open space lands for outdoor recreation purposes, when doing so is compatible with cultural, historic preservation and MSCP conservation goals and surrounding land uses, including, but not limited to:
- Locations of outstanding scenic, historic, and cultural value;
 - Corridors that link recreation facilities and open space areas such as

utility easements, river and stream corridors, trails, and scenic highway corridors; and

- Sites particularly suited for park and recreation purposes, such as areas adjacent to and providing access to beaches, lakeshores, rivers, and streams.

RE-F.6. Encourage the planning and coordination of river parks to provide public recreational opportunities, protect natural resources, and enhance community character.

RE.F-7. Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.

~~a. Develop, adopt, and maintain updates of a citywide Trails Master Plan to guide the provision of and enhancement of open space multi-purpose trails.~~

~~b.a.~~ Enhance public access to public open space by clearly identifying trailheads and trail alignments which are consistent with MSCP preservation goals.

~~e.b.~~ Locate canyon and other open space trails to take advantage of existing pathways and maintenance easements where possible and appropriate.

~~d.c.~~ Design, construct and manage trails to:

- Consider the context and sensitivity of the area they traverse.
- Protect and preserve sensitive natural and cultural resources.
- Provide for safe and enjoyable use using best practices (e.g. user management).
- Be sustainable and minimize maintenance using best practices (e.g. erosion control).

~~e.d.~~ Ensure that trails that are considered to be a part of the City's trail system meet one or more of the City's definitions of what constitutes a trail (see Glossary).

~~f.e.~~ Allow for the closure of existing public trails where such trails are unsafe, unsustainable, redundant, serve only a single private property, lack legal public access, and/or unnecessarily impact environmentally sensitive areas.

Noise Element





Noise Element

Purpose

To protect people living and working in the City of San Diego from excessive noise.

Introduction

Noise at excessive levels can affect our environment and our quality of life. Noise is subjective since it is dependent on the listener's reaction, the time of day, distance between source and receptor, and its tonal characteristics. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable.



The most prevalent noise sources in San Diego are from motor vehicle traffic on interstate freeways, state highways, and local major roads generally due to higher traffic volumes and speeds. Aircraft noise is also present in many areas of the City. Rail traffic and industrial and commercial activities contribute to the noise environment.

The City is primarily a developed and urbanized city, and an elevated ambient noise level is a normal part of the urban environment. However, controlling noise at its source to acceptable levels can make a substantial improvement in the quality of life for people living and working in the City. When this is not feasible, the City applies additional measures to limit the effect of noise on future land uses, which include spatial separation, site planning, and building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels.

The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. This purpose becomes more relevant as the City continues to grow with infill and mixed-use development consistent with the Land Use Element.

Noise Scales

Noise is usually measured in decibels (dB), because of the great dynamic range of the human ear. Decibels (dB) are based on a logarithmic scale that compresses the



Noise Element

wide range in sound pressure levels to a more usable range of numbers. People judge a sound that is 10 dB higher than another sound as being twice as loud; and 20 dB higher four times as loud; and so forth. A-weighted decibels (dBA) measured on a sound level meter use the A-weighted filter, which de-emphasizes the very low, and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. The A-weighted filter adjusts the scale or “fine-tunes” it for hearing by humans. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Common indoor and outdoor noise levels are listed on Table NE-1.

Community Noise Equivalent Level (CNEL) is the predominant noise rating scale used in California for land use compatibility. The CNEL rating represents the average of equivalent noise levels at a location for a 24-hour period, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods in order to account for the lower tolerance of individuals to noise during those periods. All noise levels used in the Noise Element are dBA CNEL, unless otherwise indicated.

Urban areas typically have a higher ambient noise level, which is the composite of noise from all normal background noise sources at a given location. Single event noises such as an aircraft flyover can affect the background noise level. Single-Event Noise Exposure Level (SENEL) or Sound Exposure Level (SEL) is a rating scale used to measure single event noises. The SENEL measures the duration between the initial and final times for which the sound level of the single event exceeded the background noise level. It takes into account the maximum noise level (LMax) and the duration of the event.

The amount of time noise exceeds a threshold level is another measure used to analyze single event noises. The threshold can be set at any noise level for instance, 65 or 75 dBA. It typically uses minutes per day that the noise level exceeds the threshold level.

Regulations

Many regulations, plans, and studies adopted by the state, the Airport Land Use Commission, the military, or the City directly relate to the Noise Element and assist in its implementation as listed on Table NE-2.

**TABLE NE-1 Common Indoor and Outdoor Noise Levels**

Noises	Sound Level dBA
Threshold of pain	140
Leaf blower/Car horn	110
Gas lawn mower at 3 feet	100
Diesel truck at 50 feet /Food blender at 3 feet	90
MD 80 Passenger Plane at 1,500 feet	85
Diesel truck at 50 feet at 40 mph	84
Garbage disposal at 3 feet/Motorcycle at 25 feet	80
Car at 25 feet at 65 mph	77
Vacuum cleaner at 10 feet	70
Heavy traffic at 300 feet/Air-conditioner at 100 feet	60
Dishwasher next room	50
Quiet residential area	40
Library	35
Threshold of hearing	0



**TABLE NE-2 Related Regulations and Plans
Used to Implement the Noise Element**

Regulation	Description
Airport Noise Compatibility Planning (Code of Federal Regulations, Part 150)	Part 150 identifies compatible land uses with various levels of noise exposure to noise by individuals for local jurisdictions to use as guidelines, since the federal government does not have local land use control.
California Environmental Quality Act (CEQA)	CEQA considers exposure to excessive noise an environmental impact. Implementation of CEQA ensures that during the decision-making stage of development, City officials and the public will be informed of any potentially excessive noise levels and available mitigation measures to reduce them to acceptable levels.
California Noise Insulation Standards (California Code of Regulations, Title 24)	Title 24 establishes an interior noise standard of 45 dBA for multiple unit and hotel/motel structures. Acoustical studies must be prepared for proposed multiple unit residential and hotel/motel structures within the Community Noise Equivalent Level (CNEL) noise contours of 60 dBA or greater. The studies must demonstrate that the design of the building will reduce interior noise to 45 dBA CNEL or lower.
California Airport Noise Standards (California Code of Regulations Title 21)	Title 21 establishes that the 65 dbA CNEL is the acceptable level of aircraft noise for persons living near an airport.
Air Installations Compatible Use Zones (AICUZ) Study (US Department of Defense)	The AICUZ study establishes land use strategies and noise and safety recommendations to prevent the encroachment of incompatible land use from degrading the operational capability of military air installations.
Airport Land Use Compatibility Plans (ALUCP) (Public Utilities Code, §21670, et seq.)	The ALUCPs promote compatibility between public use and military airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible land uses. The City is required to modify its land use plans and ordinances to be consistent with the ALUCPs or to take steps to overrule the Airport Land Use Commission (ALUC).
The City of San Diego Noise Abatement and Control Ordinance (Municipal Code Section 59.5.0101 et seq.)	Provides controls for excessive and annoying noise from sources such as refuse vehicles, parking lot sweepers, watercraft, animals, leaf blowers, alarms, loud music, and construction activities.



A. Noise and Land Use Compatibility

Goal

- ◆ Consider existing and future noise levels when making land use planning decisions to minimize people’s exposure to excessive noise.

Discussion

The Noise Element influences Land Use Element policies since excessive noise affects land uses, specifically, the quality of life of people working and living in the City. The planning of future noise-sensitive land uses should have a sufficient spatial separation or incorporate site design and construction techniques to ensure compatibility with noise-generating uses. Noise-sensitive land uses include, but are not necessarily limited to residential uses, hospitals, nursing facilities, intermediate care facilities, child educational facilities, libraries, museums, and child care facilities.

The City uses the Land Use - Noise Compatibility Guidelines shown on Table NE-3 for evaluating land use noise compatibility when reviewing proposed land use development projects. The land uses described provide examples of uses under each land use category. A more complete listing of use categories and subcategories is found in the Land Development Code Chapter 13, in the use regulation tables. A “compatible” land use indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference. Evaluation of land use that falls into the “conditionally compatible” noise environment should have an acoustical study. In general, an acoustical study should include, but is not limited to the analysis listed on Table NE-4, Acoustical Study Guidelines, with consideration of the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with speech, sleep, or other activities characteristic of the land use. For land uses indicated as conditionally compatible, structures must be capable of attenuating exterior noise to the indoor noise level as shown on Table NE-3. For land uses indicated as incompatible, new construction should generally not be undertaken. Due to severe noise interference, outdoor activities are generally unacceptable and for structures, extensive mitigation techniques are required to make the indoor environment acceptable. For uses related to motor vehicle traffic noise, refer to Section B for additional guidance. For uses affected by aircraft noise, refer to Section D, since noise compatibility policies in the Airport Land Use Compatibility Plans could be more or less restrictive for uses affected by aircraft noise than shown on Table NE-3. Refer to Section I for a discussion of typical noise attenuation measures.



Policies

- NE-A.1. Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.
- NE-A.2. Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.
- NE-A.3. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
- NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.
- NE-A.5. Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans.
- NE-A.6. Limit the undertaking of new construction for land uses indicated as incompatible. Prohibit outdoor activities for the primary use and require noise mitigation measures to make the indoor environment acceptable.

**TABLE NE-3 Land Use - Noise Compatibility Guidelines**

Land Use Category	Exterior Noise Exposure (dBA CNEL)			
	60	65	70	75
<i>Parks and Recreational</i>				
Parks, Active and Passive Recreation				
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities				
<i>Agricultural</i>				
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables				
<i>Residential</i>				
Single Dwelling Units; Mobile Homes		45		
Multiple Dwelling Units <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3. For uses affected by motor vehicle traffic noise, refer to Policy NE-B.10.</i>		45	45*	
<i>Institutional</i>				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45		
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45	
Cemeteries				
<i>Retail Sales</i>				
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50
<i>Commercial Services</i>				
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support			50	50
Visitor Accommodations		45	45	45
<i>Offices</i>				
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>				
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking				<u>50</u>
<i>Wholesale, Distribution, Storage Use Category</i>				
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution				<u>50</u>
<i>Industrial</i>				



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Land Use Category		Exterior Noise Exposure (dBA CNEL)			
		60	65	70	75
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					<u>50</u>
Research & Development				50	<u>50</u>
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas, <u>including residential habitable areas, commercial work/shopping areas, and office areas associated with industrial uses.</u> —Refer to Section I.		
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.		
	Incompatible	Indoor Uses	New construction should not be undertaken.		
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.		



TABLE NE-4 Acoustical Study Guidelines

An acoustical study should include, but is not limited to the following analysis:

Provide noise level measurements to describe existing local conditions and the predominant noise sources.

Measure existing single event noise levels (SENEL, SEL, or Time Above) within airport influence areas.

Estimate existing and projected noise levels (CNEL) and compare them to levels on Table NE-3. For parks, may consider motor vehicle traffic noise measurements during the one-hour period where the worst-case traffic noise levels are expected to occur from dawn to dusk at a park.

Recommend appropriate mitigation measures to achieve acceptable noise levels on Table NE-3.

Estimate noise exposure levels with recommended mitigation measures.

Describe a post-project assessment to evaluate the effectiveness of the proposed mitigation measures.



B. Motor Vehicle Traffic Noise

Goal

- ◆ Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.

Discussion

Motor vehicle traffic noise is a major contributor of noise within the City. Excessive noise levels along arterial roads, interstate freeways, and state highways affect much of the urban environment. Traffic noise level is dependent upon traffic volume, speed, flow, vehicle mix, pavement type and condition, the use of barriers, as well as distance to the receptor.

Local roadway design features and traffic management and calming techniques can minimize noise from traffic speed and frequent vehicle acceleration and deceleration, and innovative roadway paving material can further reduce traffic noise. Vehicles equipped with a properly functioning muffler system help to limit excessive exhaust noise. Future use of hybrid transit buses could help to reduce noise along mixed-use transit corridors.

At higher speeds, typically on freeways, highways and primary arterials, the noise from tire/pavement interaction can be greater than from vehicle exhaust and engine noise. The use of lower noise paving surfaces can reduce tire/pavement interaction noise. For noise-sensitive land uses adjacent to freeways and highways, these uses should be buffered from excessive noise levels by intervening, less sensitive, industrial-commercial uses or shielded by sound walls or landscaped berms. The City can, however, influence daily traffic volumes and reduce peak-hour traffic by promoting alternative transportation modes and integration of mixed-use infill development. The peak hour traffic may or may not be the worst-case noise levels since higher traffic volumes can lead to higher congestion and lower operating speeds. The worst-case noise levels may occur in hours with lower volumes and higher speeds. ~~Although not generally considered compatible, the City conditionally allows multiple-unit and mixed-use residential uses up to 75 dBA CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple-unit and mixed-use residential uses.~~



Policies

- NE-B.1. Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
- NE-B.2. Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise (see also Mobility Element, Policy ME-C.5 regarding traffic calming).
- NE-B.3. Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
- NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
- NE-B.5. Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.
- NE-B.6. Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.
- NE-B.7. Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.
- NE-B.8. Enforce the state vehicle code to ensure that motor vehicles are equipped with a functioning muffler and are not producing excessive noise levels.
- NE-B.9. When parks are located in noisier areas, seek to reduce exposure through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in the quieter areas of the site; and in accordance with the other policies of this section.
- NE-B.10. For ~~Ensure that future multi-home residential uses located in areas above 70 dBA CNEL in areas affected primarily by motor vehicle traffic noise are located in areas where a community plan allows multiple-unit and mixed-use residential uses, ensure the following:-~~
 - A. Limit the amount of outdoor areas subject to exposure above the 70 dBA CNEL; and
 - A.B. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dBA CNEL.



C. Trolley and Train Noise

Goal

- ◆ Minimal excessive fixed rail-related noise on residential and other noise-sensitive land uses.

Discussion

Daily traffic from passenger and freight train and trolley operations produces noise that may disrupt adjacent noise-sensitive uses. Trains can generate high, yet relatively brief, intermittent noise events. The interaction of the steel wheels and rails is a major component of train noise. Factors that influence the overall rail noise include the train speed, train horns, type of engine, track conditions, use of concrete cross ties and welded track, the intermittent nature of train events, time of day, and sound walls or other barriers. When operating in residential areas, trains are required to travel at a reduced speed to minimize noise.

Federal regulations require trains to sound their horns at all roadway-rail grade crossings and the warning sound of train horns is a common sound experienced by communities near the rail corridor. In an effort to minimize excess train horn noise, the federal government allows local jurisdictions to establish train horn “quiet zones.” This requires the implementation of supplementary and alternative safety measures to compensate for the loss of the train horn usage.

The state is planning for high-speed rail service that would connect the San Diego region to other regions in the state. Air turbulence noise generated from high-speed train traffic may affect noise-sensitive uses along the potential rail corridors.

Policies

- NE-C.1. Use site planning to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.
- NE-C.2. Work with the San Diego Association of Governments (SANDAG), Caltrans, Metropolitan Transit System (MTS), California High-Speed Rail Authority, and passenger and freight rail operators to install noise attenuation features to minimize impacts to adjacent residential or other noise-sensitive uses. Such features include rail and wheel maintenance, grade separation along existing and future rail corridors, and other means.
- NE-C.3. Establish train horn “quiet zones” consistent with the federal regulations, where applicable.
- NE-C.4. Work with SANDAG, Caltrans, MTS, and passenger and freight rail



operators to install grade separation at existing roadway-rail grade crossings as a noise and safety measure.

D. Aircraft Noise

Goal

- ◆ Minimal excessive aircraft-related noise on residential and other noise-sensitive land uses.

Discussion

Aircraft noise primarily affects communities within an airport influence area. The noise impact or the perceived annoyance depends upon the noise volume, length of the noise event and the time of day. In general, aircraft noise varies with the type and size of the aircraft, the power the aircraft is using, and the altitude or distance of the aircraft from the receptor. Another variable affecting the overall impact of noise is a perceived increase in aircraft noise at night. The City evaluates the potential aircraft noise impacts on noise sensitive land uses when considering the siting or expansion of airports, heliports, and helistops/helipads as addressed in the Land Use Element.

Aircraft noise is one of the factors that the state-required Airport Land Use Compatibility Plans address with established policies for land use compatibility for each public use airport and military air installation. The Airport Land Use Compatibility Plans, as discussed in the Land Use Element, incorporates the California Airport Noise Standards that establishes the 65-dBA CNEL as the boundary for the normally acceptable level of aircraft noise for noise-sensitive land uses including residential uses near airports. The land use noise compatibility policies in the compatibility plans could be more or less restrictive for uses affected by aircraft noise than shown on Table NE-3. The City implements the noise policies contained in the compatibility plans through development regulations and zoning ordinances in the Land Development Code.

Since CNEL represents averaged noise exposure over a 24-hour period, there can be single event noise levels that may exceed the reported CNEL. Although there is no single event standard for aircraft noise exposure, the measurement of the duration and maximum noise levels during single event noises can assist in evaluating potential affects on future noise sensitive land uses.

Uses that have outdoor areas exposed to high levels of aircraft noise cannot mitigate noise levels to an acceptable level due to overflights. Noise-sensitive uses that have outdoor areas used daily by the occupants, such as schools for children and child care centers, are incompatible in areas that exceed the 65 dBA CNEL since mitigation



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measures cannot reduce exposure to outdoor play areas from prolonged periods of high aircraft noise.

San Diego International Airport (SDIA)

San Diego International Airport (SDIA) at Lindbergh Field is the commercial air carrier airport serving the region located in the City's urban center and is adjacent to downtown. Although various industrial, commercial, and residential uses surround the airport, residential is the primary use and the most affected by the airport. Primarily commercial air carrier aircraft with a limited number of general aviation corporate jet aircraft use SDIA. Normally, aircraft arrive from the east and depart to the west. Noise from aircraft taking off and climbing affect more areas west or adjacent to SDIA, whereas noise from aircraft approaching and landing affects fewer areas east of the airport. Commercial aircraft noise has been declining due to advances in engine technology. However, noise will affect more areas as operations at SDIA increase in the future.

The SDIA requires a variance from the California Airport Noise Standards in order to operate with noise in excess of the 65 dBA CNEL affecting residential uses. As the airport operator, the San Diego County Regional Airport Authority has implemented monitoring and mitigation measures to minimize aircraft noise affecting residential areas. The SDIA prohibits most late night takeoffs to help limit noise impacts. As a mitigation measure, the Quieter Home Program retrofits affected homes to reduce interior noise levels to an acceptable level. The variance requires that the Airport Authority obtain aviation easements for new residential uses and other noise sensitive uses above the 60 dBA CNEL and for participating homes in the Quieter Home Program.

Communities surrounding SDIA contain existing and planned areas for residential uses including higher-density residential uses. Higher-density residential structures use construction materials that can mitigate higher exterior noise levels to acceptable levels. Higher-density residential uses also contain limited outdoor areas, which limit the length of outdoor exposure to higher noise levels. Given the geographic extent of the areas above the 65 dBA CNEL within the SDIA airport influence area and the desire to maintain and enhance the character of these neighborhoods, the City conditionally allows future single ~~unit~~home, multiple ~~unit~~home, and mixed-use residential uses in the areas above the 65 dBA CNEL. Although not generally considered compatible with aircraft noise, the City conditionally allows multiple ~~home~~unit development and mixed-use residential uses above the 65 dBA CNEL only in areas with existing residential uses, and single ~~unit~~home residential uses only on existing single ~~unit~~home lots. Any future residential use above the 65 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL, provision of an aviation easement, and be located in an area where a community plan and the Airport Land Use Compatibility



Plan allow residential uses.

Marine Corps Air Station (MCAS) Miramar

MCAS Miramar operates a mixture of jet fighter, transport, and helicopter aircraft. Noise from military air installations presents different noise issues compared to civilian airports. Military readiness requires constant training. Aircraft training includes touch and goes (takeoffs and landings with a close-in circuit around the airport), aircraft carrier simulated landings, practice instrument approaches, and normal departures to and arrivals from other installations or training areas. As a result, noise can affect more areas than from civilian airports. Helicopter noise can be an annoyance since helicopter noise events last longer and pulsate.

As indicated by the Air Installations Compatibility Use Zones (AICUZ) study, adjacent industrial and commercial uses are compatible with MCAS Miramar's noise levels. Noise from MCAS Miramar affects residential areas in surrounding communities. To minimize aircraft noise impact on residential areas, the Marine Corps implements noise abatement and monitoring programs as described in the AICUZ study.

Brown Field and Montgomery-Gibbs Executive Airport-Field

Noise levels from municipal airports, Brown Field and Montgomery-Gibbs Executive Airport, Field municipal airports are not as extensive as the noise levels from SDIA and MCAS Miramar. Typically, the smaller general aviation aircraft, both propeller and jet aircraft operate from Brown and Montgomery-Gibbs Executive Airport Fields.

Due to the length of its runways, Montgomery-Gibbs Executive Airport-Field cannot accommodate all types of general aviation aircraft. Noise-compatible commercial and industrial uses are adjacent to the airport. Aircraft noise affects residential areas in surrounding communities. To minimize the impact on surrounding residential areas, Montgomery-Gibbs Executive Airport-Field has a noise-monitoring program to assess aircraft noise and regulations, including a nighttime noise limits and a weight limit for aircraft using the airport.

General aviation propeller and jet aircraft, as well as law enforcement and military aircraft, use Brown Field. Noise-compatible open space and industrial uses are primarily adjacent to Brown Field. Aircraft noise affects residential uses to the west of the airport.

Airports Outside of the City

Aircraft noise from airports outside of the City is also less extensive than noise from SDIA and MCAS Miramar. Military aircraft operations at Naval Air Station (NAS) North Island and Naval Outlying Field (NOLF) Imperial Beach primarily use the



Noise Element

airspace over the Pacific Ocean and the San Diego Bay. The primary traffic pattern for helicopters training at NOLF Imperial Beach is along the Tijuana River Valley and then offshore. Overflight noise from general aviation aircraft operating at Gillespie Field has the potential to affect residential areas in the City west of the airport. Aircraft noise from commercial air carrier operations at the Tijuana International Airport in Mexico primarily affect open space and industrial uses adjacent to the international border in the Otay Mesa area.

Helicopter Operations

The noise levels associated with operations at a heliport or helipad/helistop depend upon the flight path, the helicopter types used, the number of operations, and the time of day. Helicopter activity from military helicopters, private, police, fire/rescue, medical, and news/traffic monitoring helicopters contribute to the general noise environment in the City. In particular, low-flying helicopters are a source of noise complaints in the City, especially at night. Within the City, most helicopters operate from existing airports. Emergency medical or public safety helicopters primarily use the few certified off-airport heliports.

Policies

- NE-D.1. Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.
- NE-D.2. Limit future residential uses within airport influence areas to the 65 dBA CNEL airport noise contour, except for multiple-~~homeunit~~, mixed-use, and live work residential uses within the San Diego International Airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.
- NE-D.3. Ensure that future multiple-~~homeunit~~, mixed-use, and live work residential uses within the San Diego International Airport influence area that are located greater than the 65 dBA CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.
 - A. Limit the amount of outdoor areas subject to exposure above the 65 dBA CNEL; and
 - B. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dBA CNEL.
- NE-D.4. Discourage outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dBA CNEL airport noise contour.



- NE-D.5. ~~Minimize-Monitor~~ excessive aircraft noise from aircraft operating at ~~Montgomery-Gibbs Executive Airport Field~~ to surrounding residential areas. To the extent practical, implement noise reducing operation measures and promote pilot awareness of where aircraft noise affects noise sensitive land uses.
- ~~a. Implement a noise monitoring program to assess aircraft noise.~~
- ~~b. Implement nighttime aircraft noise limits and a weight limit for aircraft using the airport.~~
- NE-D.6. Encourage civilian and military airport operators, to the extent practical, to monitor aircraft noise, implement noise-reducing operation measures, and promote pilot awareness of where aircraft noise affects noise-sensitive land uses.
- NE-D.7. Limit future uses within airport influences areas when the noise policies in the compatibility plans are more restrictive for uses affected by aircraft noise than shown on Table NE-3.

E. Commercial and Mixed-Use Activity Noise

Goal

- ◆ Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.

Discussion

Noise generated by ground floor commercial operations, maintenance, truck deliveries, and vehicular and pedestrian traffic can affect adjacent and aboveground floor residential areas. Noise attenuation methods in mixed-use buildings are essential to minimize excessive noise associated with nonresidential uses. Day and night commercial/entertainment activities and special and sporting events in the Downtown and other mixed residential/commercial-use areas located citywide can generate urban noise throughout the year. The City requires bars and nightclubs over five thousand square feet to minimize excessive noise to surrounding uses by limiting their hours of operation. The City's noise ordinance also limits noise levels to 65 dBA during the day and 60 dBA during the night generated on-site by commercial uses to minimize the effect of noise on adjacent sensitive land uses.

Policies

- NE-E.1. Encourage the design and construction of commercial and mixed-use



Noise Element

structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.

- NE-E.2. Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.
- NE-E.3. Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.
- NE-E.4. Encourage commercial/entertainment uses to utilize operational measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.
- NE-E.5. Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.
- NE-E.6. Encourage disclosure of potential noise problems for mixed-use and residential developments adjacent to commercial/entertainment uses at the time of sale. This would include notification of noise from related activities such as music, delivery vehicles, pedestrian and vehicular traffic, and other urban noise that may affect them.

F. Industrial Activity Noise

Goal

- ◆ Minimal exposure of residential and other noise-sensitive land uses to excessive industrial-related noise.

Discussion

Industrial land uses have the potential to be a noise source. The degree of noise generated by industrial uses is dependent upon various factors, including type of industrial activity, hours of operation, and the location relative to other land uses. Outdoor truck activity, air compressors, and generators are potential noise sources associated with industrial use that can interfere with noise-sensitive uses, which include residential uses. The City enforces the Noise Abatement and Control ordinance, which limits noise levels to 75 dBA generated on-site by industrial uses to minimize the effect of excessive industrial-related noise. ~~Although not generally considered compatible, the City conditionally allows industrial uses except for research and development up to the 80 dBA CNEL in areas where community plans allow for industrial uses, surrounding industrial uses exist, and existing noise levels~~



~~exceed 75 dBA CNEL, but ensure that industrial uses do not generate noise levels above 75 dBA.~~

Policies

- NE-F.1. Provide for sufficient spatial separation between industrial uses and residential and other noise-sensitive uses. This would include utilizing other feasible mitigation measures to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.
- NE-F.2. Encourage the design and construction of industrial development to minimize excessive off-site noise impacts to residential and other noise-sensitive uses.
- NE-F.3. Encourage industrial uses to utilize operation measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.
- NE-F.4. Encourage daytime truck deliveries to industrial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.
- NE-F.5. Ensure that future industrial uses, except for research and development, are located in areas up to 80 dBA CNEL where community plans allow for industrial uses, surrounding industrial uses exist, and existing noise levels exceed 75 dBA CNEL; and ensure industrial uses do not generate noise levels above 75 dBA CNEL.



G. Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise

Goal

- ◆ Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related noise and public noise.

Discussion

Construction, refuse vehicle, and parking lot sweeper activity in all land use areas will temporarily elevate noise levels. The City recognizes that construction, refuse vehicle, and parking lot sweeper activities are necessary and noise control of these activities is limited. In an urban environment, excessive public noise such as barking dogs, leaf blowers, loud music, or car alarms can be disturbing and annoying. The City enforces the Noise Abatement and Control Ordinance, which addresses and limits excessive noise from these activities.

Policies

- NE-G.1. Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.
- NE-G.2. Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.

H. Event Noise

Goal

- ◆ Balance the effects of noise associated with events with the benefits of the events.

Discussion

Events can enhance the lifestyle and provide benefits to the City's residents through the creation of unique venues for expression and entertainment. Events have the potential to generate noise within the communities where they are being held. This includes normal events at the ballpark and stadium as well as special events on City streets or parks. The noise levels for these activities are highly variable because the number of events occurring and the noise levels experienced from the events can



fluctuate, especially for special events. The City enforces the Special Event Ordinance, which addresses and seeks to limit excessive noise from special events.

Policies

- NE-H.1. Coordinate special events with event promoters and organizers to minimize the effects of noise on adjacent residential uses to the degree feasible.
- NE-H.2. Ensure that the future residential and other noise-sensitive land uses adjacent to the ballpark and stadium are compatible with event noise levels.

I. Typical Noise Attenuation Methods

Goal

- ◆ Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.

Discussion

Noise impacts can typically be abated by four basic methods: reducing the sound level of the noise generator, interrupting the noise path between the source and receiver, increasing the distance between the source and receiver, and insulating the receiver (building material and construction methods). All of the methods help to reduce interior noise levels, but only the first three help to reduce outside noise levels with the exception of aircraft noise. Tables NE-5 and NE-6 contain a list of the potential noise mitigation methods.

Reducing the Source Noise

Structure, vehicle, engine design or the use of mufflers may successfully quiet certain noise sources. Although the City has little direct control over noise produced by vehicles because state and federal noise regulations pre-empt local regulations, the most efficient and effective means of abating noise from transportation systems is to reduce the noise at the source. Noise generated by aircraft, motor vehicles, and trains, for example, may be abated through improved engine design. Traffic calming and traffic management techniques and the use of low-noise road pavement surfaces can help to reduce traffic noise from motor vehicles. Noise generated by land uses, such as industrial uses, may be abated through site design, structure design and construction, quieter machinery, and the limiting of noise-producing operations. This method most directly assigns the responsibility to the generator of the noise. Table NE-6 identifies potential methods to reduce noise



generation at the source.

Interrupting the Noise Path

Strategically placing walls and/or landscaped berms, utilizing natural land and/or built forms or a combination of two or more of these methods, between the noise source and the receptor may minimize noise. Generally, effective noise shielding requires a continuous, solid barrier with a mass which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature, and orientation of buildings behind the barrier, and a number of other factors. Garages or other structures can help to shield residential ~~units~~ homes and outdoor living areas from non-aircraft noise. The shape and orientation of buildings can also help to avoid reflecting the noise from a building surface to adjacent noise-sensitive buildings. Sound walls are the least preferable method due to the aesthetic concerns. Table NE-6 identifies potential methods to interrupt the noise path between the source and the receptor.

Separating the Noise Source

Spatial separation or isolation of the noise source from the potential receiver may minimize the effects of noise. Site planning techniques that incorporate spatial buffers along freeways, for example, may reduce the noise level affecting adjacent noise-sensitive land uses. Developing noise-compatible commercial or industrial uses in these buffer areas may also help to interrupt the noise path. Due to overflights, sufficient isolation of aircraft noise is impractical. Table NE-6 identifies potential site planning methods that can be used to separate noise sources from noise-sensitive uses.

Insulating the Noise Receiver

Acoustical structures, enclosures, or construction techniques can help to abate the noise problem by insulating the receiver. The proper design and construction of buildings can help to reduce interior noise levels. Nearby noise sources should be recognized in determining the location of doors, windows, and vent openings. Sound-rated windows (extra thick or multi-paned), doors and wall construction materials and insulation are also effective as specified in CCR Title 24 in reducing interior noise levels. The difference in sound (noise) levels from the exterior to the interior of a structure indicates the sound transmitted loss through the window, door, or wall. A Sound Transmission Class (STC) rating specifies the noise level reduction that windows, doors, wall construction materials, and insulation provide. For example, if the exterior of a structure is exposed to 75 dBA and 45 dBA is measured on the interior of the structure, then a reduction of 30 dBA is achieved. Typically, higher STC ratings indicate greater interior noise reductions.



The use of proper construction methods should make certain that doors and windows are fitted properly; openings sealed; joints caulked; and plumbing constructed to ensure adequate insulation from structural members. Sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. Table NE-3 indicates the acceptable interior noise level for land use types. Table NE-5 depicts potential noise mitigation methods to insulate the noise receiver.

Policies

- NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.
- NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-homefamily, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.
- NE-I.3. Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.
- NE-I.4. Support state regulation streamlining to allow standardized noise attenuation building and construction materials as an option to current requirements for acoustical evaluation.



TABLE NE-5 Typical Noise Attenuation Methods to Insulate the Noise Receiver

Noise Level Reduction	Typical Mitigation Methods
15-20 dBA	<i>Mitigation 1, 2, and 3</i> 1. Air conditioning or mechanical ventilation. 2. Double-paned glass. 3. Solid core doors with weather stripping and seals.
20-25 dBA	<i>Mitigation 1, 2, and 3 plus</i> 4. Stucco or brick veneer exterior walls or wood siding w/one-half inch thick fiberboard underlayer. 5. Glass portions of windows/doors not to exceed 20 percent. 6. Exterior vents facing noise source shall be baffled.
25-30 dBA	<i>Mitigation 1 through 6 plus</i> 7. Interior sheetrock of exterior wall attached to studs by resilient channels or double walls. 8. Window assemblies, doors, wall construction materials, and insulation shall have a lab-tested STC rating of 30 or greater.

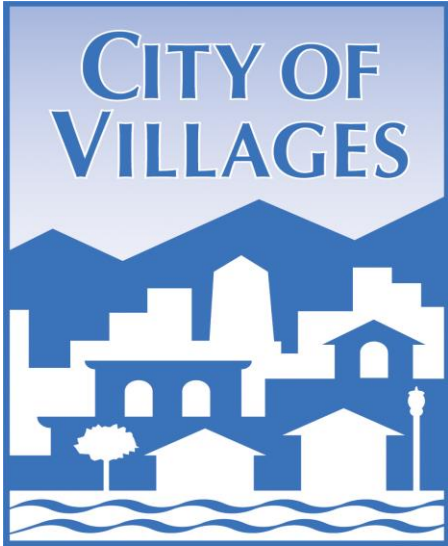
**TABLE NE-6 Potential Noise Attenuation Methods**

Reducing the Source Noise*
<i>Traffic Noise</i>
Traffic Calming/Traffic Management Techniques
Low-Noise Road Pavement Surfaces
<i>Commercial and Industrial Noise</i>
Sound insulation of buildings, for walls, windows, doors, opening, ventilations etc.
Screens and Enclosures
Silencers, attenuators, or mufflers in connection with rotating machinery and ducts/pipes leading to and from building
Limiting of noise-producing operations
<i>Interrupted the Noise Path*</i>
Landscaped Berms
Natural Land Forms
Noise-Compatible Structures/Buildings
Landscaping/Vegetation
Walls
<i>Separating the Noise Source*</i>
Provide distance buffer between the noise source and the noise-sensitive use
Locate noise-compatible uses such as vehicle parking, open spaces, or commercial uses between the noise source and the noise-sensitive areas
<i>Insulate the Noise Receiver</i>
Refer to Table NE-5

*These methods are not applicable for aircraft noise

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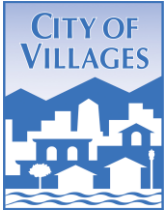
Glossary



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General Plan Glossary

- Abatement:** Any action taken to reduce, relieve, or suppress another continuing action.
- Access:** A way or means of approaching or entering, or the right or ability to approach or enter. In the General Plan, one meaning of access specifically focuses on people with disabilities and their access to entities. Another relates to means of moving vehicles to or from the public roadway system such as via a driveway.
- Accessibility:** A general term used to describe the degree to which a system is usable by as many people as possible or the degree of ease with which it is possible to reach a certain location from other locations. In the General Plan, one meaning of accessibility specifically focuses on people with disabilities and their ability to access to entities.
- Accessory Use:** A use incidental to and on the same lot as a principle use.
- Accommodation Sector:** This sector comprises establishments primarily engaged in providing short-term lodging and complementary services to travelers, vacationers and others, in facilities such as hotels, motor hotels, resorts, motels, casino hotels, bed and breakfast accommodations, housekeeping cottages and cabins, recreational vehicle parks and campgrounds, hunting and fishing camps, and various types of recreational and adventure camps.
- Activity Centers:** Areas that generate high pedestrian and vehicular trips such as shopping, entertainment, and commercial districts, universities, recreational facilities, or business parks.
- Ad Valorem Property Tax:** A tax on the value of real and personal property



within the county.

Air Installations Compatible Use Zones (AICUZ) Study:

A federal required study that establishes land use strategies and noise and safety recommendations to prevent the encroachment of incompatible land use from degrading the operational capability of military air installations.

Airport Land Use Compatibility Plans (ALUCPs):

State required plans adopted by the county Airport Land Use Commission that promote compatibility between public use and military airports, and the land uses that surround them, to the extent that these areas are not already devoted to incompatible land uses.

Ambient Noise Level:

The composite of noise level from all normal background noise sources at a given location. Urban areas typically have a higher ambient noise level than rural areas.

Amenities:

Aesthetic or other characteristics of a development that increase its desirability to a community or its marketability to the public. This may include recreational facilities, security systems, landscaping, and attractive street design.

Annexation:

The inclusion of territory into a city or special district.

Arterial:

Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function.

A-Weighted Decibels (dBA):

A measurement of noise using a sound level meter with the A-weighted filter, which de-emphasizes the very low, and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. The A-weighted filter adjusts the scale or “fine-tunes” it for hearing by humans.

Balanced Communities:

Development of economically balanced

communities in order to assure an appropriate housing balance throughout the City where no single area experiences a disproportionate concentration of housing units affordable to very low-, low-, and median-income households.

Base Sector Industries:

Industrial uses which drive economic prosperity by importing wealth to the local or regional economy through the production of goods and the development of intellectual products and processes which are exported to national or international markets. Therefore opportunities for growth are not constrained by the size of the local market.

Best Management Practices:

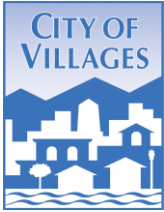
Conservation practices or systems of practices and management measures that control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxins and sediment.

Best Practice:

The most efficient (least amount of effort) and effective (best results) way of accomplishing a task, based on repeatable procedures that have proven themselves over time.

Bicycle Master Plan:

A policy document that guides the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding.



Biodiversity:	Biological diversity in an environment as indicated by numbers of different species of plants and animals.
Blight:	A condition of deterioration of a site, structure or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.
Block:	A usually rectangular space (as in a city) enclosed by streets and occupied by or intended for buildings.
Bulk:	The mass or volume of buildings.
Business and Industry Incentive Program:	Created by the San Diego City Council in 1993 to improve the business climate of the City, by providing certain financial incentives such as tax rebates and permit processing assistance, for businesses and industries which contribute to a sound and healthy economy as determined in the Economic Prosperity Element, the Community and Economic Development Strategy, and/or Council Policy.
Capital Improvements government Program (CIP):	A program established by a city or county which schedules permanent improvements, usually for a minimum of five years in the future to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.
California Environmental Quality Act (CEQA):	A California law which sets forth a process for public agencies to make informed decisions on discretionary project approvals. The process aids decision-makers to determine whether any environmental impacts are associated with a proposed project. It requires environmental impacts associated with a proposed project to be eliminated or reduced, and that mitigation

measures be implemented.

Career Ladder: Consists of the grades ranging from the lowest level at which an employee can be hired as a trainee, up to the highest level, as a manager.

Climate Equity Index: A tool to measure the level of access to opportunity residents have within a census tract and assess the degree of potential impact from climate change to these areas.

Collector: A street that carries a moderate volume of traffic from local streets to arterial streets.

Collocation: The geographic integration of residential development into industrial uses located on the same premises.

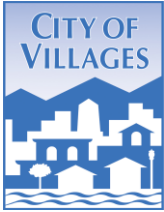
Conversion: As it relates to industrial-related properties, conversion is the redesignation or change in use of an industrially-designated site to institutional, mixed-use, or residential use.

Commercial Uses: Commercial uses include retail sales uses involving the sale, lease or rental of new or used goods to the general public and commercial services that provide for consumer or business services, the repair and maintenance of a wide variety of products, and for entertainment.

Communities of Concern: A census tract that has been identified as having very low or low access to opportunity as identified in the San Diego Climate Equity Index.

Community Farm: A regional-based urban agriculture activity (primarily focused on food production) that can contribute to community development, environmental awareness, positive social interaction, community education and general health.

Community Garden: A neighborhood-based, small-scale urban agriculture activity (primarily focused on fruits, vegetables and flowers) that can contribute to



community development, environmental awareness, positive social interaction, community education and general health. This type of garden is generally divided into multiple plots for crop cultivation and maintained by individual parties.

Community Landmark:

A symbolic element of community identity that is visible to the public such as a statue or other form of public art, building, residence, or natural feature that provides orientation within a community. Community landmarks can also serve as gathering places for public discussion and civic discourse.

Community Noise Equivalent Level (CNEL):

The predominant noise rating scale used in California for land use compatibility. The CNEL rating represents the average of equivalent noise levels at a location for a 24-hour period, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods in order to account for the lower tolerance of individuals to noise during those periods.

Community Plan(s):

The officially adopted land use plan of a local community that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and recommendations intended to direct present and future physical development that occurs within the community. Community Plans within the City of San Diego are an integral part of the Land Use and Community Planning Element of the City's General Plan and therefore, must be consistent with the goals and policies of the General Plan. Within this General Plan, *community plan* is synonymous with "Specific Plans, Sub Area Plans, and Precise Plans."

Community Redevelopment Law (CRL) Affordable Housing Requirements:

Provisions of low- and moderate-income housing are mandated under CRL with specific requirements for affordable housing, housing replacement, and relocation for persons displaced by redevelopment.

Congestion Management Program:

State-mandated program to monitor roadway congestion and assess the overall performance of the region's Transportation system. Based upon this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system.

Connectivity:

Rational and functional relationships between the spatial arrangement of development such as the continuity of new and existing pedestrian pathways, or links from parks, open space, commercial areas, and public spaces to other areas.

Conservation:

The management of natural resources to prevent waste, destruction, or degradation.

Consistency:

Agreement or harmony of parts or features to one another or a whole.

Contour:

Lines drawn on a map connecting points of equal elevation.

Conversion:

As it relates to industrial-related properties, conversion is the redesignation or change in use of an industrially-designated site to institutional, mixed-use, or residential use.

Corporate Headquarters:

Uses related to the administration of large or geographically widespread business that may be located separately from the main activity of those businesses. Corporate headquarters are generally office uses which provide administrative support to other company-owned or -operated locations.



Crime Prevention Through Environmental Design (CPTED):

Methods of design that are based on the idea that design and effective use of the built environment can lead to reduction in the fear of crime and incidence of crime.

Cultural Amenities:

Designated space or programming for individual and group presentations, exhibitions or public performances involving music, dance, theatre, opera, literature, visual arts or any combination of media or genres currently known or which may come to be known.

Decibels (dB):

A commonly used measurement of noise that is based on a logarithmic scale that compresses the wide range in sound pressure levels to a more usable range of numbers. People judge a sound that is 10 dB higher than another sound as being twice as loud; and 20 dB higher four times as loud; and so forth.

Dedicated Parkland:

Land committed by City ordinance or state legislature for park and recreation purposes only.

Dedication:

The transfer of property from private to public ownership.

Demand Management Strategies:

As it relates to transportation, strategies to reduce transportation demand through modifying travel behavior and land development policies that reduce automobile dependence.

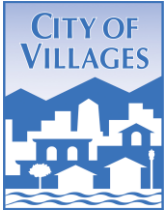
Demographics:

The statistical characteristics of human populations.

Density:

The relationship between the number of dwelling units existing or permitted on a premises and the area of the premises.

Desalination:	A process by which fresh water can be made from seawater.
Detachment:	Withdrawal of territory from a special district or city; the reverse of annexation.
Development Impact Fees (DIF):	Within urbanized communities, which are near buildout, Development Impact Fees (DIF) are collected to mitigate the impact of new development through provision of a proportionate share of the financing needed for identified public facilities and to maintain existing levels of service for that community.
Discretionary Decision:	A decision requiring the exercise of judgment, deliberation or decision on the part of the decision-making authority in the process of approving or disapproving a particular activity.
Distribution Centers:	A use where goods are received and/or stored for delivery to the ultimate customer at remote locations.
Economic Development:	An effort to increase employment opportunities by expanding or relocating existing businesses.
Element:	In a general plan, a chapter or selection of a local general plan which addresses a specific topic and sets forth policies and programs pertaining to that topic.
Encroachment:	Entry into another's property without right or permission.
Eminent Domain:	California Redevelopment Law provides redevelopment agencies the ability to acquire real property through purchase, lease, option, gift, grant and bequest. Eminent Domain is a special tool for assembling land available under redevelopment; however, several legislated restrictions or limitations apply. The agency may acquire real property on which an existing building is to remain only when the building needs structural improvement, the site requires modification, the



owner refuses to enter into an owner participation agreement, or the site is to be used for a public purpose. In practice, eminent domain is rarely utilized in the City of San Diego.

Employment Uses:

A use which typically generates substantial employment such as industrial, office, commercial services, and commercial research. Sometimes the use of the word employment is meant to include other non-base sector employment such as retail commercial uses.

Environmental Technology:

Also known as “Green Technology” is the application of the environmental sciences to conserve the natural environment and resources, and by curbing the negative impacts of human involvement. Sustainable development is the core of environmental technologies. When applying sustainable development as a solution for environmental issues, the solutions need to be socially equitable, economically viable, and environmentally sound. Some environmental technologies that retain sustainable development are: recycling, water purification, sewage treatment, remediation, flue gas treatment, solid waste management, renewable energy, and others.

Environmentally Sensitive Lands (ESL):

Land containing steep hillsides, sensitive biological resources, coastal beaches, sensitive coastal bluffs, or Special Flood Hazard Areas.

~~**Facilities Benefit**~~

~~Provides 100 percent of funds for public facilities projects~~

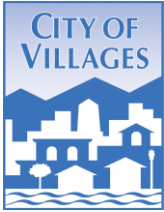
~~**Assessment (FBA):**~~

~~which service a designated area of benefit and are identified in a Public Facilities Financing Plan (PFFP). The dollar amount of the assessment is based upon the cost of each public facility equitably distributed over a designated area of benefit in the community planning area. Liens are recorded with the County Assessor’s Office.~~

Fenestration:

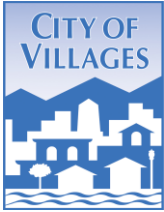
The arrangement of windows in a building.

Fiscal Impact Analysis:	A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place.
Floodplain:	Any land area susceptible to being inundated by flood waters from any source.
Floor Area Ratio:	The numerical value obtained by dividing the gross floor area of all buildings on a premise by the total area of the premises on which the buildings are located.
Franchise Fees:	Service fees, equipment sale or lease fees, and royalties paid to a franchise.
Gateways:	An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.
Grading:	Any earthwork that involves grubbing, excavating, embanking, or filling.
General Plan:	A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Code Section 65301 and adopted by the City Council or Board of Supervisors.
Gross Domestic Product:	The total value of goods and services produced in a country over a period of time.
Heat Island:	A "dome" of elevated temperatures over an urban area caused by structural and pavement heat fluxes, and pollutant emissions.
Heavy Industrial:	A land use designation or description of types of industrial uses which permits any type of industrial uses including heavy manufacturing (uses which process or fabricate large base sector products or assemble large equipment).



High Occupancy Vehicle (HOV) Facility:	A transportation facility reserved for vehicles with a driver and one or more passengers, including transit vehicles.
High Technology:	High technology involves the application of scientific methods from one or more of the natural sciences such as biology, chemistry, geology, and physics to design, develop, or produce machines, apparatus, instruments, tools, components, software, communications systems, systems integration, or manufacturing processes.
Hot Spot:	A location where emissions from specific sources may expose individuals and population groups to elevated risks of adverse health effects and contribute to the cumulative health risks of emissions from other sources in the area. Examples include carbon monoxide from idling motor vehicles and toxic pollutants from industrial/commercial operations.
Hourglass Economy:	An economy characterized by an increasing workforce at the top in the knowledge sector with a corresponding bulge in the service sector beneath, in combination with a shrinking middle-class, thereby creating an “hourglass-shaped” economy.
Impact:	The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.
Industrial Park:	A planned development of a tract of land with two or more separate industrial buildings.
Industrial Use:	Uses that produce goods from extracted and raw materials or from recyclable or previously prepared materials, including the design, storage, and handling of these products and the materials from which they are produced. Generally, it includes heavy and light manufacturing, marine industry, research and development, and trucking and transportation terminals.

Infill Development:	Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.
Information Infrastructure:	The underlying network that allows the transfer and distribution of information via telecommunication and computer transactions.
<u>Institutional Use:</u>	<u>Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers.</u>
Intelligent Transportation Systems:	Electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of the surface transportation system. See page Mobile Element Section D for more information.
Intensity:	A measure of development impact as defined by characteristics such as the number of employees per acre.
Jobs-Housing Balance:	A planning tool used to achieve an optimal number of jobs to housing units within a jurisdiction, matching the skills of the workforce with housing costs, sizes, and locations.
Joint Use:	The development of two or more adjacent zoning lots located in the same zoning district and used for a single, unified development. Also refers to the shared use of recreational areas by the school and community during non-school hours as defined in joint use lease agreements.



Land Conversion:	A redesignation or change of use from one major category of uses to another, such as industrial use to residential use.
Landfill:	A system of trash and garbage disposal in which the waste is buried between layers of earth to build up low-lying land.
Landform:	A landform is a characteristically shaped feature of the earth's surface that is produced by natural forces.
Landscape:	An area that is permanently devoted and maintained to the growing of shrubbery, turf, and other plant materials.
Large Retail Establishment:	A retail establishment comprised of one single-tenant retail establishment of at least 50,000 square feet of gross floor area or one multiple tenant retail establishment of at least 50,000 square feet of gross floor area where the multiple tenants share common check stands, an controlling interest, storage areas, warehouses, or distribution facilities. The definition does not include a shopping mall but does include any freestanding retail business located on the premises of a shopping mall if it meets the definition set forth above.
Leadership in Energy and Environmental Design (LEED):	A "green" building rating system, a national standard for developing sustainable buildings.
Levels of Service (LOS):	A qualitative measure describing operational conditions within a traffic stream. LOS ratings typically range from LOS A, which represents free flow conditions to LOS F, which is characterized by forced flow, heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.
Light Industrial:	A community plan land use designation or description of certain types of industrial uses such as corporate headquarters; wholesale, distribution, and storage; light manufacturing; research and

development and some transportation related uses.

Linkage:	With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community.
Liquefaction:	The process of making or becoming liquid, the state of being liquid.
Lot:	A parcel, tract, or area of land established by plot, subdivision or other legal means to be owned, used, or developed.
Lot Consolidation:	The removal of lot lines between contiguous parcels.
Low Floor Vehicles:	A term describing vehicles such as busses, trolley busses and trams whose passenger compartment has a floor which is considerably lower than that of traditional cars.
Low Rise Structure:	A structure having few stories (three or less) and not equipped with elevators.
Maintenance Assessment Districts (MAD):	A legal mechanism by which property owners can vote to assess themselves to pay and receive services above-and-beyond what the City normally provides.
Manufactured Slopes:	Slopes and hillsides which have not been formed naturally and are the result of construction grading.
Manufacturing Sector:	This sector of industry generally takes the output of the primary sector and manufactures finished goods or products to a point where they are suitable for use by other businesses, for export, or sale to domestic consumers. This sector is often divided into light industry and heavy industry. Many of these industries consume large quantities the raw materials into goods and products.



Manufacturing Use:	A use that processes, treats, fabricates, assembles, or packages large base sector products or finished parts or products. This use is often divided into light manufacturing and heavy manufacturing.
Market Analysis:	Determines what the buyer should be willing to pay for property, based upon past sales and present competition.
Maximum Noise Level (LMax):	A noise rating that indicates the maximum noise level during a single noise event.
Medians:	An area in the approximate center of a city street or state highway that is used to separate the directional flow of traffic.
Mello-Roos:	An area where a special tax is imposed on those real property owners within a Community Facilities District. This district has chosen to seek public financing through the sale of bonds for the purpose of financing certain public improvements and services. The tax paid is used to make the payments of principal and interest on the bonds.
Middle-Income:	The income category of a household earning between 81-120 percent of area median income, adjusted for household size.
Mini-Park:	Parks that are less than standard size which are used to supplement an already park-deficient area (sometimes referred to as a vest pocket park).
Ministerial:	An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise or judgment in deciding whether to approve a project.
Mixed-Use:	Development consisting of 2 or more land uses that are combined in a single structure or located on a single site, with functional interrelationships between uses and a coherent design. Typically, mixed-use can be done in the following ways:

Vertical Mixed-Use – A single structure with the above floors used for residential or office use and the ground floor for retail/commercial, and

Horizontal Mixed-Use – A single structure which provides retail/commercial in the portion fronting a public or private street with attached or detached residential or offices uses located behind or to the side of a single site.

Mobility: As it relates to transportation, the ability to move. Among other things, can depend on motor skills, assistive devices, transportation infrastructure (sidewalks, roadways, bikeways, light rail, heavy rail, control devices, etc.), vehicles (bikes, cars, trucks, busses, trolleys, rail cars), transit service (hours of operation, frequency), and congestion.

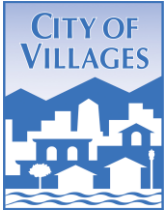
Modes: Different types of travel such as public transit, automobile, commuter rail, cycling, or walking.

Mode Shift Potential: As it relates to transportation, the tendency to utilize alternative modes of transportation.

Mode Split: The proportion of total person trips using various specified modes of transportation.

Modern Industrial Structures: One-, two-, and three-story buildings and accessory structures which were built using pre-cast concrete “tilt-up” panels or steel frame construction and which have less than 50 percent of Gross Floor Area built out as offices. These structures generally have exposed concrete, tile, raised, or “sticky” floors, and have at least 15-foot floor-to-ceiling heights on each story to accommodate mechanical equipment, and must have at least one loading dock or drive-in truck door.

Modified Grid: A network of streets that is similar to a grid street pattern except that it is modified to incorporate curves in roadways or diagonally directed streets.



Multiple Species Conservation Program (MSCP):	A program that aims to preserve a network of habitat and open space, and protect bio-diversity.
Multi-Modal:	Refers to the availability of multiple transportation options, especially within a system or corridor.
Multi-Tenant Office:	Premises containing office structures occupied by more than one company or business.
<u>Multiple-Use Commercial Land Use:</u>	<p><u>Provides for employment, shopping, services, recreation, and lodging needs of the residents of and visitors to San Diego. Recognizes the benefit of providing more than one use in the same location to reduce dependency on the automobile and encourages the provision of housing for all citizens of San Diego. Allows multiple uses in a mixed-use site plan or building that is commercially focused. Residential density ranges and allowed uses are further refined through community plans. This category of land use includes:</u></p> <p><u>Neighborhood Commercial - Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed within a mixed-use setting.</u></p> <p><u>Community Commercial - Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.</u></p> <p><u>Regional Commercial - Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses. Residential uses may occur as part of a mixed-use (commercial/residential) project.</u></p>

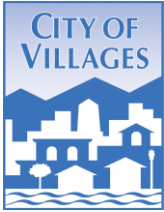
Office Commercial – Provides for office employment uses with limited, complementary retail uses. Residential uses may occur as part of a mixed-use (commercial/residential) project.

Visitor Commercial – Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur as part of a mixed-use (commercial/residential) project.

Heavy Commercial – Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.

Business Park (Residential) – Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.

Agriculture – Provides for areas that are rural in character or areas where agricultural uses are desirable. Allows for limited single family use of 1 dwelling unit per parcel.



Multiple-Use

Residential Land Use:

Accommodates a variety of housing types, encourages the provision of housing for all citizens of San Diego, and recognizes the benefit of providing more than one use in the same location to reduce dependency on the automobile and provide for a walkable pedestrian-oriented setting. Allows multiple uses in a mixed-use site plan or building that is residentially focused. Residential density ranges and allowed uses are further refined through community plans. This category of land use includes:

Multi-Family Residential - Allows multiple units on a lot in order to provide medium to higher density housing.

Community Commercial - Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed. Urban Village: Serves the region with many types of uses, including very-high density housing, in a high-intensity mixed-use setting. Integration of commercial and residential use is emphasized. Uses include housing, business/professional office, commercial service, and retail. Mixed-use development that includes employment uses and housing opportunities should facilitate active street frontages and pedestrian-oriented design. Outdoor spaces, plazas, and paseos are central organizing features of urban villages.

Downtown - Provides a range of single and multiple uses in a setting of high intensity appropriate to downtown's unique role as the regional center. Integration of commercial,

residential, civic, institutional, and open space uses is emphasized.

Municipal Boundary Adjustment:

A change in the boundary of a local jurisdiction.

National Security and International Affairs Subsector:

In San Diego this sector is represented by military units and commands within the Department of the Navy. These establishments are almost exclusively located on military reservations (bases) not under the City's land use jurisdiction.

Neighborhood Policing:

An approach to law enforcement designed to reduce and prevent crime by increasing interaction between local law enforcement agencies and the people and neighborhoods they serve.

Net Zero Energy:

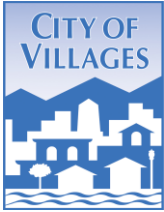
Net zero energy is achieved when the amount of electricity put back into the grid equals the amount used from the grid, on an annual basis. The net zero energy concept is based on the State Department of Energy's Zero Energy Homes research initiative. A net zero energy structure combines state-of-the-art, energy-efficient construction and appliances with commercially available renewable energy systems such as solar electricity and results in net zero consumption from utility provider.

Nexus:

Term meaning a direct connection or relationship between an exaction and the project on which it is imposed.

Noise Attenuation:

Measures used to decrease noise impacts. Noise impacts can typically be attenuated by four basic methods: by reducing the sound level of the noise generator, by interrupting the noise path between the source and receiver, by increasing the distance between the source and receiver, and by insulating the receiver (building material and construction methods).



- Noise Scales:** ———Different methods used to measure noise.
- Noise-Sensitive Land Uses:** Land uses depending on the specific indoor or outdoor use that can be affected by a loud noise environment. The most common types of uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child care facilities, and certain types of passive recreational parks and open space (see also Sensitive Receptors).
- Non-Base Sector Industries:** The non-economic base includes establishments that exchange the wealth created by the economic base for the provision of essential goods and services to the local population. These industries must be in close proximity to the population served and they compete among themselves in the local component of the Retail Trade, Wholesale Trade, and Service sectors of the economy.
- Non-Residential Land Use:** Residential use is not compatible and is therefore not allowed. This category includes:
- Scientific Research** - Provides for activities limited to scientific research, product development and testing, engineering, and any other basic research functions leading to new product development with limited light manufacturing. Office uses, except corporate headquarters, are not permitted, except as accessory to the primary use or as direct support for scientific research uses. This designation would not permit storage and distribution uses.
- Technology Park** - Allows high technology related to applied sciences, including: light manufacturing, research and development, corporate headquarters, and storage and distribution uses. This designation also allows office uses which provide administrative, sales, and service functions directly related to these high technology uses. It is appropriate to apply in light industrial areas with some office development.

Business Park – Allows office, research and development, and light manufacturing uses. This designation would not permit storage and distribution uses except as accessory to the primary use. It is appropriate to apply in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.

International Business and Trade – Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.

Light Industrial – Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.

Heavy Industrial – Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing uses with nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.



Neighborhood Commercial (Residential Prohibited) - Provides local convenience shopping, civic uses, and services serving an approximate three mile radius.

Community Commercial (Residential Prohibited) - Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.

Office Commercial (Residential Prohibited) - Provides for office employment uses with limited, complementary retail uses.

Regional Commercial (Residential Prohibited) - Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses.

Office Structure:

A building characterized by smaller floorplates, lower ceiling heights, and lack of other industrial amenities such as truck bays and loading docks. An office building is often multi-storied. Many different types of uses, such as business, professional, or industrial use may locate in office-type structures.

Office Use:

Uses that focus on business, government, professional, medical, or financial services.

Open Space Land:

Provides for the preservation of land that has distinctive scenic, natural or cultural features, that contribute to community character and form, or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural

resources; historic or scenic purposes; visual relief; or landform preservation.

Owner Participation

Contracts entered into between an agency and a property

Agreements:

owner memorializing the parties' obligations with respect to a redevelopment project.

Parking Management:

Employing complementary policies and programs designed to optimize the use of public and private parking resources.

Parks, Parkland:

Areas within the City designated for the primary purpose of active or passive recreational activity. In the City of San Diego, various types of parkland exist:

Population-Based Parks. These include Neighborhood and Community Parks that provide *useable* space for both active and passive recreational uses, located in close proximity to residential development and intended to serve the daily needs of residents.

Resource-Based Parks. These are located, or centered on, distinctive natural or man-made features (historical, cultural or natural). Intended for regional use by residents or visitors.

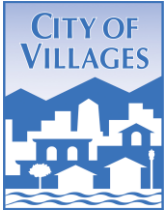
Open Space Parks. These include open space systems consisting of canyons, mesas and other natural landforms such as Tecolote Canyon, Rancho Peñasquitos Preserve, and Black Mountain Natural Open Space Parks. These are intended to preserve and protect native plants and animals, while providing public access for recreational purposes.

Pedestrian Design:

Development designed with an emphasis primarily on the street sidewalk and on pedestrian access to a site and building.

Pedestrian Master Plan:

A master plan designed to enhance neighborhood quality and mobility options by facilitating pedestrian-oriented improvement projects. The



City of San Diego’s Pedestrian Master Plan will identify and prioritize pedestrian improvement projects based on technical analysis and community input, and improve the City’s ability to receive grant funding to implement future pedestrian improvement projects.

Pedestrian Refuge:

Also known as a “Pedestrian Refuge Island”, is a designated area between lanes of opposing traffic where pedestrians may safely wait until vehicular traffic clears, allowing them to cross a street. Pedestrian refuges can significantly reduce delay in crossing uncontrolled locations since the pedestrian need only search for a gap in traffic one direction at a time.

Phasing:

A development project that is constructed in increments, each increment being capable of existing independently of the others.

Police Power:

The inherent right of a government to restrict an individual’s conduct or use of his/her own property in order to protect the health, safety, and welfare and morals of the community.

Precise Plan:

A cross between a planned unit development and a larger specific plan, allowing flexibility to address situational factors; modifying districts to allow diversification in land uses, development requirements, density, and open space and to require design review.

Premises:

An area of land with its structures that, because of its unity of use, is regarded as the smallest conveyable unit.

Prime Industrial Land:

Land is considered prime industrial if it is identified on Figure EP-1 of the Economic Prosperity Element. The following six criteria (see Appendix B, EP-1) are analyzed to determine if an area qualifies as prime industrial land: it is designated industrial in the community plan, it has restrictive industrial zoning, it is feasible for industrial use from a

market perspective, it is predominately developed with industrial structures, it is free from non-industrial encroachment, and it is in proximity to resources of extraordinary value.

Production-Sharing

Product manufacturing facilities which include a U.S.-

Facilities:

based portion of a manufacturing operation and a foreign-owned factory in Mexico at which imported parts are assembled by lower-paid workers into products for export.

Public Administration:

The Public Administration sector consists of establishments

Sector:

of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area. These agencies also set policy, create laws, adjudicate civil and criminal legal cases, provide for public safety and for national defense. In general, government establishments in the Public Administration sector oversee governmental programs and activities that are not performed by private establishments.

Public Art:

Artworks designed or specified by professional artists located in publicly accessible places or visible from public right-of-ways.

Public Assembly Uses:

The use of premises for the gathering together of 50 or more persons.

Public Benefit:

That which promotes the well-being of the public or community.

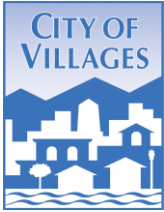
Public Facility Financing Plan

A document identifying needed public facilities, required timing, responsible parties, and anticipated funding.

(PFFP):

Quiet Zones:

Areas where trains do not have to sound their horns



when approaching a grade crossing. The federal government allows local jurisdictions to establish train horn quiet zones with the implementation of supplementary and alternative safety measures to compensate for loss of the train horn usage.

Real Property Transfer Tax:

State and local taxes that are assessed on real property when ownership of the property is transferred between parties.

Recreation, Active:

Type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, General:

Amusing or stimulating activity, both physical and non-physical, such as play, diversions, or entertainment. Recreation can occur in almost any public place in the City, such as tot lots, multi-purpose fields, courts (tennis, basketball), open space trails, reading/resting areas, barbecue and picnic facilities, theaters, museums, historic centers, and cultural centers.

Recreation, Passive:

Type of recreation or activity that does not require the use of organized play areas.

Redevelop:

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; of whether a change occurs in land use.

Redevelopment:

The legally authorized process of rehabilitating or rebuilding a deteriorated section of a City using municipal powers and finances to reassemble properties, replace infrastructure, or otherwise assist in creating new facilities and stimulating private development.

Regional Capital Facilities:

Capital facilities which benefit up to a number of jurisdictions such as state highways, land fills, and wastewater facilities.

~~**Regional Comprehensive Plan**—The long-term planning framework for the San Diego~~

~~(RCP): region as a whole, adopted by the SANDAG Board.~~

Regional Technology Plan: A guiding document containing goals, priorities, strategies, and other policies that assist a region in achieving long-term social and economic success through the strategic use, integration, and investment in modern technologies.

Regional ~~Transportation~~ Plan (RTP): A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system.

Regionalization: The act of equalizing resources from a central point outwards within a particular region.

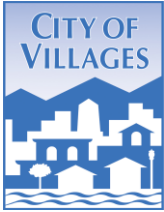
Research and Development (R&D): Establishments primarily engaged in scientific research and testing leading to the development of new products and processes.

Reservation: A tract of public land set aside; as for use by Native Americans.

Residential Land Use: Accommodates a variety of housing types, including both single-family and multi-family, at various specified densities throughout the City and encourages the provision of housing for all citizens of San Diego. Residential land use can be residential-only or accommodate multiple uses in a mixed-use site plan or building (see "Mixed-Use" and "Multiple-Use Residential Land Use" for further information). Residential density ranges and allowed uses are further refined through community plans.

Revitalization: The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

Ride Share: Transportation of more than one person for commute purposes, in a motor vehicle, with or without the assistance of a commuter matching



service.

Right-of-Way:

Public property which is typically set aside for the construction of a road and the installation of utilities.

Rough Proportionality:

A determination made by the City that an exaction is related both in nature and extent to the impact of proposed development.

Sales and Use Tax:

A sales tax is a state or locality imposed percentage tax on the selling or renting of certain property or services. A Use Tax is a tax imposed upon goods purchased in another state that does not tax them and are brought or shipped into the taxing jurisdiction for use, storage, or consumption.

Scenic Highways/Corridors:

A state or county route whose Scenic Corridor Protection Program has been reviewed and approved by the State Scenic Highway Advisory Committee or CALTRANS.

Seismic:

Of, subject to, or caused by an earthquake.

Self-Sufficient Wages:

Note to reader: For the legislative intent on the use of this term, refer to the March 7, 2008 memo from Council President Scott Peters and Councilmember Anthony Young, included as Exhibit A to the Glossary.

Sensitive Receptors:

Land uses considered to be sensitive receptors include residential, schools, child care centers, acute care hospitals, and long-term health care facilities. Sensitive receptors are determined based upon special factors which may include the age of the users or occupants, the frequency and duration of the use or occupancy, continued exposure to hazardous substances as defined by federal and state regulations, and the user's ability to evacuate a specific site in the event of a hazardous incident.

Service Sector:

Activities that are not directly involved in the production or processing of goods and energy; activities associated with trade, transportation, health, education, public administration, and

	recreation.
Shared Parking:	Parking spaces shared by more than one user. Allows multiple users on one site to take advantage of different parking demand peaking characteristics. Off-site shared parking arrangements can also be used to meet parking needs by utilizing available off site parking supply.
Shoreline:	“The upper reaches of the wash of the waves, other than storm and seismic waves, at high tide during the season of the year in which the highest wash of the waves occurs, usually evidenced by the edge of vegetation growth, or the upper limit of debris left by the wash of the waves.” (<i>Coastal Zone Management Act [CZMA] of 1972 [16 U.S.C. 1450 et seq.]</i>).
Single-Event Noise Exposure by Level (SENEL) or Sound Exposure Level (SEL):	A rating scale used to measure single event noises measuring the duration between the initial and final times for which the sound level of the single event exceeded the background noise level. It takes into account the maximum noise level (LMax) and the duration of the event.
Single-Tenant Office:	Office uses which are conducted in a structure leased or owned by only one company or business.
Smart Cards:	Credit card-sized plastic cards with an embedded antenna and computer chip, used to replace traditional transit tickets or tokens.
Smart Growth Incentive Program:	A program based on the SANDAG Regional Comprehensive Plan (RCP); using funding incentives to encourage coordinated regional planning to bring transit service, housing, and employment together in smart growth development.
Softscape:	As it applies to landscape, softscape comprises trees, flowers, ground cover, and flowers.



Solid Waste:	Any unwanted or discarded material that is not a liquid or gas.
Sound Transmission Class (STC):	A rating classification that specifies the noise level reduction that windows, doors, wall construction materials, and insulation provide. For example, if the exterior of a structure is exposed to 75-dBA and 45-dBA is measured on the interior of the structure, then a reduction of 30-dBA is achieved. Typically, higher STC ratings indicate greater interior noise reductions.
Specialty Commercial Uses:	Uses such as general commercial, lodging, restaurants and commercial recreation which provide for the specialized needs of locations in the City created by their proximity to particular land uses such as tourist, recreation, or specialty attractions.
Specific Plan:	A special set of development standards that apply to a particular geographical area.
Speed Tables:	A traffic calming measure consisting of long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section.
Sphere of Influence:	A plan for the probable physical boundaries and service area of a local agency, as determined by the commission.
Storm Water:	The flow of water, which results from precipitation, immediately following rainfall.
Street Design Manual:	Provides information and guidance for the design of the public right-of-way that recognizes the many and varied purposes that a street serves. It includes technical information for the design of residential, commercial, collector, major streets and rural roads; provides design options for traffic calming measures; and other street design standards.
Street Furniture:	A collective term for objects and pieces of

equipment installed on streets and roads for various purposes, including benches, bollards, post boxes, phone boxes, streetlamps, street lighting, traffic lights, traffic signs, direction signs, bus stops, taxi stands, outside lavatories, fountains and memorials, and waste receptacles.

Street Tree Program:

A program that provides guidelines for the planting, pruning, and removal of street trees within the boundaries of City property.

Streetscape:

The appearance or view of a street.

Strip Commercial:

Commercial zoning/development immediately adjacent and parallel to a collector or arterial street.

Structurally Excluded Community:

A shift from labeling a community as underserved to structurally excluded places the focus on systems intentionally created to exclude, marginalize and oppress instead of the individuals or people living in their communities. The term structurally excluded community takes into consideration how racial disparities are often connected to place and are rooted in historic racialized policies and practices that created and maintain unfair racial outcomes. A structurally excluded community takes into consideration how systems interact with racial and ethnic differences to design disparities and shape racial biases which impact access to health, education, economic capital, social position, safety and opportunity.

Suburban:

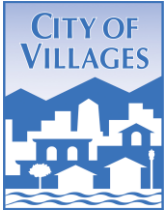
Inhabited districts located either on the outer rim of a city or outside the official limits of a city.

Superblocks:

A very large commercial or residential block barred to through traffic.

Surface Transportation:

Means of moving persons or goods from one place to another, including by foot, bicycle, motor vehicle, transit (bus, light rail), rail, and truck.



Sustainable Development:

Development that meets the needs of the present without compromising the ability of future generations to meet their needs. In the City of San Diego, the result would be compact, village-like development that ensures the maximum use of underutilized sites, encourages the use of public transport, cycling and walking over the use of the private car, and minimizes water, air, biological and other impacts on the local environment and communities.

Tandem Parking:

Two parking spaces, one behind the other, with a common or shared point of access to the maneuvering aisle.

Tax Increment Financing:

Tax increment is the agency's base financing tool and is based upon the cumulative assessed value within a project area at the time a redevelopment plan is adopted. Any increase in assessed property value (resulting from the sale of property or new development) over the base value is called tax increment and may be utilized by the agency to repay debt incurred in conjunction with redeveloping the project area.

Telecommunications:

Communication at a distance.

Threshold:

A measured range of capacity or concentration.

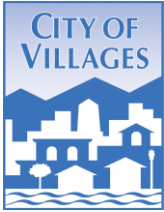
Time Above:

The amount of time noise exceeds a threshold level. Time Above is another measure used to analyze single event noises. The threshold can be set at any noise level for instance, 65 or 75 dBA. It typically uses minutes per day that the noise level exceeds the threshold level.

Topography:

The practice of graphic delineation in detail, usually on maps or charts of natural and man-made features of a place or region, in a way to show their relative positions and elevations.

Traffic Calming:	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.
Traffic Impact Study Guidelines:	A set of guidelines that encourage consistency in the preparation and review of traffic impact studies.
Traffic Management:	Management of the road network in order to achieve improvements in road safety and efficiency. Techniques include physical measures, regulatory measures, information provision and charging for facilities.
Trails:	<p>Trails that are approved as a part of the City’s system of public trails are defined as:</p> <p><u>Destination Trail:</u> A trail designed to go to a specific destination. The destination may be a point of interest for scenic, educational, or activity-based purposes. The trail destination will usually include interpretive signage or other information.</p> <p><u>Journey Trail:</u> A trail that provides a route to pass through and enjoy natural areas without having a specific destination other than the trail itself.</p> <p><u>Loop Trail:</u> A trail that provides a loop. This type of trail will usually have scenic or other characteristics, but may also be a short exercise trail.</p> <p><u>Connector Trail:</u> A trail that connects or links to another trail or trail system. This type of trail could also be part of a larger destination, journey, or loop trail, or may be the start or ending of an alternative transportation route.</p>
Trails Master Plan:	A plan that helps to guide the development of an interconnected network of recreational trails.
Transient Occupancy Tax:	A method of funding tourism marketing efforts through tax dollars collected in a Transient



Occupancy Tax (TOT) which is charged as a special tax to those staying in local hotels.

Transit-Oriented

**Development (TOD)
Design Guidelines:**

Guidelines that direct growth into compact neighborhood patterns of development, where living and working environments and public transit facilities are within walking distance. The Guidelines are based on the principles of reducing automobile trips while increasing other transit opportunities; reducing roadway expansions when transportation demands can be met through other modes; reducing air pollutants, conserving energy, and reducing automobile congestion; preserving open space and sensitive lands; providing for a diversity of housing types and affordability levels; and maximizing living, working, and convenience activities within the same neighborhood.

Transit-Oriented

Development:

A compact land use pattern with housing, public parks, and plazas, jobs and services located along key points on a transit system.

Transit Priority:

Refers to measures and techniques designed to minimize delays to buses at intersections and along congested roads ensuring a faster commute time for passengers.

Transparency:

The quality of being clear and/or having a nature of being transparent. As it relates to building design, transparency is promoted through measures such as the use of windows and spaces between buildings.

Trip:

A movement from the beginning of travel to a destination.

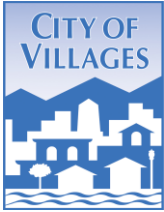
Universal Design:

Strives to be a broad-spectrum solution that helps everyone, not just people with disabilities.

Urban:

Something of, relating to, characteristic of, or constituting a city.

Urban Forest Master Plan:	A comprehensive set of policies that describe the long-term goal, strategies, and priorities to address the urban street tree inventory and forest canopy.
Urbanized:	To take on urban characteristics.
Usability:	Used to describe how easily an entity (e.g., device, service, environment) can be used by any type of user.
Useable Acres:	A graded pad not exceeding two percent rough grade, as required to provide for structured, public recreational programs of an active nature common to local parks in the City of San Diego (such as ball games or court games). Or gently sloping land not exceeding ten percent grade for unstructured public recreational activities, such as children’s play areas, appreciation of open spaces, or a combination thereof, unconstrained by environmental restrictions that would prevent its use as a park and recreation facility, free of structures, roads or utilities, and unencumbered by easements of any kind.
User Fees:	Fees paid for the use of public facilities and services.
Utility User Tax:	A tax imposed and levied by the City upon every person using electricity, including co-generated electricity, within the City.
Vehicle Trip Generation	Average number of one-way vehicle trips generated per unit
Rates:	of a specified land use type, such as per dwelling unit of multi-family residential or per 1,000 square feet of high rise office. Rates are determined by empirical data.
Viewsheds:	A line of sight, as far as one can see, including adjacent areas.



Visitor Industries:	Those establishments which primarily serve visitors to the San Diego region and are frequently referred to as the tourist industry, comprised of two sectors: the Accommodation and Food Services sector; and the Arts, Entertainment, and Recreation sector.
Walkability:	The extent to which walking is readily available to the consumer, as a safe, connected, accessible, and pleasant activity.
Warehousing and Distribution:	Includes uses that provide and distribute goods in large quantities. Long-term and short-term storage of commercial goods and personal items is included.
Wastewater:	Water that carries waste from residences, businesses, and industries as a result of use through washing, flushing or as part of a manufacturing process.
Watershed:	A hydrologic geographic area in which waters, solids and dissolved materials flow to a common outlet such as a point on a larger stream, a lake or underlying aquifer, an enclosed bay, an estuary, or the ocean.
Water Transfers:	A change in the way that water is allocated among users. An example would be relocating water from reservoirs in Northern California for use in Southern California.
Wayfinding:	Navigates readers through a city, hospital corridor or airport, calls attention to a storefront, or provides information about an exhibit; a succession of clues comprising visual, audible and tactile elements.
Wetlands:	A transitional area between terrestrial and aquatic systems where the water table is usually at or near the surface or where the land is covered by shallow

water.

Wholesale Distribution:

Establishments primarily engaged in wholesaling, and bulk sales distribution including open air handling of material and equipment.

Wireless Facilities:

Structures such as cellular phone antennas, towers, and related equipment devoted to the transmission of cellular phone signals.

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