General Plan Amendments

April 2015

General Plan Amendments Summary

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No.	Proposed General Plan Amendment	Purpose
Land Use & Community Planning		
1	Section D. Amend initiation criteria language to clarify how to handle public projects that do not involve land use changes, clarify the technical amendment initiation process, allow for the administrative correction of mistakes in certain circumstances, and address denial procedures.	Clarification and clean-up.
2	Section J. Expand discussion section to provide a more in-depth legislative history of Proposition A, discuss the Environmental Tier, and provide context for multiple Proposition A implementation measures. Add new goals and a policy regarding the applicability of the North City Future Urbanizing Framework Plan.	Clarify the purpose, intent, and requirements of Proposition A and provide a guide to its continued implementation.
Mobility		
3	Introduction. Revise discussion to reflect changes that occurred in 2009 related to how the region addresses congestion management.	To provide up-to-date information.
Economic Prosperity		
4	Section A. Amend Policy EP-A.14 to allow for the continued operation of existing hospitals and adult education uses in Prime Industrial Lands.	Policy refinement based on experience gained through implementation.
5	Section G. Expand Community and Infrastructure Investment section to provide additional discussion and policies on community investment and revitalization tools.	To provide up-to-date information.
6	Section K. Edit Redevelopment section to provide historical information on the Redevelopment process and its demise. Cross reference to Section G – Community and	To provide up-to-date information.

No.	Proposed General Plan Amendment	Purpose
	Infrastructure Investment	
7	Section L. Edit Policy EP-L.2 to remove reference to the term "CEBA" as it is not further defined or described in the General Plan, or used in common practice. Continue to require that the information be provided.	Clarification.
Public Facilities Services and Safety		
8	Section D. Amend Fire-Rescue discussion and policies to reflect new performance measures.	In 2011 the City conducted a deployment study. The City Council adopted the study's recommendations, including new performance measures. The amendments reflect the Council-approved measures.
9	Section G. Revise discussion language in Storm Water Infrastructure to describe the Storm Water permits and regulations.	To provide up-to-date information.
Recreation		
10	Section A. Add new sub-policies RE-A.1.k and RE.A.2.d to provide the policy basis to allow for non-residential development to contribute to park and recreation facilities, when certain processes and conditions are met.	Incorporates the provisions of Council Policy 600-17; intent is to rescind the Council Policy.
11	Add new sub-policies RE-A-8.d & e to ensure that parks can be accessed from a public right-of-way and to reference the "Consultants Guide to Park Design & Development."	Incorporates the provisions of Council Policy 600-11; intent is to rescind the Council Policy.

No.	Proposed General Plan Amendment	Purpose
12	Change in data source for Figure RE-1 – Community Plan Designated Open Space and Parks Map. The General Plan Open Space and Parks Map depicts generalized open space and park land uses in the City of San Diego. This map is intended as a representation of the distribution of open space and park lands throughout the City.	At the time of General Plan adoption in 2008, the open space and parks source data was from SANDAG and an existing park land inventory. The revised version is a composite of open space and park uses that are mapped in adopted land use plans. This more accurately portrays community plan designated uses. Users are referred to adopted land use plans for more information.
Noise		
13	Section A. Edit Noise Element Table NE-3, to adjust noise level compatibility for parks and religious assembly. Specifically most park use compatibility is adjusted to 70 dBA and outdoor spectator/golf course is changed to 75 dBA. Use land use terms that are consistent with the Land Development Code and reference LDC Chapter 13, use regulation tables. Propose an alternative method of measuring noise levels in parks. New Policy NE-B.9 to address park planning with respect to noise. New Section D discussion text and Policy NE-D.7 to acknowledge that noise policies in Airport Land Use Compatibility Plans (ALUCP) may be more restrictive than what is shown on Table NE-3.	Helps support urban park development and recognizes current ambient noise conditions. Addresses differences in ALUCP noise requirements. Proposed park/noise levels are consistent with State of California General Plan Guidelines and most major California cities. Maintains policy support to plan for quieter parks. The change to religious assembly uses is to be consistent with how other assembly uses are treated.
Glossary		
14	Edit Glossary definition of Infill Development.	To broaden the definition beyond vacant land.
Figure LU-2		
15	Revise Figure LU-2, General Land Use and Street System Map and Figure EP-1, Industrial and Prime Industrial Land Identification Map to reflect Community Plan Land Use changes.	Update the maps to reflect land use changes consistent with the adoption of the Otay Mesa Community Plan Update.

Land Use and Community Planning Element

D. Plan Amendment Process

Goals: No changes

Discussion:

No changes to 1st two paragraphs.

Initiation of Privately-Proposed Plan Amendments

The City is one of few ~~unique among~~ jurisdictions ~~in~~ that ~~the process to amend the General Plan~~ requires either Planning Commission or City Council initiation of a plan amendment before ~~the~~ 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 ~~it~~ 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 ~~some~~ plan amendments are presented without a development proposal, if an applicant wants to see if the amendment ~~initiation~~ 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 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.~~.~~- D.2 no changes

LU-D.3. Evaluate all privately-proposed plan amendment and City-initiated land use designation amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.

LU-D.4.-D.5 no changes

Technical Amendment Initiation

LU-D.6. no changes

LU-D.7. Subject technical amendments to the same post-initiation processing, review, and input procedures ~~identified in the General Plan Amendment Manual.~~ that are required for privately-proposed plan amendments, except where there is an obvious mistake that can be corrected by reference to City Council approved documents on file, or by reference to the legislative record.

Criteria for Initiation of Amendments

LU-D.8. Require that General Plan and community plan amendment initiations (except those determined to be technical as specified in LU-D.6 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.9.-- D.14 No changes

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 infill 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 in1981 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 environmental 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 (NCFUA) 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 NCFUA 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 (NCFUA 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 NCFUA 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 MSCP 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, ~~have~~ 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 maintaining 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. ~~Proposition A lands also include military and other lands not subject to the City's jurisdiction. In the past, the City Council has chosen to follow the development intensity restrictions and the requirement for a vote of the people to approve an amendment to shift the area from Future to Planned Urbanizing Area as specified in Proposition A, upon receipt of jurisdiction over former military installations.~~

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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 ~~Lands —~~ (Managed Growth Initiative) Lands ~~as previously defined)~~

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 ~~As of~~ 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).

Mobility Element

Introduction

1st four paragraphs: No changes.

5th paragraph –reformat bullets and edit text as follows:

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. The RTP plans for and identifies projects for multiple modes of transportation in order to achieve a balanced regional system. It 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 RTP projects. In order to meet federal congestion management requirements, the 2050 RTP includes: performance monitoring and measurement of the regional transportation system, multimodal 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 RTIP, also prepared by SANDAG,

identifies RTP highway, arterial, transit, and bikeway projects that are planned for implementation over the next five years.

- ~~The region's Congestion Management Program (CMP), also prepared by SANDAG, serves as a short-term element of the RTP. It focuses on actions that can be implemented in advance of the longer-range transportation solutions contained within the RTP. The CMP establishes programs for mitigating the traffic impacts of new development and monitoring the performance of system roads relative to Level of Service (LOS) standards. It links land use, transportation, and air quality concerns.~~

The Mobility Element and~~,~~ the RTP ~~and the CMP all~~ both highlight the importance of integrating transportation and land use planning decisions, and using multi-modal strategies to reduce congestion and increase travel choices. However, the Mobility Element more specifically plans for the City of San Diego'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. 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 of San Diego transportation priorities are implemented.

Economic Prosperity Element

A. Industrial Land Use

Goals: No changes

Discussion: No changes

EP-A.1-A.13 No changes

EP-A.14. In areas identified as Prime Industrial Land as shown on Figure EP-1, the following uses may be considered:

a. C~~c~~hild care facilities for employees' children, as an ancillary use to industrial uses on a site, ~~may be considered and allowed~~ when they~~:~~ are sited at a demonstrably adequate distance from the property line, so as not to limit the current or future

operations of any adjacent industrially-designated property; can assure that health and safety requirements are met in compliance with required permits; and are not precluded by the applicable Airport Land Use Compatibility Plan.

~~a.~~b. Existing hospitals previously approved through Conditional Use Permits (CUPs), provided that no new child care or long-term care facilities are established.

c. Existing colleges and universities, previously approved through CUPs, provided that the facilities are for adult education and do not include day care facilities.

EP-A.15 No changes

G. Community and Infrastructure Investment

Goals: No changes

Discussion:

Capital is necessary for communities, small businesses, and industries to grow, improve productivity, and compete. The City, with the assistance of state and federal programs, invests in communities and provides assistance to small business and targeted base sector industries. These public investments leverage private investments many times over, to the benefit of San Diego's economic prosperity. Access to public and private capital is important for all communities within the City, without discrimination.

A city's most important investment in support of economic prosperity is its investment in infrastructure, particularly infrastructure that helps communities and base sector industries become more productive, leverages private investment, and help direct investment to areas with the greatest needs or potential benefits.

Some of San Diego's communities ~~n~~need further investment and revitalization. These areas may have issues related to vacant and underutilized properties, aging infrastructure, and economic activity that should be addressed. The well-being of neighborhoods will require an economically balanced housing supply and sufficient infrastructure, as well as businesses that enhance the community, create jobs and have community support. There are existing local, state and federal programs and incentives designed to spur revitalization, and work continues on new strategies and partnerships to achieve community goals.

Policies

EP-G.1. No changes

EP-G.2. Prioritize economic development efforts to attract and induce investment in local businesses throughout the City.

a. Foster economic development using the incentives of the City's development

programs that include business improvement districts and the Foreign Trade Zone program, and incentives authorized by Council Policy 900-12.

~~a.~~b. Assist existing business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, the City's Small Business Loan program, façade renovation grants, and Community Development Block Grant (CDBG) ~~redevelopment~~ assistance.

c. ~~b.~~ Expand small business assistance to include direct or referred technical and financial assistance for small emerging technology firms and firms involved in international trade.

d.~~c.~~ Pursue public/private partnerships to provide incubation spaces for small business.

e.~~d.~~ Enhance funding opportunities for local businesses by supporting community-based lending initiatives and equity programs

EP-G.3- G.5 No changes

EP-G.6 Partner with other municipalities, school districts, and other public or non-profit agencies, whenever possible, to achieve General Plan and community plan goals.

EP-G.7. Eliminate or minimize land use conflicts that pose a significant hazard to human health and safety.

EP-G.8. Minimize displacement of existing residents, businesses, and uses. Those displaced should have adequate access to institutions, employment and services.

EP-G.9 Work closely with the Workforce Investment Board, school districts, and job training/placement providers to facilitate employment opportunities for San Diego residents created through the City's economic development efforts. Support education and training programs which improve the quality of San Diego's labor force and coordinate these efforts with economic development activities to help ensure that unemployed, underemployed and disadvantaged San Diegans find jobs.

EP-G.10 Utilize existing tools and zones for revitalization that include the Capital Improvement Program, Infrastructure Financing Districts, Business Improvement Districts, Maintenance Assessment Districts, Community Facilities Districts, and conduit revenue bond financing for industrial development.

EP-G.11 Pursue new tools, programs, and funding mechanisms for continued community revitalization and economic development.

EP-G.12 Consider the contribution to economic development and revitalization as one of the factors used in the prioritization of Capital Improvement Projects.

K. Redevelopment

Goal:

- A city which redevelops and revitalizes areas which were blighted, to a condition of social, economic, and physical vitality consistent with community plans.

Discussion:

Within the State of California Redevelopment wasis a state enabled legal process and financial tool that assistedsin the elimination of blight from designated areas. through new development, infrastructure, public spaces and facilities, reconstruction, and rehabilitation. It providedscities and counties with a powerful tool to address deteriorating conditions of slum and blight within older urbanized areas of their jurisdictions. The Redevelopment Agency of the City (Former RDA) operated between was established in 1958 and 2012, and ,managed 14 adopted project areas to alleviate conditions of blight, increase housing opportunities, and promote economic development. The City Council also established two public corporations, the Centre City Development Corporation and the Southeastern Economic Development Corporation, to manage redevelopment and economic development projects and activities within specific geographic areas. In 2011, the State Legislature dissolved all redevelopment agencies. In February 2012, the City of San Diego's Former RDA dissolved, and its rights, powers, duties and obligations vested in the Successor Agency. The Successor Agency and its Oversight Board oversee the winding down of the Former RDA operations that include enforceable and recognized obligation payments. Future state legislation could implement programs that replicate some of the redevelopment agencies' activities. Refer to Section G for applicable policies for revitalization. based on California Community Redevelopment Law (CCRL), Health & Safety Code, § 33000, et. seq.

Redevelopment plans define the boundaries of the project area and provide a general description of the projects to be implemented therein. The redevelopment plan adoption process is prescribed by CCRL and provides for substantial citizen participation. Redevelopment plans must conform to the General Plan and respective community plan(s). Project areas are predominantly urbanized and exhibit conditions of both physical and economic blight. "Predominantly urbanized" is defined as developed, vacant parcels that are an integral part of and surrounded by urban uses, and irregular subdivided lots in multiple ownership that cannot be properly used. Blight covers conditions that constitute a serious physical and economic burden on the community, which the community cannot reasonably be expected to be reversed, or alleviated, by private enterprise or government action, or both, without redevelopment. The CCRL defines the various conditions of physical and economic blight which include unsafe or unhealthy buildings, substandard design, lack of parking, incompatible uses, and subdivided lots of irregular form and shape, and inadequate size for proper usefulness and development that are in multiple ownership.

~~Redevelopment project areas are frequently proposed as a tool for community revitalization. There are potential social costs, as well as benefits, associated with redevelopment. Social costs can include displacement of residents and businesses, while social benefits may include new employment opportunities, affordable housing, improved physical appearance, new or renovated public facilities, and increased community pride. Per the CCRL, the Redevelopment Agency is required to assist with the relocation of any persons or businesses that are displaced. Implementation of redevelopment projects typically occurs over a number of decades and the revitalization that redevelopment is intended to spark may take several years. Adoption of a redevelopment plan allows the Agency to utilize a variety of extraordinary financial and legal tools, such as tax increment financing, owner participation agreements, eminent domain, and affordable housing requirements, in promoting sustainable development in the community.~~

~~**Policies**~~

~~EP-K.1. Support the use of redevelopment in conjunction with input from the respective communities, subject to public hearings and approvals by the City Council, for those urbanized areas meeting the requirements of California Community Redevelopment Law (CCRL).~~

~~EP-K.2. Establish project areas that are large enough to create critical mass and generate sufficient tax increment to stimulate successful redevelopment activities over the life of the redevelopment plan and achieve long-term community objectives.~~

~~EP-K.3. Use tax increment funds for projects and associated infrastructure improvements that will stimulate future tax increment growth within the project areas that are consistent with the respective five-year implementation plans.~~

~~EP-K.4. Redevelop assisted affordable housing investment within the same redevelopment project area, or in close proximity to, where the tax increment is generated, only to the degree that such affordable housing is not over-concentrated in particular areas.~~

~~EP-K.5. Ensure the timely provision of affordable housing with all redevelopment assisted residential and mixed-use development projects.~~

~~EP-K.6. Partner with other municipalities, school districts, and other public or non-profit agencies, whenever possible, to achieve General Plan, redevelopment, and community plan goals.~~

L. Economic Information, Monitoring, and Strategic Initiatives

Goal: No changes

Discussion: No changes

Policies

EP-L.1. No changes

EP-L.2. Prepare a ~~Community and Economic Benefit Assessment (CEBA) process focusing on~~ report that addresses economic and fiscal impacts associated with ~~information for~~ significant community plan amendments involving land use or intensity revisions. A determination of whether ~~a~~ this report ~~CEBA~~ is required ~~for community plan amendments will~~ should be made when the community plan amendment is initiated.

EP-L.3.- L.5 No changes

Public Facilities, Services and Safety Element

D. Fire-Rescue

Goal: No changes

Discussion:

Historically, the primary mission of the fire service was limited to fire protection. Over the past two decades the fire service's mission has expanded both locally and nationally to include the management and mitigation of broader hazards and risks to public safety. This expansion included the delivery of medical advanced life support services through a comprehensive first-responder paramedic system. In conjunction with a contracted medical transportation provider, the Fire-Rescue department has provided a system of care utilizing paramedics on first responder apparatus as well as ambulances. ~~. Over the past two decades the fire service's mission has expanded both locally and nationally. In 1997 the San Diego Medical Services Enterprise limited liability corporation was formed, through a partnership between the City and Rural/Metro Corporation, to deliver paramedic services citywide. This program utilizes paramedics on the first responder apparatus as well as the ambulance units~~. In addition to the wide variety of traditional fire suppression services such as structural, airport, marine, and vegetation firefighting, today's services include ~~Emergency Medical Services (EMS),~~ water rescue, hazardous material response, confined space rescue, cliff rescue, high angle rescue, mass casualty incidents, and response to terrorism and weapons of mass destruction. Figure PF-3, Fire and Lifeguard Facilities, illustrates the location of fire stations and permanent lifeguard towers. The fire service is also responsible for hazard prevention and public safety education.

Due to climate, topography, and native vegetation, the City is subject to both wildland and urban fires. In 2003 and 2007, the City experienced wildland fires that resulted in the loss of structures and significant burned acreage.

The extended droughts characteristic of the region's Mediterranean climate and increasingly severe dry periods associated with global warming results in large areas of dry, native vegetation that provides fuel for wildland fires. The most critical times of year for wildland fires are late summer and fall when Santa Ana winds bring hot, dry desert air into the region. The air

temperature quickly dries vegetation, thereby increasing the amount of natural fuel. The Santa Ana conditions create wind-driven fires such as 2003 and 2007 wildfires, which require a huge number of assets, more than the City has available.

Development pressures increase the threat of wildland fire on human populations and property as development is located adjacent to areas of natural vegetation. The City contains over 900 linear miles of wildland/urban interface due to established development along the open space areas and canyons. In 2005, the brush management regulations were updated to require 100 foot defensible space between structures and native wildlands (see also Conservation Element, policy CE-B.6 on the management of the urban/wildland interface and Urban Design Element, policy UD-A.3.p on the design of structures adjacent to open space).

The San Diego-Fire Rescue Department is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans and participates in multi-jurisdictional disaster preparedness efforts (see also PF Section P). In the event of a large wildfire within or threatening City limits, they could be assisted by state and federal agencies, or other jurisdictions. ~~the California Department of Forestry, Federal Fire Department, or other local fire department jurisdictions.~~

The City is challenged with meeting current and future public facilities needs, as well as covering operations and maintenance costs for each new or expanded facility. Generally, operations and maintenance issues are addressed as part of the initial phase in developing specific Capital Improvement Projects and within the annual operating budget development once the facility is under construction. The Public Facilities Financing Strategy is being developed to address the funding of operations and maintenance and identify major revenue options. In addition, during community plan updates, fiscal impact analyses will be prepared which compare annual revenues against costs.

The few remaining newly developing areas of the City often present challenges associated with proper site location, funding of fire stations, and timing of development. In redeveloping communities, funding and site locations for new or expanded facilities also require great effort and coordination. Typically a ~~two to two and one-half~~ three mile distance between fire stations is sufficient to achieve response time objectives. The natural environment throughout the City presents considerable demands on fire-rescue services under various conditions and can also affect response times. For additional support, City forces rely on numerous Automatic Aid agreements with jurisdictions adjoining the City. These agreements assure that the closest engine company responds to a given incident regardless of which jurisdiction they represent. Mutual Aid agreements with county, state, and federal government agencies further allow the City, and any other participating agency, to request additional resources depending on the complexity and needs of a given incident.

Suburban residential development patterns and anticipated future infill development throughout the City will place an increasing demand on the capabilities of fire-rescue resources to deliver an acceptable level of emergency service. Service delivery depends on the availability of adequate equipment, sufficient numbers of qualified personnel, effective alarm/monitoring systems, and proper siting of fire stations and lifeguard towers. As fire-rescue facilities built in the 1950s and

equipment continue to age, new investments must be made to support growth patterns and maintain levels of service to ensure public safety.

In 2011 the City undertook a Fire Service Standards of Deployment Study to analyze existing performance measures and to make recommendations on alternative deployment and staffing models. The City Council adopted the study's recommendations, including new performance measures, as a framework to address the Fire-Rescue Department's current and projected needs. The recommendations take into account the challenges posed by San Diego's topography and road network, and the wide range of firefighting, other emergency response, and rescue risks that are present in the City.

The Council also adopted an implementation plan to guide progress toward meeting the desired level of emergency service standards.
~~In order to meet National Fire Protection Association 1710 standards for emergency response times and to assure adequate emergency response coverage, the Fire-Rescue Department has~~ The plan identifies~~d~~ the need to construct additional fire stations and to provide other enhancements in several presently underserved communities. Full implementation of the Deployment Study is expected to take multiple years and is dependent on identifying revenues for operating and capital costs. The new performance measures are provided in Tables PF-D.1 and PF-D.2, and in Policies PF-D.1 and D.2, below. Evaluation of the need for additional new fire stations and fire station remodels will occur through community plan updates and amendments as needed.

~~The Fire Station Master Plan (FSMP) has been developed to assure levels of service standards are attained for existing development and as future development occurs. The FSMP has identified the communities in which fire stations are needed and has prioritized implementation based on the following risk assessment criteria: Response Time Compliance, Annual Incident Response Volume, Square Miles Protected and Firefighter to 1,000 Population.~~

Policies

PF-D.1. Locate, staff, and equip fire stations to meet established response times as follows:.

a) To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5 minutes company turnout time and 5 minutes drive time in the most populated areas.

b) To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.

- This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.

- This equates to 1-minute dispatch time, 1.5 minutes company turnout time and 8 minutes drive time spacing for multiple units in the most populated areas.

~~. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.~~

- ~~Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.~~
- ~~Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.~~
- ~~Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.~~
- ~~Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.~~

TABLE PF-D.1 Deployment Measures To Address Future Growth By Population Density Per Square Mile

	Structure Fire Urban Area	**Structure Fire Rural Area**	**Structure Fire Remote Area**	**Wildfires Populated Areas**
	>1,000- people/sq. mi.	**1,000 to 500 people/sq. mi.**	**500 to 50 people/sq. mi. ***	**Permanent open space areas**
1st Due Travel Time	5 minutes	12 minutes	20 minutes	10 minutes
Total Reflex* Time	7.5 minutes	14.5 minutes	22.5 minutes	12.5 minutes
1st Alarm Travel Time	8 minutes	16 minutes	24 minutes	15 minutes
1st Alarm Total Reflex*	10.5 minutes	18.5 minutes	26.5 minutes	17.5 minutes

***Reflex time is the total time from receipt of a 9-1-1 call to arrival of the required number of emergency units.

PF-D.2. Determine fire station needs, location, crew size and timing of implementation as the community grows.

a) Use the fire unit deployment performance measures (based on population density per square mile) shown in Table PF-D.1 to plan for needed facilities. Where more than one

square mile is not populated at similar densities, and/or a contiguous area with different density types aggregates into a population cluster area, use the measures provided in Table PF-D.2.

b) Reflect needed fire-rescue facilities in community plans and associated facilities financing plans as a part of community plan updates and amendments.

~~Deploy to advance life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows:~~

~~Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and~~

~~Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.~~

TABLE PF-D.2 Deployment Measures To Address Future Growth By Population Clusters

Area	**Aggregate Population**	**First-Due Unit Travel Time Goal**
Metropolitan	> 200,000 people	4 minutes
Urban-Suburban	< 200,000 people	5 minutes
Rural	500 - 1,000 people	12 minutes
Remote	< 500	> 15 minutes

PF-D.3. ~~Adopt,~~ M~~m~~onitor, and maintain adopted service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services.

PF-D.4. Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations:

- Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;

- Where density and development preclude a ¾ acre site consider a multi-story station
- Acquire adjacent sites that would allow for station expansion as opportunities allow; and
- Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.

PF-D.5.- D. 11 No changes

G. Storm Water Infrastructure

Discussion

The City's storm water pollution prevention efforts and conveyance system strive to protect the quality of our recreational waters and potable water resources as mandated by the federal Clean Water Act of 1972 and the San Diego Regional Water Quality Control Board. The City also maintains compliance with the Water Quality Control Plan for the San Diego Region 9 also referred to as the Basin Plan, and with storm water permits. These functions require a multi-faceted approach that couples infrastructure improvements and maintenance, water quality monitoring, source identification of pollutants, land use planning policies and regulations, and pollution prevention activities such as education, code enforcement, outreach, public advocacy, and training. Additional discussion on Urban Runoff Management, Section E, is included in the Conservation Element.

The City has more than 39,000 storm drain structures and over 900 miles of storm drain pipes and channels serving approximately 237 square miles of urbanized development. Many storm water infrastructure projects do not have the opportunity to affect site design or implement other means to keep pollutants from entering storm drain flows. Therefore, prevention through education, outreach, code enforcement, and other efforts continues to be the most effective method of protecting water resources. Secondly, capital improvement investments in storm water structures (curbs, gutters, inlets, catch basins, pipes, and others) determined through Best Management Practices (BMP) are critical in order to reduce pollutant loading to acceptable levels. Public projects should be evaluated for their impact on the storm drain conveyance system and incorporate storm water quality and conveyance structures during the design process. Similarly, private development will mitigate the impacts of its development on the storm water conveyance system while overall system monitoring including the identification of needs is also performed by the City.

In addition to capital investments in storm water structures, operations and maintenance are equally critical to ensure governmental compliance and clean water resources. Furthermore, state regulations require that the City keep track of storm water structure locations and maintenance via inspections, and in some cases, collection

and/or reporting of storm water quality monitoring data. The storm drain fee and other sources of funds are instrumental in ensuring compliance with legal mandates and maintaining storm water prevention and conveyance functions.

The Municipal Storm Sewer System Permit (MS4 Permit), issued by the San Diego Regional Water Quality Control Board (RWQCB), requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the MS4 Permit requires new development and significant redevelopment projects that exceed certain size threshold to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant in storm water runoff and control runoff volume.

The MS4 Permit is re-issued every five years, typically imposing more stringent requirements on a wider range of development. These requirements are adopted in the City's Land Development Manual; Storm Water Standards Manual and apply to both private development and public improvements. There is an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit requirements and TMDL as well. Examples of LID techniques are bioretention cells, green roofs, porous pavement, infiltration basins and biofiltration planters.

Recreation Element

A. Park and Recreation Guidelines

Policies

Park Planning

RE-A.1. Develop a citywide Parks Master Plan through a public process.

a. – j No changes.

k. Develop a policy on non-residential development contributions to park and recreation facilities. See Policy RE-A.2.d.

RE-A.2. Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan.

a.- c No changes.

d. Evaluate whether non-residential development would increase demand for park and recreation facilities, on a community basis. Where an increase in demand can be demonstrated, include a policy in the community plan, or in a citywide Park Master Plan, that non-residential development should contribute to the cost of park and recreation facilities. In order to adopt and implement such a policy there

must be:

- A determination that the non-residential development would create an impact to park and recreation infrastructure;
- A nexus study that provides justification for the proposed sharing of facilities costs between residential and non-residential uses, and identifies which costs will be shared; and
- A fee established that equitably reflects the proportions of the population-based costs to be shared by residential and non-residential development.

RE-A.3.- RE-A.7 No changes.

Park Standards

RE-A.8. Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Table RE-2, Parks Guidelines).

a. – c: No changes

d. Ensure that parks can be accessed from a public right-of-way.

e. All parks to be designed and constructed consistent with the "Consultant's Guide to Park Design & Development."

Noise Element

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, ~~places of worship~~and~~,~~ child care facilities~~, and certain types of passive recreational parks and open space~~.

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.

TABLE NE-3 Land Use - Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
~~*Open Space and* Parks and Recreational~~					
~~Community & Neighborhood Parks; Passive Recreation~~					
~~Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields;~~ Outdoor Spectator Sports, Water Recreational Facilities; Horse Stables; Park Maint. Facilities					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
Agricultural					
Crop Raising & Farming; Community Gardens, ~~-~~Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Dwelling Units; Mobile Homes~~; Senior Housing~~		**45**			
Multiple Dwelling Units~~; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations~~ **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		**45**	**45***		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums;~~-~~; ~~Places of Worship;~~ Child Care Facilities		**45**			
Other Educational Facilities including Vocational~~,~~/Trade Schools and ~~or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges,~~ Colleges and~~, or~~ Universities~~)~~		**45**	**45**		
Cemeteries					
Retail Sales					

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50	
Commercial Services					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenanc & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
Offices					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	

	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. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated t 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~~2~~. 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-32.
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.

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 addresses 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 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 avigation 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, multiple unit, 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 unit and mixed-use residential uses above the 65 dBA CNEL only in areas with existing residential uses, and single unit residential uses only on existing single unit 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 avigation 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 Field

Noise levels from Brown Field and Montgomery 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 Fields.

Due to the length of its runways, Montgomery 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 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 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-unit, 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-unit, 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 excessive aircraft noise from aircraft operating at Montgomery Field to surrounding residential areas.

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 influence areas when the noise policies in the compatibility plans are more restrictive for uses affected by aircraft noise than shown on Table NE-3.

terminals.

Infill Development: Development of vacant or underutilized land 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.

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.

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 May 1, 2015

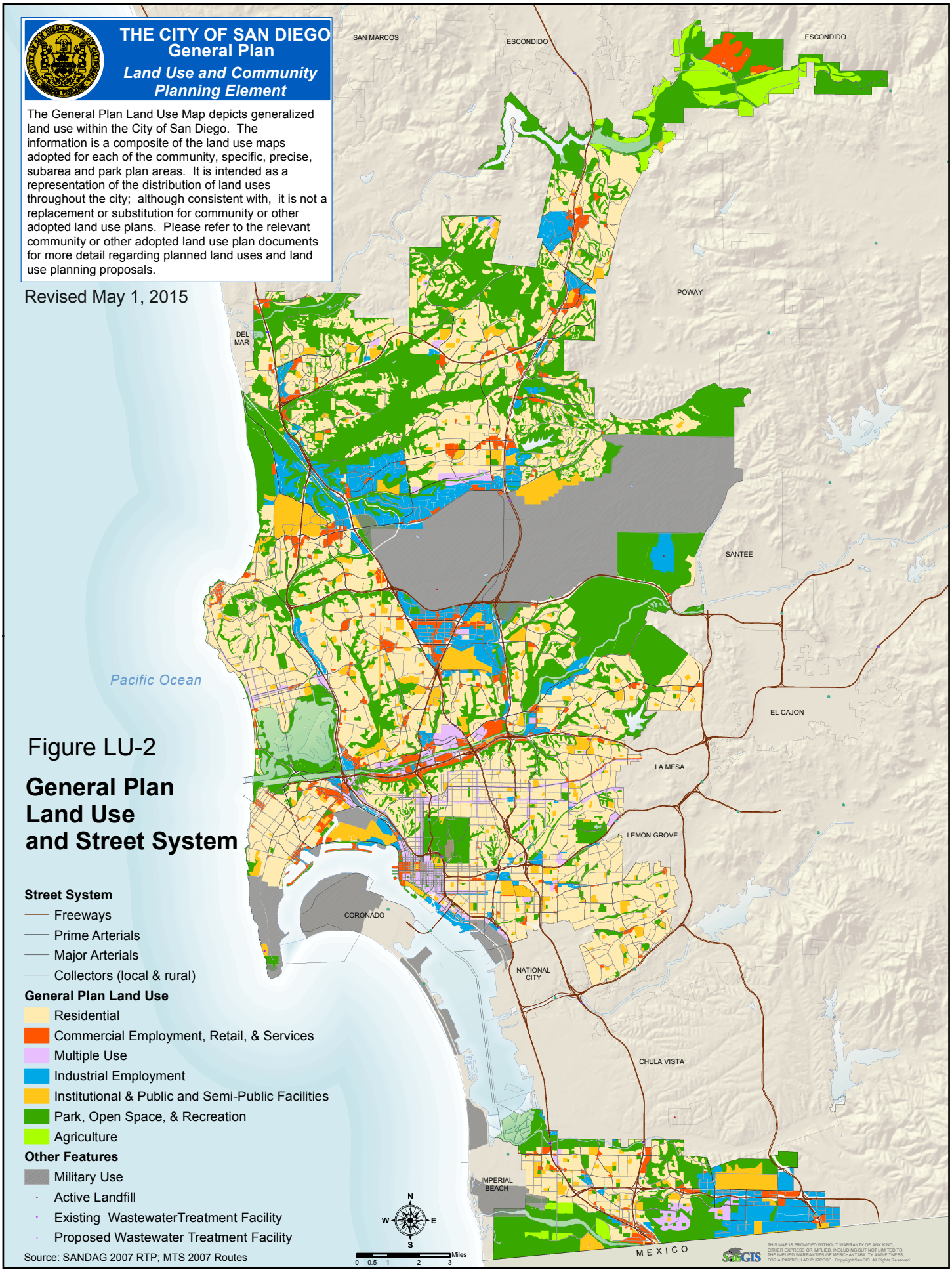


Figure LU-2

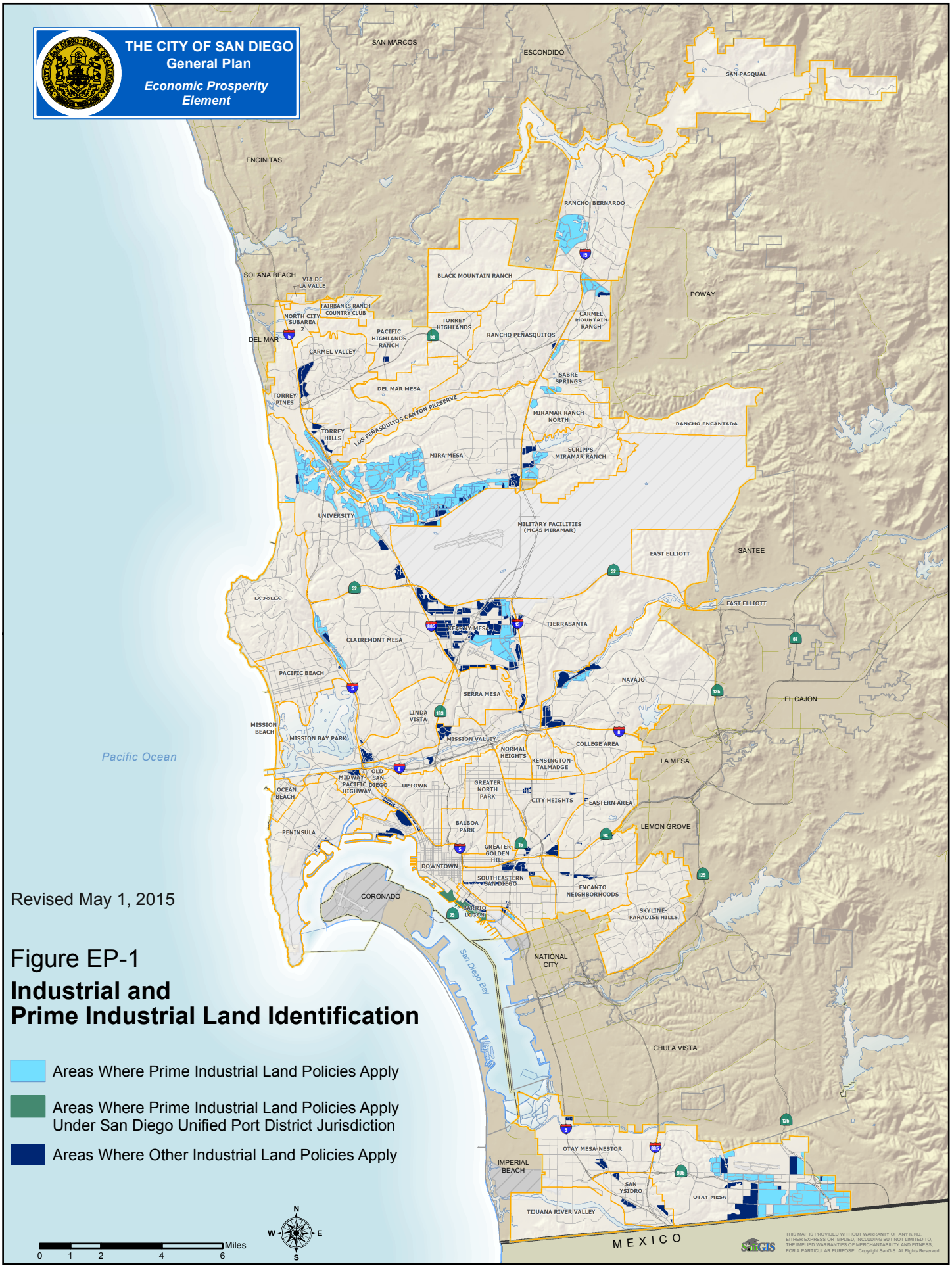
General Plan Land Use and Street System

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 WastewaterTreatment Facility
- Proposed Wastewater Treatment Facility

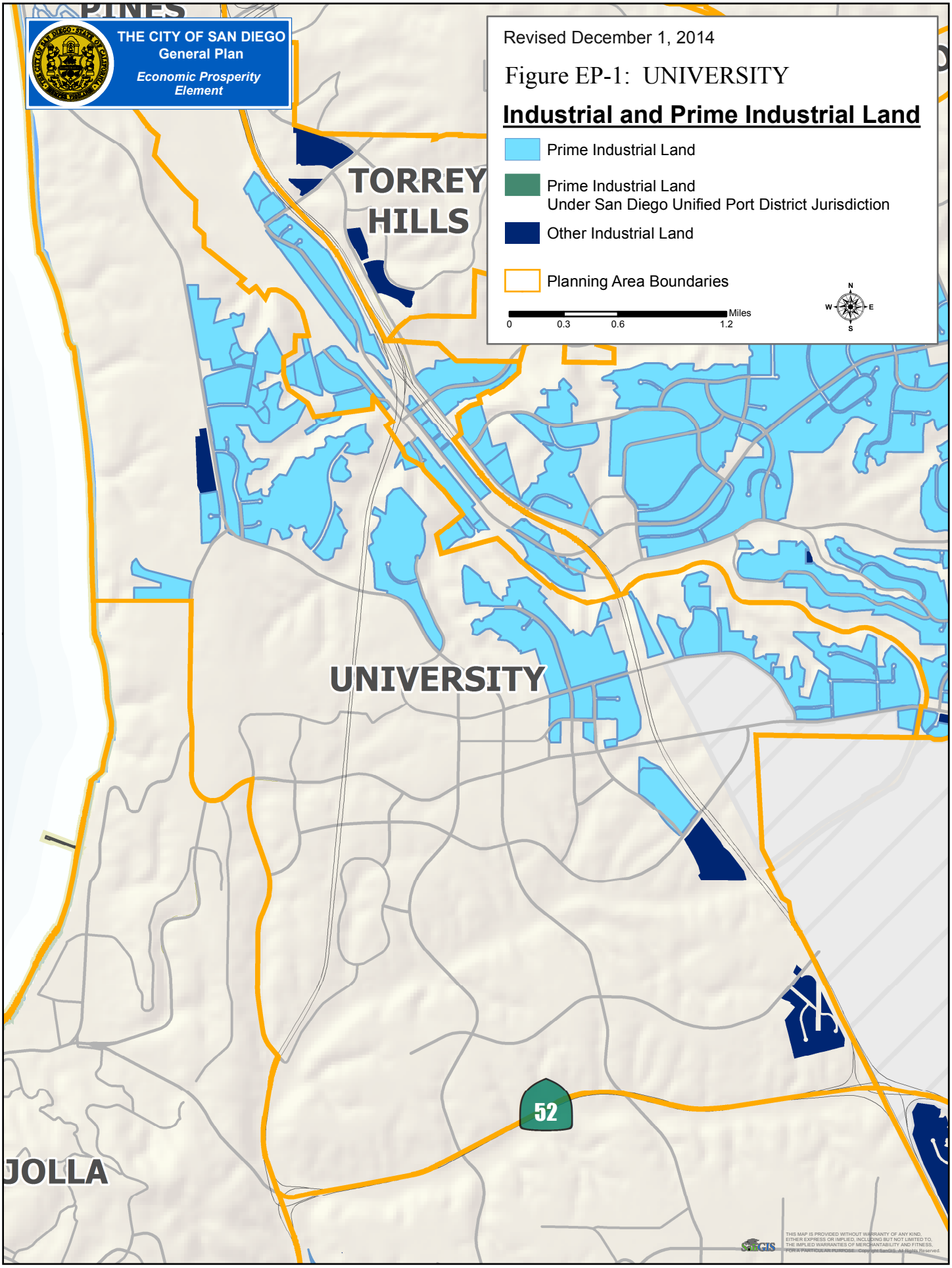
Source: SANDAG 2007 RTP; MTS 2007 Routes

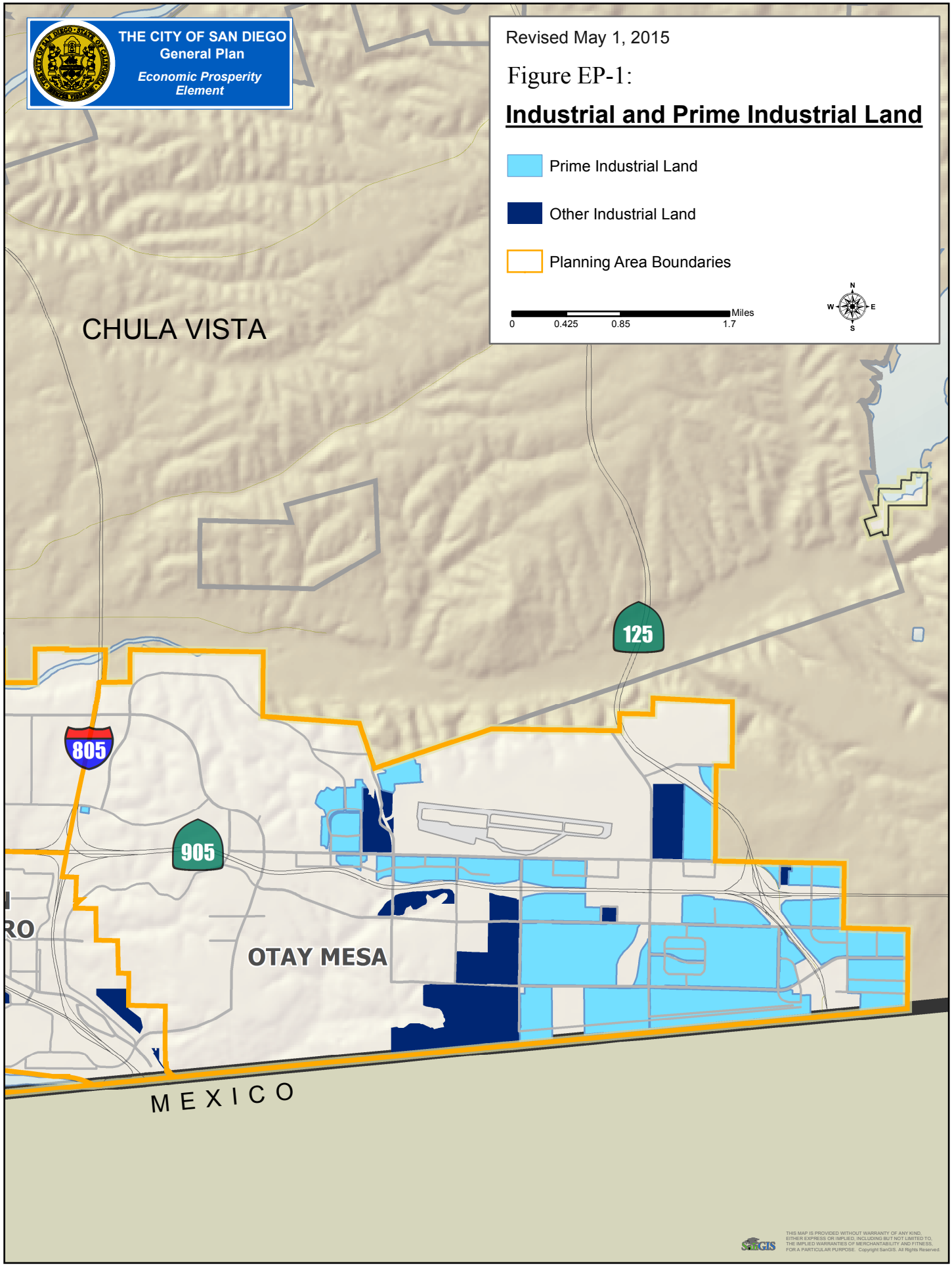


Revised May 1, 2015

Figure EP-1
Industrial and Prime Industrial Land Identification

- Areas Where Prime Industrial Land Policies Apply
- Areas Where Prime Industrial Land Policies Apply Under San Diego Unified Port District Jurisdiction
- Areas Where Other Industrial Land Policies Apply


THE CITY OF SAN DIEGO
General Plan
Economic Prosperity Element
Revised December 1, 2014
Figure EP-1: UNIVERSITY
Industrial and Prime Industrial Land
Prime Industrial Land
Prime Industrial Land
Under San Diego Unified Port District Jurisdiction
Other Industrial Land
Planning Area Boundaries
Miles
0
0.3
0.6
1.2
N
W
E
S
TORREY HILLS
UNIVERSITY
52
JOLLA


THE CITY OF SAN DIEGO
General Plan
Economic Prosperity Element
Revised May 1, 2015
Figure EP-1:
Industrial and Prime Industrial Land
Prime Industrial Land
Other Industrial Land
Planning Area Boundaries
Miles
0
0.425
0.85
1.7
N
W
E
S
CHULA VISTA
125
805
905
OTAY MESA
MEXICO
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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 May 1, 2015

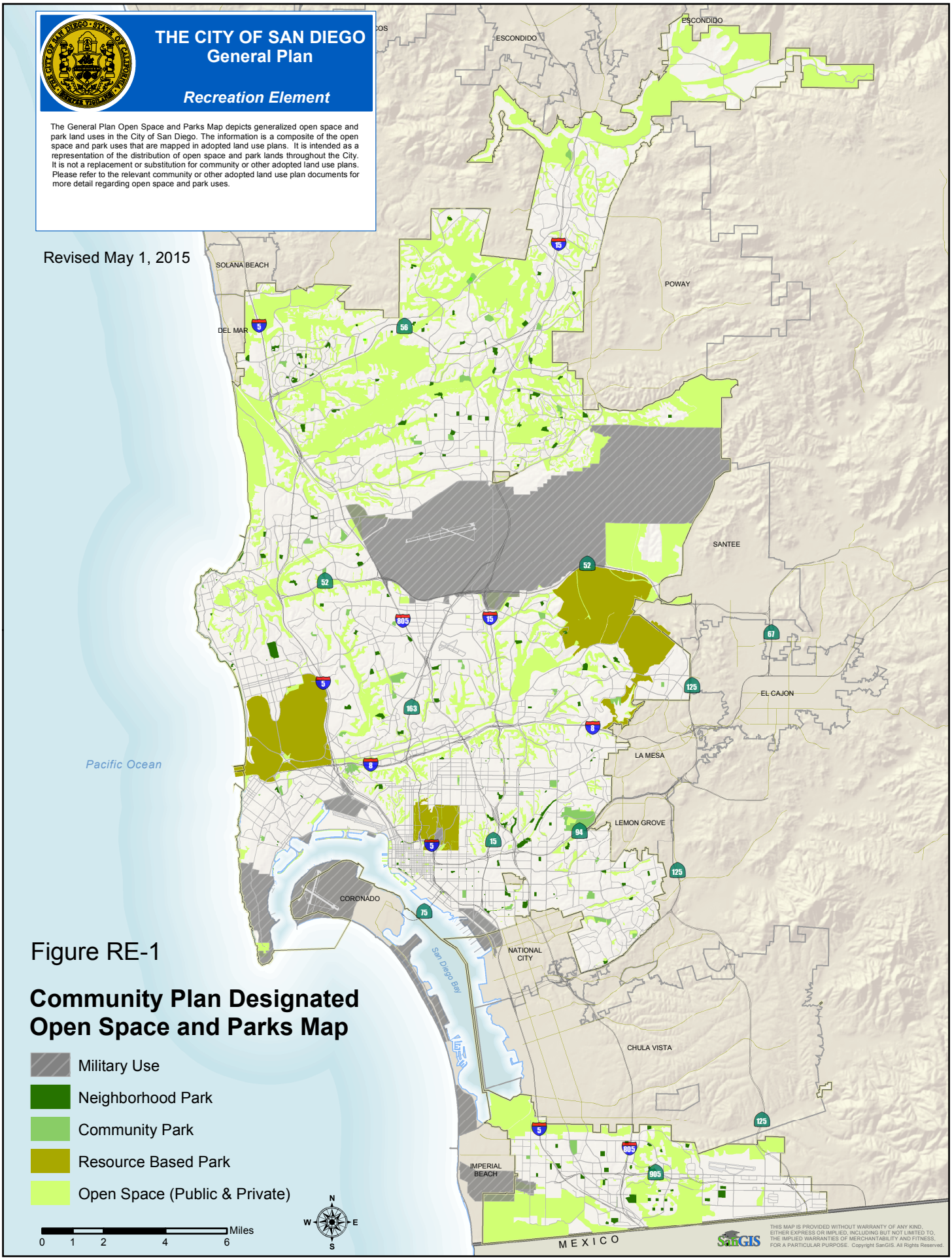

Figure RE-1

Community Plan Designated Open Space and Parks Map

- Military Use
- Neighborhood Park
- Community Park
- Resource Based Park
- Open Space (Public & Private)