



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.

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

## H. 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 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. The San Diego County Regional Airport Authority has forecast passenger traffic at SDIA to increase from 17.5 million passengers to 32 million annual passengers by 2030. 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 guide the long-term phased development of SDIA through 2030 by addressing and maximizing 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 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 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 presences 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 in Mexico adjacent to the international border. 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.



**THE CITY OF SAN DIEGO**  
**General Plan**  
 Mobility Element

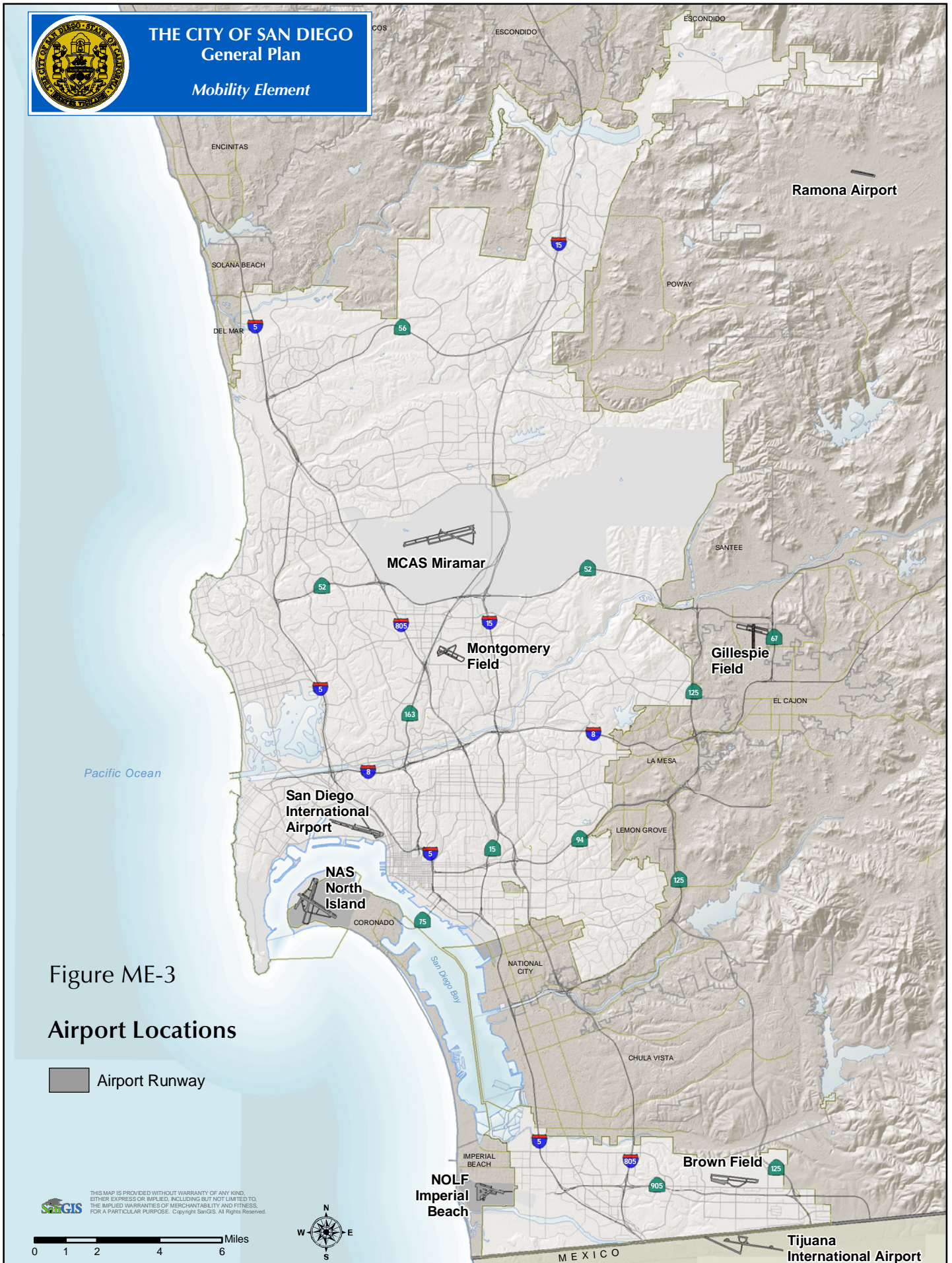


Figure ME-3  
 Airport Locations

Airport Runway

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0 1 2 4 6 Miles



## I. Passenger Rail

### Goal

- ◆ Improved rail travel opportunities.

### Discussion

Commuter, intercity and high-speed 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 the City of San Diego along the coastal rail corridor. Passenger and freight trains share the predominately single-track corridor (see ME Section J, Goods Movement/Freight section). The Coaster provides commuter rail service between Oceanside and Downtown San Diego with stations in the City at Sorrento Valley, Old Town, and the Santa Fe Depot. Amtrak provides intercity passenger rail service from downtown San Diego to Los Angeles, and north to San Luis Obispo, which is the second most heavily traveled intercity passenger rail corridor in the nation.

The Regional Transportation Plan identifies projects that would provide improved rail service and performance, and would enable service frequency improvements for commuter and intercity passenger rail services. Specific projects include double tracking of the coastal rail corridor and a tunnel under University City (including a new station), and service frequency improvements.

The California High-Speed Rail Authority has developed a plan for the construction, operation and financing of a statewide, intercity, 700-mile long high-speed passenger rail system capable of speeds in excess of 200 miles per hour on dedicated, fully separated tracks serving the major metropolitan centers of California. The network would provide intercity connections that would be competitive with air and auto travel options. This plan identifies two corridors that would connect San Diego to Los Angeles and Northern California: the coastal rail corridor with high-speed service to Orange County and conventional improvements south of Orange County; and the I-15 inland corridor through Riverside and San Bernardino Counties connecting to Los Angeles. Additional project-level environmental analysis, and other approvals, would take place prior to implementation.

### Policies

- ME-I.1. 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 impacts to communities.
- ME-I.2. Support intermodal stations to facilitate transfer of passengers between modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.



## Mobility Element

- ME-I.3. Locate future stations adjacent to villages with high-density employment or residential uses.
- ME-I.4. Ensure that stations are well designed, contain amenities, and are integrated into the community.
- ME-I.5. Support increased commuter and intercity passenger rail services.
- ME-I.6. Support a stable, multi-year transportation funding policy for passenger rail services that meets the goal of improved rail travel opportunities.

## 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 must optimize commercial goods movement to maintain and improve the San Diego region's economic competitiveness while minimizing potential negative impacts to our 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, 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. 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. 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:** Most air cargo in the San Diego region is handled through San Diego International Airport, with a small percentage handled at general aviation airports. Airport recommendations are found in Section H.

The following policy recommendations, together with the recommendations in the Economic Prosperity Element, support the needs of existing and expanding business and industry while protecting general mobility and neighborhood quality of life.





## 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 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).



# THE CITY OF SAN DIEGO General Plan

## Mobility Element

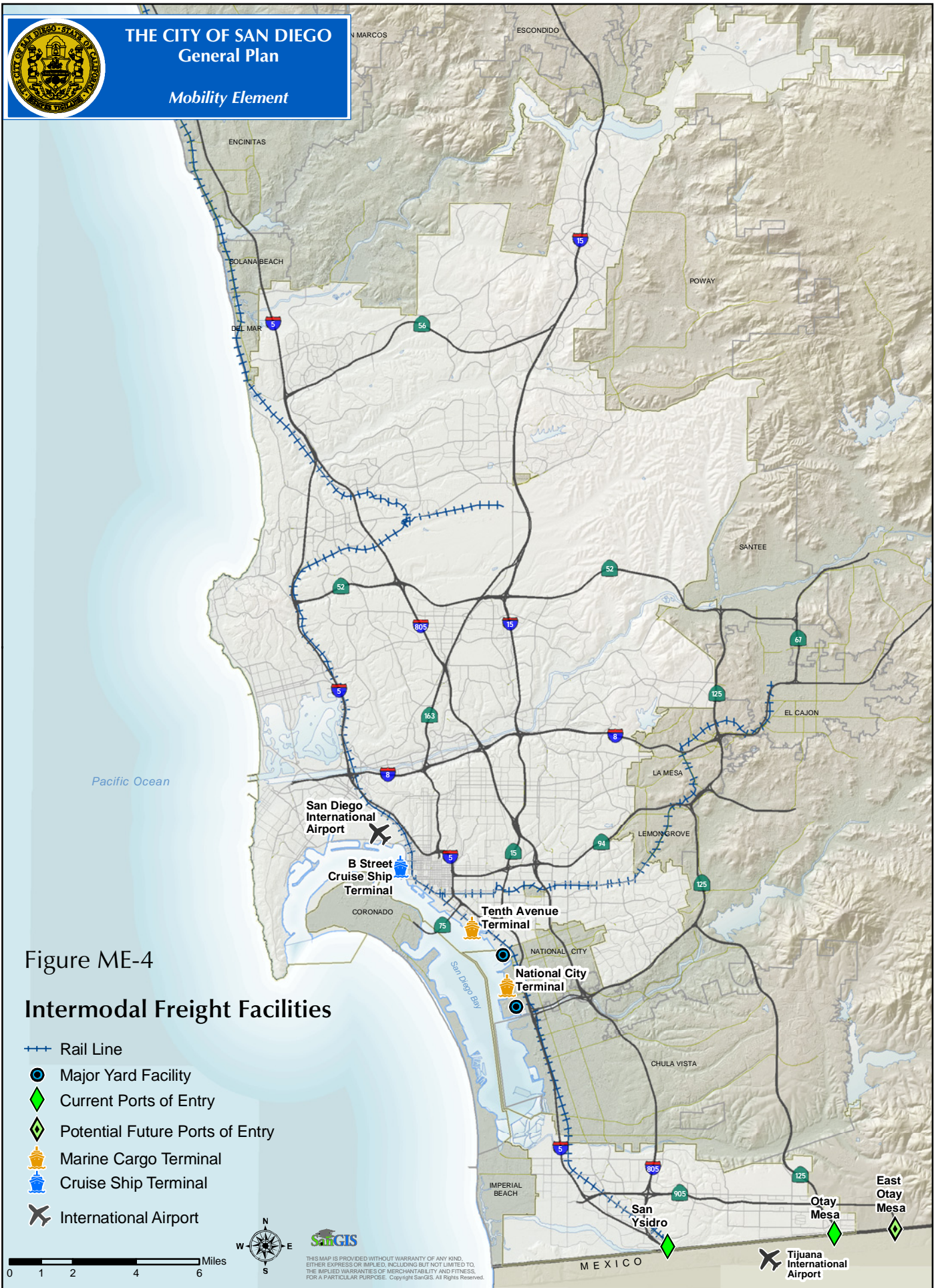


Figure ME-4

### 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 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 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. The term “transportation” refers to all types of surface transportation, including pedestrian, bicycle, automobile, and transit.

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 2030 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, such as 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 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 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 facilities financing plans.
- ME-K.6. Require development proposals to provide a mix of multi-modal transportation facilities, where needed, in accordance with the policies established in the Public Facilities Element, Section C.