Mitigation Monitoring and Reporting Program

for

City of San Diego General Plan
Final Program EIR

Lead Agency:

City of San Diego
Development Services Department
1222 First Avenue
San Diego, California 92101

September 28, 2007

City of San Diego General Plan
Mitigation Monitoring and Reporting Program

The City of San Diego adopts this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the updated San Diego General Plan (the Project), which is the subject of the Final Program Environmental Impact Report (PEIR), complies with all applicable environmental mitigation requirements. Mitigation Framework measures for the Project will be adopted by the City of San Diego, in conjunction with the certification of the PEIR. Those Mitigation Framework measures have been integrated into this MMRP. Within this document, approved mitigation framework measures are organized and referenced by subject category and include those for: (1) agricultural resources; (2) air quality; (3) biological resources; (4) geologic conditions; (5) health and safety; (6) historical resources; (7) hydrology; (8) land use; (9) mineral resources; (10) noise; (11) paleontological resources; (12) population and housing; (13) public facilities; (14) public utilities; (15) traffic; (16) visual effects/neighborhood character; (17) water quality; and (18) global warming.

The Mitigation Framework described in the PEIR and summarized here provides a broad purpose and overview of actions that will occur in order to reduce identified environmental impacts. The Framework is intended to provide guidance for mitigation measures to be identified for each specific future project subject to CEQA within the City. Because specific locations and intensities of development are not known at this time, it is infeasible at the General Plan level to develop mitigation measures which would guarantee reduction of these specific, unknown impacts to a level less than significant; therefore, the Mitigation Framework is provided at the program EIR level, while concurrently serving as the basis for more specific refinement of future mitigation measures to be developed through the General Plan Action Plan and project-level CEQA review.

The MMRP will remain available for public review during the compliance period. Mitigation Framework measures applicable to the Project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, rectifying impacts by repairing, rehabilitating, or restoring the affected environment, and/or reducing or eliminating impacts over time by preservation and maintenance operations during the life of the Project.

The MMRP will be used in preparing the Annual Report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the California Government Code. Because many of the individual General Plan policies identified in the MMRP act as mitigation for significant environmental impacts resulting from development pursuant to the General Plan, the Annual Report can also provide a means of monitoring the application of the mitigation framework, policies and Action Plan measures.

Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to the California Environmental Quality Act (CEQA), to monitor performance of the mitigation measures included in any environmental document to ensure that mitigation does, in fact, take place. The City of San Diego is the designated lead agency for the Mitigation Monitoring and Reporting Program. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition.

The General Plan Action Plan is currently being developed by the City and will identify a comprehensive work program of refined mitigation measures such as new or amended regulations, programs and incentives to achieve consistency with General Plan policies. An MMRP uses General Plan policies as a

bridge between the mitigation framework and the General Plan Action Plan. While the General Plan Action Plan is being prepared, the General Plan policies cited in the MMRP will apply.

Implementation of the General Plan policies would provide mitigation at the program level. At the project level, adherence to all applicable federal, state and local regulations as well as project-specific environmental mitigation requirements would be required. Some examples of the City's currently required project-specific mitigation can be found in the Biological Resources, Historical Resources, and Paleontological Resources sections of the PEIR.

Several agencies, organizations, and interested persons submitted comments on the Draft EIR during the public review period. In response to comments received, certain revisions were made in the EIR. These revisions are incorporated into the following Mitigation Monitoring and Reporting Program.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
Agricultural Resources	Mitigation for impacts to agricultural resources would occur at the project level and may involve preservation of important agricultural lands or buffers between new uses and existing adjacent agricultural uses. See the following General Plan policies: CE-L.1 Manage agricultural activity to minimize soil erosion and minimize the release of contaminants into surface and groundwater resources. CE-L.2 Limit retail activity in agriculturally-designated areas to uses that are reasonably related to agriculture (e.g., sale of locally grown farm products). CE-L.3 Encourage agricultural operations such as community farms and gardens (especially on City-leased lands) to provide for educational experiences which demonstrate the history, importance and value of agricultural operations. CE-L.4 Continue water reclamation research programs to develop realistic methods of providing inexpensive means of leaching soils, irrigating crops and preventing salt water intrusion. CE-L.5 Integrate agriculture and sustainability principles that promote clean air, water, healthy soils, and healthy habitats and ecosystems. a. Encourage sustainable agricultural and water quality best management practices, such as tillage, use of grass filter strips, runoff detention basins, and organic farming, on all private land and require BMPs on new or renewed City land leased for agricultural purposes. Provide the minimum amount of flood control/channelization. b. Encourage sustainable agricultural operations, especially on City-leased lands, to offer more sustainable, local food choices. CE-L.6. Provide mechanisms to permit private land owners of prime agricultural lands to take advantage of the Williamson Act. CE-L.7. Balance the economic benefits provided by agricultural uses with the competing water resource, biological and cultural resource management and recreation priorities.
Air Quality	For projects that may exceed daily construction emissions established by the City of San Diego, Best Available Control Measures (BACMs) would be incorporated to reduce construction emissions to below daily emission standards established by the City.

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	Development that could significantly impact air quality, either individually or cumulatively, would receive entitlement only if conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects may be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques. See the following General Plan policies: CE-F.1. Develop and adopt a fuel efficiency policy to reduce fossil fuel use by City departments, and support community outreach efforts to achieve similar goals in the community. CE-F.2. Continue to upgrade energy conservation in City buildings and support community outreach efforts to achieve similar goals in the community. CE-F.3. Continue to use methane as an energy source from inactive and closed landfills. CE-F.4. Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants. CE-F.5. Promote technological innovations to help reduce automobile, truck, and other motorized equipment emissions. CE-F.6. Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles. CE-F.7. Influence the development of state, federal, and local actions to increase the use of alternative fuels.
Biological Resources	Development projects must be designed to minimize impacts to natural habitats consistent with City plans and ordinances. See the following General Plan policies: CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability. a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space. CE-G.2. Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity. CE-G.3. Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas. CE-G.4. Protect important ecological resources when applying floodplain regulations and development guidelines. CE-G.5. Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.
	Biological mitigation for upland impacts must be in accordance with the City's Biology Guidelines, Table 3.3.4.

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	Development projects must provide for continued wildlife movement through wildlife corridors as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other openings to allow wildlife movement.
	For all projects adjacent to the MHPA, development must conform to all applicable MHPA Land Use Adjacency Guidelines (Section 1.4.3) of the MSCP Subarea Plan. See the following General Plan policy: CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability. a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space.
	Schedule the construction of projects to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable.
	Future projects must implement appropriate noise attenuation measures as it affects sensitive avian species, post construction, to reduce noise levels at the edge of occupied habitat.
	Future projects must protect wetlands and vernal pools to the extent feasible. See the following General Plan policies: CE-C.1. Protect, preserve, restore and enhance important coastal wetlands and habitat (tide pools, lagoons and marine canyons) for conservation, research, and limited recreational purposes. CE-C.2. Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also, Land Use Element, Policy LU-E-1). CE-C.3. Minimize alterations of cliffs and shorelines to limit downstream erosion and to ensure that sand flow naturally replenishes beaches. CE-C.4. Manage wetland areas as described in Section H, Wetlands, for natural flood control and preservation of landforms. CE-C.5. Limit the use of beaches and shorelines to appropriate coastal dependent and ocean-oriented recreational/educational uses as identified in local coastal/community plans. CE-H.1. Use a watershed planning approach to preserve and enhance wetlands. CE-H.2. Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management. CE-H.3. Seek state and federal legislation and funding that supports efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures. CE-H.4. Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values. CE-H.5. Support research and demonstration projects that use created wetlands to

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	help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats. CE-H.6. Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process. CE-H.7. Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands. CE-H.8. Implement a "no net loss" approach to wetlands conservation in accordance with all city, state and federal regulations. CE-H.9. Consider public health, access, and safety, including pest and vector control, on wetland creation and enhancement sites.
	Future projects must limit the disturbance to native vegetation to the extent practicable. See the following General Plan policies: CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability. a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space. CE-G.4. Protect important ecological resources when applying floodplain regulations and development guidelines. CE-G.5. Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.

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Geologic Conditions	The City may require general measures be implemented to preclude impacts, including: • Preparation of soil and geologic conditions surveys. • Implementation of state seismic and structural design requirements • Grading techniques that reduce landslide and erosion hazard impacts. See the following General Plan policies: PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City. e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area. f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability. g. Adhere to state laws pertaining to seismic and geologic hazards. PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities. a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements. c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.
Health and Safety	Future projects locating non-residential employment uses in proximity to residential development or vice versa must be sited and designed in a manner that reduces or avoids potential health and safety incompatibility impacts. Prior to the approval of any entitlement, the City would evaluate the project in light of the Conversion/Collocation Suitability Factors

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	(located in Appendix C of the General Plan) would be used to analyze compatibility of site specific proposals. See the following General Plan policies: EP-A.20. Meet the following requirements in all industrial areas as a part of the discretionary review of projects involving residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses: • Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2. • Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk connections to adjacent properties, activity centers, and transit. • Require payment of the conversion/collocation project's fair share of community facilities required to serve the project (at the time of occupancy).
	Future projects located in known High Fire Hazard Areas must be sited and designed to minimize impacts to fire. Prior to approval of any entitlement for a future project, the City would ensure that any impacts from wildfire or landslides will be reduced and, if necessary, mitigated in accordance with the requirements of the City of San Diego. See the following General Plan policies: PF-D.1. Locate, staff, and equip fire stations to meet established response times. 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. PF-D.2. 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. • Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of

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	the incidents. PF-D.3. Adopt, monitor, and maintain 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. • Consider the inclusion of fire station facilities in development projects as an alternative method to the acreage guideline. • Acquire adjacent sites that would allow for station expansion as opportunities allow. • 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. Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services. a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities. PF-D.6. Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development. PF-D.7. Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A). PF-D.8. Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively. PF-D.9. Provide and maintain a training facility and program to ensure fire-rescue personnel are properly trained. PF-D.10. Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.
	Future discretionary projects located in an airport influence area will be submitted to the ALUC for consistency determinations with the adopted ALUCPs up until the time when the ALUC adopts the updated ALUCPs. After the ALUC adoption of the updated ALUCPs, the City will submit future projects located in an airport influence area until the ALUC determines that the City's affected land use plans, development regulations, and zoning ordnances are consistent with the ALUCPs. Amendments to land use plans, development regulations, and zoning ordnances that are within an airport influence area must be submitted the ALUC prior to adoption. See the following General Plan policies: LU-G.1. Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors. LU-G.2. Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or

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	have the City Council take steps to overrule the ALUC. LU-G.3. Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC. LU-G.4. Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC. LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances. LU-G.6. Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77. a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval. b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied. LU-G.7. Evaluate the siting and expansions of airports, heliports, and helipads/helistops on the basis of aviation and land use need and potential safety and noise impacts on surrounding land uses.
Historical Resources	Specific mitigation at the Program EIR level is not available. However, measures incorporated into future projects can reduce potential impacts to historical resources. Steps are taken to identify and mitigate significant impacts to historical resources, as part of the discretionary review of development projects. See the following General Plan policies: HP-A.1. Strengthen historic preservation planning. a. Maintain Certified Local Government (CLG) status ensuring San Diego's direct participation in federal and state historic preservation programs. b. Utilize benefits of the CLG program including grant funding available from the California Office of Historic Preservation. c. Update the Comprehensive Historic Preservation Plan. The plan is intended to guide, with specificity, historic preservation efforts in future years, including implementation measures, inventories, incentives, education and regulations. d. Participate in regional efforts to strengthen historic preservation planning. HP-A.2. Fully integrate the consideration of historical and cultural resources in the larger land use planning process. a. Promote early conflict resolution between the preservation of historical resources and alternative land uses. b. Encourage the consideration of historical and cultural resources early

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	in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods and non-residential historical resources in the community plan update process. d. Conservation areas that are identified at the community plan level, based on historical resources surveys, may be used as an urban design tool to complement community character. (see also Urban Design Element, Policy UD-A.7.) e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible. HP-A-3. Foster government-to-government relationships with the Kumeyaay/Diegueño tribes of San Diego. a. Regularly meet with local Tribal governments to discuss issues of mutual concern. b. Formally consult with identified California Native American tribes prior to the adoption or amendment of the General Plan or specific plan or the designation of open space. c. Maintain confidentiality concerning locations of traditional cultural places that are identified through the consultation process and otherwise. d. Support Tribal governments holding conservation easements over land voluntarily set aside for the protection of cultural places. HP-A.4. Actively pursue a program to identify, document and evaluate the historical and cultural resources in the City of San Diego. a. Develop context statements specific to areas being surveyed. b. Complete and regularly update a comprehensive citywide inventory of historical and cultural resources in conformance with state standards and procedures. Include community, neighborhood, cultural, and historic preservation groups, property owners, land developers, and the building industry in planning and implementing historic surveys. c. Require that archaeological investigations be guided by appropriate research designs and analytical approaches to allow recovery of important prehistoric and historic information. d. Require the permanent curation of archaeological artifact collections and associated research materials, including collections held by the City. Support the permanent archiving of primary historical records and documents now in public institutions. e. Include Native American monitors during all phases of the investigation of archaeological resources including survey, testing, evaluation, data recovery and construction monitoring. f. Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

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	HP-A.5. Designate and preserve significant historical and cultural resources for current and future generations. a. Due to the importance, designate historical resources using the City's adopted designation criteria, State Register criteria, and National Register criteria. b. Establish historical districts where concentrations of buildings, structures, sites, landscapes, and objects are identified. Adopt guidelines when necessary to guide preservation and rehabilitation of the overall district character and significance and apply the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties for review of alterations and new construction in designated historical districts. c. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees and other hardscape and cultural landscape elements, in addition to designated historical buildings, structures, and sites that contribute to the historic character of a neighborhood. d. Enforce the Historical Resources Regulations and Guidelines of the Land Development Code that are aimed at identifying and preserving historical resources. Update these regulations and guidelines as needed to maintain adequate protection of historical resources. e. Encourage continued use and adaptive reuse of designated historical resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction, and restoration. f. Require that all City-owned designated historical resources be maintained in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. HP-B.1. Foster greater public participation and education in historical and cultural resources. a. Encourage public attendance at monthly Historical Resources Board meetings through increased notification of agenda items on the City's website. b. Encourage the participation of the City's rich diversity of ethnic groups in efforts to preserve historical and cultural resources through outreach to historical societies, interviews to document oral histories, and inclusion of ethnic resources on the City's Register of Designated Historical Resources. c. Engage the public when creating "context statements" by adopting an oral history component of historical survey work. d. Participate in National Historic Preservation Week and California Archaeology Month. Each year in May recognize those individuals, groups or businesses that have made a significant contribution to the preservation, protection or restoration of historical or cultural resources. e. Foster educational opportunities using designated historical and cultural resources, including placement of plaques as a way to identify important historical resources throughout the City. f. Encourage the involvement of educational institutions in preservation programs and activities. g. Encourage the use of local history themes in some public art projects.

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	h. Encourage active community involvement in preservation efforts through resource sponsorship programs. HP-B.2. Promote the maintenance, restoration and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives. a. Encourage owners of historical resources to utilize federal incentives including Federal Rehabilitation Tax Credits, façade and conservation easements and others. b. Encourage preservation, maintenance, rehabilitation and restoration of designated historical resources through use of available incentives offered by the state of California for achieving this goal. These incentives include the Mills Act, the California Cultural and Historical Endowment, and others. c. Create incentives to encourage the protection and preservation of designated historical buildings, structures, and objects and important archaeological sites . d. Use the flexibility provided in the California State Historical Building Code Title 24 in meeting code requirements for historically-designated buildings. e. Encourage the use of Transfer of Development Rights to preserve historical and cultural resources in situ, particularly in areas zoned for high-density development. f. Take advantage of the Conditional Use Permit (CUP) process for historical resources, to gain flexibility in the application of some development regulations. g. Foster preservation and adaptive reuse of designated historical buildings and structures by allowing retention of non-conforming setbacks without requiring a variance or hardship finding. Allow the use of a Neighborhood Development Permit with a finding that the proposed reuse does not adversely affect the community plan or General Plan because it would be beneficial in this regard. h. Provide architectural assistance service to help owners design rehabilitation and/or adaptive reuse plans, or feasibility studies for historically-designated buildings, structures and objects. Maintain the City's current façade improvement program for historic commercial properties. i. Continue to provide design assistance for owners of historical resources through the Historical Resources Board. HP-B.3. Develop a historic preservation sponsorship program. a. Create a historic preservation fund that provides a monetary source for local preservation incentives such as an architectural assistance program and archaeological site protection plan. The fund may be supported through grants, private or public donations, or other sources. b. Create a "receiver site" program that provides relocation sites for historical resources (buildings, structures or objects) that cannot be preserved on site. Receiver sites should be located within the community in which the resource was originally located and should

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	maintain a context and setting comparable to the original location. This method of preservation should be limited and used when other on-site preservation techniques are found not to be feasible. c. Establish an "adopt a resource" program that encourages the public and local businesses to become involved in the protection and preservation of historical and cultural resources by sponsoring preservation of individual properties, which may include archaeological sites to the extent legally permissible. d. Create a sponsorship program to encourage the public and local businesses to become involved in curation of existing archaeological artifact collections that have no current funding mechanism. HP-B.4. Increase opportunities for cultural heritage tourism. Additional discussion and policies can be found in the Economic Prosperity Element, Section I. a. Collaborate with other public, private and non-profit entities to create a sustainable cultural heritage tourism program within the overall travel industry. b. Promote the history of San Diego and the many designated historical buildings, structures, districts, and landscapes to attract cultural heritage travelers. c. Focus the development of cultural heritage programs on quality and authenticity. UD-A.7. Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify "conservation areas" that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district. a. Create guidelines in community plans to be used for new development, so that a neighborhood's historic character is complemented within the conservation areas where appropriate. (See also Historical Preservation Element, Policy HP-A.2.) b. Review the redevelopment of property within conservation areas to maintain important aspects of the surviving community character that have been identified as characteristics of a neighborhood that could be preserved.
Hydrology	Future projects must be sited and designed to minimize impacts to absorption rates, drainage patterns, and rates of surface runoff in accordance with City requirements and other appropriate agencies including the San Diego Regional Water Quality Control Board. Such siting and design may include implementation of the mitigation framework measures identified in Section 3.17.4 (see Water Quality section). See the following General Plan policies: CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open

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	space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. CE-E.3. Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. CE-E.4. Continue to participate in the development and implementation of Watershed Management Plans for water quality and habitat protection.
	The generalized Hydrology and Water Quality mitigation measures provided in the EIR may be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws.
Land Use	A Community Plan update program is being established to help ensure that the City's community plans are consistent with the General Plan, and that they serve as an effective means to implement citywide environmental policies and address policies related to Airport Land Use Plans. See the following General Plan policies: LU-A.1. Designate a hierarchy of village sites for citywide implementation. a. Affirm the position of Downtown San Diego as the regional hub by maintaining and enhancing its role as the major business center in the region and encouraging its continued development as a major urban residential center with the largest concentration of high-density multifamily housing in the region. b. Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high- density residential uses with employment uses (see also Economic Prosperity Element). c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. d. Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above

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	commercial development, employment uses, commercial uses, and higher density-residential development. LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public. LU-A.3. Identify and evaluate potential village sites considering the following physical characteristics: • Shopping centers, districts, or corridors that could be enhanced or expanded; • Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; • Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; • Areas that have significant remaining development capacity based upon the adopted community plan; and • Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints.LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services. LU-A.5. Conductenvironmental review and focused study during the community plan update process of potential village locations, with input from recognized community planning groups and the general public, to determine if these locations are appropriate for mixed-use development and village design. LU-A.6. Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature. LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H). b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). c. Evaluate the quality of existing and planned transit service. LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses. LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1). LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape

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	improvements. LU-A.11. Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element. LU-C.1. Establish each community plan as an essential and intergral component of the City's General Plan with clear implementation recommendations links to General Plan goals and policies. a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed (see also LU-C.1.c. and LU-C.2.). b. Rely on community plans for site-specific land use and density designations and recommendations c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles. LU-C.2. Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone). a. Apply land use designations at the parcel level to guide development within a community. 1. Include a variety of residential densities; including mixed use, to increase the amount of housing types and provide affordable housing opportunities. 2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements. 3. Evaluate employment land and designate according to their role in the community and in the region. b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future. c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning. d. Provide detailed, site-specific recommendations for village sites. e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations. f. Establish a mobility network to effectively move workers and residents. g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities. LU-C.3. Maintain or increase the City's supply of land designated for various

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	residential densities as community plans are prepared, updated, or amended. LU-C.4. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations. LU-C.5. Draft, update and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved. a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation. b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision. c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or provision of public facilities and common constraints such as traffic congestion. LU-C.6 Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations, (see also Section F).
	Existing and future regulations will also provide development standards aimed at reducing land use incompatibilities. See the following General Plan policies: LU-A.6. Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature. LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H). b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). c. Evaluate the quality of existing and planned transit service. LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses. LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1). LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.

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	Future projects must be reviewed to ensure that they do not conflict with the General Plan and applicable community plans resulting in a physical impact on the environment. Prior to the approval of any entitlement, the City would evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, Airport Land Use Compatibility Plans, and other General Plan and community plan policies including open space preservation, community identity, mobility, and the timing, phasing, and provision of public facilities. See the following General Plan policies: LU-D.1. Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state mandated housing density bonuses.) LU-D.2. Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan. LU-D.3. Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration. LU-D.4. During a community plan update process, community plan amendments will be accepted until the final land use scenarios have been established. LU-D.5. Maintain and update on a regular basis a database of land use plan amendments approved by the City in order to create an annual report for tracking of land use plan amendments. LU-D.6. Initiate a technical amendment without the need for a public Planning Commission hearing when the City determines, through a Single Discipline Preliminary Review, that the proposed amendment is appropriate in order to: a. Correct a map or text error, and/or omission made when the land use plan was adopted or during subsequent amendments and/or implementation; b. Address other technical corrections discovered during implementation; c. Ensure the public health, safety, and welfare; d. Establish the location and design of a public facility already identified in the adopted Capital Improvements Program; e. Comply with changes in state or federal law or applicable findings of a court of law; and f. Revise language concerned solely with a process or procedural matter or an appendix to update information. LU-D.7. Subject technical amendments to the processing procedures identified in the General Plan Amendment Manual. LU-D.8. Require that General Plan and community plan amendment initiations (except those determined to be technical as specified in LU-D.6 and LU-D.11) 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

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	consider the initiation if it is denied.
	LU-D.9. Recognize the ability of the City Council to initiate a General Plan and community plan amendment when direction is received through a vote of the City Council without demonstration of meeting the initiation criteria to prepare a plan amendment.
	LU-D.10. Require that the recommendation of approval or denial to the Planning Commission be based upon compliance with all of the three initiation criteria as follows: a) the amendment request appears to be consistent with the goals and policies of the General Plan and community plan and any community plan specific amendment criteria; b) the proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design; and c) public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process.
	LU-D.11. Acknowledge that initiation of a plan amendment in no way confers adoption of a plan amendment, that neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and that the City Council is not committed to adopt or deny the proposed amendment.
	LU-D.12. Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve long term community goals, as well as any additional community-specific amendment evaluation factors.
	LU-D.13. Address the following standard plan amendment issues prior to the Planning Commission decision at a public hearing related to level and diversity of community support: appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values and City of Villages strategy; and provision of public facilities.
	LU-D.14. Consider consolidating multiple concurrent land use plan amendment proposals to analyze and assess the impacts of the development projects and the land use changes cumulatively.
	LU-G.1. Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors.
	LU-G.2. Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
	LU-G.3. Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC.
	LU-G.4. Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and

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	specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC. LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances. LU-G.6. Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77. a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval. b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied. LU-G.7. Evaluate the siting and expansions of airports, heliports, and helipad/helistops on the basis of aviation and land use need and potential safety and noise impacts on surrounding land uses.
Mineral Resources	No Mitigation Measures are available at the Program EIR level of review that could reduce significant impacts to important mineral resources. See the following General Plan policies: CE-K.1. Promote the recycling and reclamation of construction materials to provide for the City's current and future growth and development needs (see also Public Facilities, Policy PF-I.1 and Conservation Element, Policy CE-A.8). CE-K.2. Permit new or expanding mining operations within the MHPA in accordance with MSCP policies and guidelines. CE-K.3. Produce sand and gravel with minimal harm and disturbance to adjacent property and communities. CE-K.4. Plan rehabilitation of depleted mineral areas to facilitate reuse consistent with state requirements, the Surface Mining and Reclamation Act (SMARA), and local planning goals and policies, including the MSCP. CE-K.5. Consider local evaporative salt production for future economic value, open space use, and for important ecological habitat.
Noise	Future development projects in areas where the existing or future noise level exceeds or would exceed the compatible noise level thresholds as indicated in the Land Use Compatibility for Community Noise Environment Table (Table 3.10-7) must perform an acoustical study consistent with Acoustical Study Guidelines (Table NE-4 in the General Plan), so that appropriate noise mitigation measures are included in the project design to meet the noise guidelines. See the following General Plan 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-

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	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.
	Future projects must be sited and designed in a manner that avoids noise impacts to noise-sensitive land uses (e.g., residences, hospitals, schools, and libraries) and sensitive receptors. Prior to approval of any entitlement for a future project, the City will identify any noise impacts and measures to reduce and avoid such impacts in accordance with the City's Noise Ordinance and state regulations. This may require preparation of a noise analysis. See the following General Plan 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.
	Where uses, particularly habitable structures, are planned near noise-generating sources, future projects must use a combination of architectural treatments or alternative methods to bring interior noise levels to below 45 dBA or 50 dBA for specified uses as indicated in Table 3.10-7. See the following General Plan policies: NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans. NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate. NE-I.3. Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable

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	noise level. NE-I.4. Support state regulation streamlining to allow standardized noise attenuation building and construction materials as an option to current requirements for acoustical evaluation.
	Future development projects that are located in an Airport Influence Area must use appropriate noise attenuation methods recommended in the appropriate Airport Land Use Compatibly Plans in order to meet acceptable interior noise levels for the use and aviation easements where required. See the following General Plan 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.
	All non-emergency construction activity for future projects must comply with the limits (maximum noise levels, hours and days of activity) established in state and City noise regulations. See the following General Plan policies: NE-G.1. Implement limits on s the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas. NE-G.2. Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.
Paleontological Resources	At this time, mitigation is accomplished through monitoring, recovery, and curation of

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	fossils. Steps are taken to identify and mitigate significant impacts to paleontological resources as part of the discretionary review of development projects.
Population and Housing	Specific mitigation at the Program EIR level is not available. However, measures incorporated into future projects may reduce any potential impacts.
Public Facilities	The need for new or upgraded facilities is addressed through the various means the City uses to fund the capital and operating expenses related to public facilities (e.g., developer fees and City Council budget decisions). However, the analysis of public services and facilities in this document focuses on the physical environmental impacts that could result from the construction of new facilities or the alteration of existing facilities. It is anticipated that many of these activities would result in physical impacts. Therefore, the framework for the mitigation of public services and facilities projects will vary, depending on the type of physical impacts resulting from each project. For instance, if the construction of a new park would impact biological and historical resources, the project's mitigation measures would be developed using the mitigation framework in the Biological and Historical Resources sections contained in this document. In other words, the Public Facilities and Services mitigation framework is contained in the relevant impact issue area chapters of this document. See the following General Plan policies: PF-C.1. Require development proposals to fully address impacts to public facilities and services. a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period. PF-C.2. Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance. PF-C.3. Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities PF-C.4. Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services. PF-C.5. Develop a centralized citywide monitoring system, accessible to the public, to document and report on the following: • New Development - development proposals, fiscal impacts, operations and maintenance requirements, required plan amendments, exactions, service level and capacity impacts; • Capital Improvements Program (CIP) - funding sources, project and

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	funding schedules, project amendments, project costs, project locations, project status; and • Existing Conditions - facility inventory, service and capacity levels, repair and replacement schedules, facility records (size, age, location, useful life, value, etc.). PF-D.4. Provide a 3/4-acre fire station site area and allow room for station expansion. • Consider the inclusion of fire station facilities in development projects as an alternative method to the acreage guideline. • Acquire adjacent sites that would allow for station expansion as opportunities allow. • 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.6. Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development. PF-D.9. Provide and maintain a training facility and program to ensure fire-rescue personnel are properly trained. PF-D.10. Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible. PF-D.11. Space oceanfront seasonal lifeguard towers every 1/10 of a mile or ten towers per mile. PF-E.3. Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible. PF-E.4. Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff. PF-E.5. Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A). PF-F.5. Construct and maintain facilities to accommodate regional growth projections that are consistent with sustainable development policies (see also Conservation Element, Section A). PF-F.6 Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels. PF-H.2. Provide and maintain essential water storage, treatment, and supply facilities and infrastructure to serve existing and future development. PF-I.3. Provide environmentally sound waste disposal facilities and alternatives. a. Design and operate disposal facilities located within the City, or that serve as a destination for City waste, to meet or exceed the highest applicable environmental standards. b. Identify and investigate alternatives to standard disposal practices as fiscally and environmentally-sound technologies become available. c. Ensure efficient, environmentally-sound refuse and recyclable materials collection and handling through appropriate infrastructure, alternative fuel use, trip coordination, and other alternatives. d. Ensure environmentally and economically sound disposal options for materials that cannot be effectively reduced, reused, recycled, or composted. e. Plan for disposal needs considering factors such as trip distance and

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	environmentally sound disposal capacity. f. Cooperate on a regional basis with local governments, state agencies, and private solid waste companies to find the best practicable, environmentally safe, and equitable solutions to solid and hazardous waste management. g. Maximize environmental benefit in landfill-based waste diversion and effective load check programs by ensuring that recyclable or hazardous materials do not end up in the landfill. h. Use closed and inactive landfill sites for public benefits, such as provision of energy from waste generated methane, creation of wildlife habitat upon proper remediation or other land uses, such as parks, determined to be appropriate. PF-J.1. Develop and maintain a Central Library to adequately support the branch libraries and serve as a major resource library for the region and beyond. PF-J.2. Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area. PF-J.3. Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies. PF-J.4. Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element, Section A). PF-J.5. Plan new library facilities to maximize accessibility to village centers, public transit, or schools. PF-K.3. Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.). PF-K.4. Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Table NE-3, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions. PF-K.5. Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities. PF-K.6. Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities. PF-K.7. Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian and cycling friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design

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	Element, Section A.9). PF-K.8. Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities. PF-M.3. Integrate the design and siting of safe and efficient public utilities and associated facilities into the early stages of the long range planning and development process, especially in redevelopment/urban areas where land constraints exist. PF-M.4. Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits. a. Use transmission corridors to enhance and complement wildlife movement areas and preserved open space habitat as identified in the City's Multiple Species Conservation Program (MSCP). b. Provide adequate buffering and maintained landscaping between utility facilities and residential and non-residential uses, including the use of non-building areas and/or rear setbacks. c. Maximize land use and community benefit by locating compatible/appropriate uses within utility easements/right-of-ways (e.g., passive parkland, natural open space, wildlife movement, urban gardens, plant nurseries, parking, access roads, and trails). Trails can be allowed in these easement/right-of-ways, provided proper indemnification, funding and maintenance is set forth in a written agreement between the public utility, the City and project developer. d. For projects, in particular large-scale developments (such as those requiring redevelopment plans, community plan updates, general plan amendments), consult and coordinate with all appropriate public utilities early on to determine the type, size, and location of facilities that are needed to accommodate the project's increased demand. e. Incorporate public art with public utility facilities, especially in urban areas. f. Ensure utility projects account for maintenance of community streetscape elements and street trees. g. Coordinate projects in the public right-of-way with all utility providers. PF-O.2. Coordinate with providers so that the expansion or construction of new healthcare facilities addresses General Plan and community plan goals.
Public Utilities	Innovative project design, construction and operations to reduce stormwater pollution, and energy use, and waste generation. The City's Sustainable Building Policy (900-14) allows an expedited review time for the private sector who presents building projects meeting LEED silver criteria. See the following General Plan policies: CE-A.1. Influence state and federal efforts to reduce greenhouse gas emissions so that implementation requirements are equitably applied throughout the state, and to address actions that are beyond the jurisdiction of local government. CE-A.2 Reduce the City's carbon footprint. Develop and adopt new or amended

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	regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to: • Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space; • Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency; • Improve energy efficiency, especially in the transportation sector and buildings and appliances; • Reduce the Urban Heat Island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration; • Reduce waste by improving management and recycling programs; • Plan for water supply and emergency reserves; and Refer to Table CE-1, Issues Related to Climate Change Addressed in the General Plan, for a comprehensive list of policies related to each of the above issues. CE- A.3. Collaborate with climate science experts on local climate change impacts, mitigation, and adaptation, including sea level changes, to inform public policy decisions. CE- A.4. Pursue the development of "clean" or "green" sector industries that benefit San Diego's environment and economy. CE-A.5. Employ sustainable or "green" building techniques for the construction and operation of buildings. a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to: • Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology; • Minimize energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens; • Employing self generation of energy using renewable technologies; • Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods; • Reducing levels of non-essential lighting, heating and cooling; and • Using energy efficient appliances and lighting. b. Provide technical services for "green" buildings in partnership with other agencies and organizations. • .

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	CE-A.6 CE-A.6 Design new and major remodels to City buildings, and where feasible, long term building leases for City facilities, to achieve at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design (LEEDTM) Green Building Rating System to conserve resources, including but not limited to energy and renewable resources. • CE-A.7. Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins. a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems. b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Where feasible, select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others. CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I-2, or by renovating or adding on to existing buildings, rather than constructing new buildings. CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including s: • Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases. • Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; • Removing code obstacles to using recycled materials in buildings and for construction; and • Implementing effective economic incentives to recycle construction and demolition debris (see also PF I-2).
	Implementation of water and energy conservation measures beyond what is required by local, state, and federal regulations. See the following General Plan policies: CE-I.1. Maintain a centralized Energy Conservation and Management Program and Comprehensive Plan for all City of San Diego operations. CE-I.2. Coordinate City energy planning programs with federal, state and regional agencies. Maximize energy efficiency, use of clean renewable resources, and demand response. CE-I.3. Pursue state and federal funding opportunities for research and development of alternative and renewable energy sources. CE-I.4. Maintain and promote water conservation and waste diversion programs to conserve energy. CE-I.5. Support the installation of photovoltaic panels, and other forms of

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	renewable energy production. a. Seek funding to incorporate renewable energy alternatives in public buildings. b. Promote the use and installation of renewable energy alternatives in new and existing development. CE-I.6. Develop emergency contingency plans, in cooperation with other local agencies and regional suppliers, to assure essential energy supplies and reduce non-essential consumption during periods of energy shortage. CE-I.7. Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use. CE-I.8. Improve fuel-efficiency to reduce consumption of fossil fuels. CE-I.9. Implement local and regional transportation policies that improve mobility and increase energy efficiency and conservation. CE-I.10. Use renewable energy sources to generate energy to the extent feasible. CE-I.11. Collaborate with others to develop incentives to increase the use of renewable energy sources or reduce use of non-renewable energy sources. CE-I.12. Use small, decentralized, aesthetically-designed, and appropriately-sited energy efficient power generation facilities to the extent feasible. CE-I.13. Promote and conduct energy conservation education. CE-N.2. Maintain educational programs to sustain public awareness of the importance of resource conservation (e.g., energy, water, open space), the continued existence of long-term resource demand challenges, and specific conservation tactics that are recommended. CE-N.4. Publicize voluntary water and energy conservation measures that focus on reducing waste and decreasing the possibility of rationing and other undesirable restrictions.
	Project siting, mix of land uses, and design that reduces the need to drive, thus reducing vehicle miles traveled compared to what would occur through conventional development. See the following General Plan policies: LU-A.1. Designate a hierarchy of village sites for citywide implementation. a. Affirm the position of Downtown San Diego as the regional hub by maintaining and enhancing its role as the major business center in the region and encouraging its continued development as a major urban residential center with the largest concentration of high-density multifamily housing in the region. b. Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high- density residential uses with employment uses (see also Economic Prosperity Element). c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. d. Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and

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	higher density-residential development. LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public. LU-A.3. Identify and evaluate potential village sites considering the following physical characteristics: • Shopping centers, districts, or corridors that could be enhanced or expanded; • Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; • Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; • Areas that have significant remaining development capacity based upon the adopted community plan; and • Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints.LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services. LU-A.5. Conduct environmental review and focused study during the community plan update process, of potential village locations, with input from recognized community planning groups and the general public, to determine if these locations are appropriate for mixed-use development and village design. LU-A.6. Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature. LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H). b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). c. Evaluate the quality of existing and planned transit service. LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses. LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1). LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape

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	improvements.
	Strategic planting of trees in quantities and locations that maximizes environmental benefits such as shading.
Traffic	Walkable Communities – See the following General Plan policies: ME-A.1. Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1. ME-A.2. Design and implement safe pedestrian routes. a. Collaborate with appropriate community groups, and other interested private and public sector groups/ individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. b. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety. c. Promote "Walking School Bus" efforts where parents or other responsible adults share the responsibility of escorting children to and from school by foot or bicycle. d. When new schools are planned, work with school districts and affected communities to locate schools so that the number of students who can walk to school safely is maximized. e. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17). f. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. g. Provide adequate levels of lighting for pedestrian safety and comfort. ME-A.3. Engage in a public education campaign to increase drivers' awareness of pedestrians and bicyclists, and to encourage more courteous driving. ME-A.4. Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards. ME-A.5. Provide adequate sidewalk widths and clear path of travel, as determined by street classification, adjoining land uses, and expected pedestrian usage. a. Minimize obstructions and barriers that inhibit pedestrian circulation. b. Consider pedestrian impacts when designing the width and number of driveways within a street segment. ME-A.6. Work toward achieving a complete, functional and interconnected pedestrian network.

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	a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1. 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. b. Link sidewalks, pedestrian paths and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-C.6). c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed. d. Address pedestrian needs as an integral component of community and public facilities financing plan updates and amendments, other planning studies and programs, and the development project review process. e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects. ME-A.7. Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. a. Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element, Policy UD-A.10). b. Design site plans and structures with pedestrian-oriented features (see also Urban Design, Policies UD-A.6, UD-B.4, and UD-C.6). c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design. d. Enhance alleys as secure pathways to provide additional pedestrian connections. e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5. f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood. ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking. ME.A.9. Continue to collaborate with regional agencies, school districts,

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	community planning groups, community activists, public health professionals, developers, law and code enforcement officials, and others, to better realize the mobility, environmental, social, and health benefits of walkable communities.
	Street and Freeway System – (see Draft General Plan policies ME-C.1 thru ME-C.10) See the following Draft General Plan policies: ME-C.1. Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans. a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities through the planning and development review process. b. Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time. c. Identify streets or street segments where special design treatments are desired to achieve community goals. d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable in order to achieve vibrant community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives. e. Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries. ME-C.2. Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system. a. Identify the City of San Diego's priorities for transportation infrastructure projects. b. Provide the City's identified priorities for transportation infrastructure projects to SANDAG and Caltrans for funding purposes. c. Work with SANDAG and Caltrans towards the implementation of the City's identified priorities for transportation infrastructure projects (see also Public Facilities Element, Policy PF-B.3). d. Collaborate with SANDAG and Caltrans to ensure that relevant General Plan policies and community plan identified street network are reflected in regional and state plans and programs. e. Provide rights-of-way for designated HOV facilities and transit facilities on City streets where feasible. f. Evaluate RTP proposals for new or redesigned streets and freeways on the basis of demonstrated need and consistency with General Plan policies and community plan facility recommendations. ME-C.3. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts. a. Identify locations where the connectivity of the street network could be improved through the community plan update and amendment process,the Regional Transportation Plan update process, and through

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	discretionary project review (see also Urban Design Element, Policy UD-B.5). b. Use local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and village centers. This network should also be designed to control traffic volumes and speeds through residential neighborhoods. 1. In newly developing areas or in large-scale redevelopment/infill projects, strive for blocks along local and collector streets to have a maximum perimeter of 1,800 feet. 2. When designing modifications/improvements to an existing street system, enhance street or pedestrian connections where possible. c. Provide direct and multiple street and sidewalk connections within development projects, to neighboring projects, and to the community at large. d. Where possible, design or redesign the street network, so that wide arterial streets do not form barriers to pedestrian traffic and community cohesiveness. ME-C.4. Improve operations and maintenance on City streets and sidewalks. a. Regularly optimize traffic signal timing and coordination to improve circulation. Implement new signal and intersection technologies that improve pedestrian, bicycle, and vehicular safety while improving overall circulation. b. Adequately maintain the transportation system through regular preventative maintenance and repair, and life cycle replacement. c. Encourage community participation in planning, assessing, and prioritizing the life cycle management of the circulation system. d. When new streets and sidewalks are built and as existing streets and sidewalks are modified - design, construct, operate, and maintain them to accommodate and balance service to all users/modes (including walking, bicycling, transit, high occupancy vehicles (HOVs), autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles). e. Continue to pursue adequate maintenance of sidewalks by property owners and investigate new approaches to facilitate improved sidewalk maintenance citywide. ME-C.5. Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include but are not limited to those identified on Table ME-2, to increase the safety and enhance the livability of communities. a. Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic. b. Choose traffic calming devices to best fit the situations for which they are intended. c. Place traffic calming devices so that the full benefit of calming will be realized with little or no negative effect upon the overall safety or quality of the roadway. d. Design traffic calming devices appropriately, including consideration for accessibility, drainage, underground utilities, adequate visibility, the needs of emergency, sanitation, and transit vehicles, and

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	landscaping. e. Weigh any potential undesired effects of traffic calming devices (such as increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits. ME-C.6. Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and meet safety standards. a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. This could be accomplished through the use of a modified or truncated grid system. b. Design roadways and road improvements to maintain and enhance neighborhood character. c. Design streets and highways that incorporate physical elements to improve the visual aspects of roadways. d. Provide adequate rights-of-way for scenic lookouts, and obtain scenic easements to ensure the preservation of scenic views. e. Preserve trees and other aesthetic and traffic calming features in the median and along the roadside. f. Avoid or minimize disturbances to natural landforms. g. Contour manufactured slopes to blend with the natural topography. h. Promptly replant exposed slopes and graded areas to avoid erosion. i. Employ landscaping to enhance or screen views as appropriate. j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements. k. Utilize signs, lights, furniture, and other accessories suitable for the location. l. Place utility lines underground. m. Emphasize aesthetics and noise reduction in the design, improvement, and operation of streets and highways. n. Avoid frequent driveway curb cuts that create conflict points between autos and pedestrians. ME-C.7. Preserve and protect scenic vistas along public roadways. a. Identify state highways where the City desires to preserve scenic qualities and work with Caltrans to pursue official scenic highway designation. b. Designate scenic routes along City streets to showcase scenic vistas and to link points of visitor interest. c. Adopt measures to protect aesthetic qualities within scenic highways and routes. ME-C.8. Implement Traffic Impact Study Guidelines that address site and community specific issues. a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts. b. Consider the results of site-specific studies or reports that justify vehicle trip reductions. (See also Policy ME-E.7.)

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	c. Implement best practices for multimodal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective. ME-C.9. Implement best practices for multimodal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way. ME-C.10 Provide transportation facilities to serve new growth in accordance with Policies ME-K.4-K.6, and Public Facilities Element, Sections A-C.
	Transportation Demand Management (TDM) – See the following Draft General Plan policies: ME-E.1. Support and implement TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework. ME-E.2. Maintain and enhance personal mobility options by supporting public and private transportation projects that will facilitate the implementation of Transportation Demand Management (TDM) strategies. ME-E.3. Emphasize the movement of people rather than vehicles. ME-E.4. Promote the most efficient use of the City's existing transportation network. ME-E.5. Support SANDAG's efforts to market TDM benefits to employers and identify strategies to reduce peak period employee commute trips. ME-E.6. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate. ME-E.7. Consider TDM programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts. ME-E.8. Monitor implementation of TDM programs to ensure effectiveness.
	Bicycling – (see Draft General Plan policies ME-F.1 thru ME-F.6) See the following Draft General Plan policies: ME-F.1. Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years. a. Update the plan periodically as required by Caltrans, in a manner consistent with General Plan goals and policies. b. Coordinate with other local jurisdictions, SANDAG, schools, and community organizations to review and comment on bicycle issues of mutual concern. c. Reference and refine the plan, as needed, in conjunction with community plan updates. d. Improve connectivity of the multi-use trail network, for use by

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	bicyclists and others as appropriate. ME-F.2. Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, schools, commercial districts, transit stations, and institutions. a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations. b. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input. c. Recognize that bicyclists use all City roadways. 1) Design future roadways to accommodate bicycle travel; and 2) Upgrade existing roadways to enhance bicycle travel, where feasible. ME-F.3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists. ME-F.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. a. Continue to require bicycle parking in commercial and multiple unit residential zones. b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips. ME-F.5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops/stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles. ME-F.6. Develop and implement public education programs promoting bicycling and bicycle safety. a. Increase public awareness of the benefits of bicycling and the availability of resources and facilities. b. Increase government and public recognition of bicyclists' right to use public roadways.
	Parking Management – See the following Draft General Plan policies: ME-G.1. Provide and manage parking so that it is reasonably available when and where it is needed. a. Where parking deficiencies exist, prepare parking master plans to inventory existing parking (public and private), identify appropriate solutions, and plan needed improvements. b. Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox. c. Optimize parking prices to reflect an equilibrium between supply and demand. Consider the positive and negative implications of parking pricing when developing solutions to parking problems. ME-G.2. Implement innovative and up-to-date parking regulations that

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	address the vehicular and bicycle parking needs generated by development. a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking. ME-G.3. Manage parking spaces in the public rights-of-way to meet public need and improve investment of parking management revenue to benefit areas with most significant parking impacts. a. Continue and expand the use of Community Parking Districts (CPD). The CPDs can be formed by communities to implement plans and activities designed to alleviate parking impacts specific to the community's needs. The CPDs also improve the allocation and investment of parking management revenue by providing the Community Parking Districts with a portion of the revenue generated within their boundaries for the direct benefit of the district. b. Implement parking management tools that optimize on-street parking turnover, where appropriate. c. Judiciously limit or prohibit on-street parking where needed to improve safety, or to implement multi-modal facilities such as bikeways, transitways, 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.
Visual Effects-Neighborhood Character	No feasible specific mitigation has been identified at this program level. Future discretionary actions and proposals will be analyzed pursuant to CEQA and project level mitigation required. See the following Draft General Plan policies: CE-B.1. Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities, or provide outdoor recreational opportunities. a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands. b. Support the preservation of rural lands and open spaces throughout the region.

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	c. Protect c urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections B and E; Urban Design Element, Section A). d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirection of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan. g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation. CE-B.2. Apply the appropriate zoning and Environmentally Sensitive Lands (ESL) regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands. a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits. b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts. CE-B.3. Use natural landforms and features as integrating elements in project design to complement and accentuate the City's form (see Urban Design Element, Section A). UD-A.1. Preserve and protect natural landforms and features. a. Protect the integrity of community plan designated open spaces (see also Conservation Element, Policy CE-B.1). b. Continue to implement the Multiple Species Conservation Program (MSCP) to conserve San Diego's natural environment and create a linked open space system. Preserve and enhance remaining naturally occurring features such as wetlands, riparian zones, canyons, and ridge lines. UD-A.2. Use open space and landscape to define and link communities. a. Link villages, public attractions, canyons, open space and other destinations together by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate. b. Preserve and encourage preservation of physical connectivity and access to open space. c. Recognize that open spaces sometimes prevent the continuation of transportation corridors and inhibit mobility between communities. Where conflicts exist between mobility and open space goals, site-specific solutions may be addressed in community plans. UD-A.3. Design development adjacent to natural features in a sensitive manner to

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	highlight and complement the natural environment in areas designated for development. a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography. b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain. c. Utilize variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to slab foundations to minimize the amount of grading. d. Consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas. e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized. f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized. g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features. h. Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas. i. Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or open space system could be used to determine compliance with this policy. j. Design and site buildings to permit visual and physical access to the natural features from the public right-of-way. k. Encourage location of entrances and windows in development adjacent to open space to overlook the natural features. l. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas. m. Preserve views and view corridors along and/or into waterfront areas from the public right-of-way by decreasing the heights of buildings as they approach the shoreline, where possible. n. Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource

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	protection, in natural resource open space areas. o. Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as "quiet pavement" in noise sensitive locations, and bridge or roadway designs that respect the natural environment. UD-A.4. Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element. UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well established, distinctive character. c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. i. Maximize natural ventilation, sunlight, and views. j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances. k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way. UD-A.6. Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience. a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Ensure that building entries are prominent, visible, and well-located. d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern. e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.

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	UD-A.7. Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify "conservation areas" that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district. a. Create guidelines in community plans to be used for new development, so that a neighborhood's historic character is complemented within the conservation areas where appropriate. (See also Historical Preservation Element, Policy HP-A.2.) b. Review the redevelopment of property within conservation areas to maintain important aspects of the surviving community character that have been identified as characteristics of a neighborhood that could be preserved. UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees and other plants for their shading, air quality and livability benefits. (See also Conservation Element, Policies CE-A.11, CE-A.12, and Section J.) b. Encourage water conservation through the use of drought-tolerant landscape. c. Use landscape to support storm water management goals for filtration, percolation and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood. f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas.

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	k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies. l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas. UD-A.9. Incorporate existing and proposed transit stops or stations into project design. (See also Mobility Element, Policies ME-B.3 and ME-B.8.) a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character. (See also Land Use Element, Policy LU-I.11.) b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network. (See also Land Use Element, Policy LU-I.10.) c. Provide generous rights-of-way for transit, transit stops or stations. d. Locate buildings along transit corridors to allow convenient and direct access to transit stops/stations. UD-A.10. Design or retrofit streets to improve walkability, bicycling, strengthen connectivity, transit integration, and enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element. (See also Mobility Element, Sections A, B, C, and F.) UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (See also Mobility Element, Section G.) a. Design safe, functional, and aesthetically pleasing parking structures. b. Design structures to be of a height and mass that are compatible with the surrounding area. c. Use building materials, detailing, and landscape that complement the surrounding neighborhood. d. Provide well-defined, dedicated pedestrian entrances. e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings. f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets. g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security. UD-A.12. Reduce the amount and visual impact of surface parking lots. (See also Mobility Element, Section G.) a. Encourage placement of parking along the rear and sides of street-oriented buildings. b. Avoid blank walls facing onto parking lots by promoting treatments that use colors, materials, landscape, selective openings or other means of creating interest. For example, the building should protrude, recess, or change in color, height or texture to reduce blank facades.

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	c. Design clear and attractive pedestrian paseos/pathways and signs that link parking and destinations. d. Locate pedestrian pathways in areas where vehicular access is limited. e. Avoid large areas of uninterrupted parking especially adjacent to community public viewsheds. f. Build multiple small parking lots in lieu of one large lot. g. Retrofit existing expansive parking lots with street trees, landscape, pedestrian paths, and new building placement. h. Promote the use of pervious surface materials to reduce runoff and infiltrate storm water. . i. Use trees and other landscape to provide shade, screening, and filtering of storm water runoff in parking lots. j. Design surface parking lots to allow for potential redevelopment to more intensive uses. For example, through redevelopment, well-placed parking lot aisles could become internal project streets that provide access to future parking structures and mixed land uses. UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety. a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility. b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting. c. Use lighting to convey a sense of safety while minimizing glare and contrast. d. Use vandal-resistant light fixtures that complement the neighborhood and character. e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated. UD-A.14. Design project signs to effectively utilize sign area and complement the character of the structure and setting. a. . Architecturally integrate signs into project design. b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation. c. Post signs to provide directions and rules of conduct where appropriate behavior control is necessary. d. Design signs to minimize negative visual impacts. e. Address community-specific sign issues in community plans, where needed. UD-A.15. Minimize the visual impact of wireless facilities. a. Conceal wireless facilities in existing structures when possible, otherwise use camouflage and screening techniques to hide or blend them into the surrounding area. b. Design facilities to be aesthetically pleasing and respectful of the neighborhood context. c. Conceal mechanical equipment and devices associated with wireless facilities in underground vaults or unobtrusive structures.

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	UD-B.1. Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility. a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development. b. Design new construction to respect the pedestrian orientation of neighborhoods. c. Provide innovative designs for a variety of housing types to meet the needs of the population. UD-B.2. Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element). a. Incorporate a variety of unit types in multifamily projects. b. Incorporate a variety of single-family housing types in single-family projects/subdivisions. c. Provide transitions of scale between higher-density development and lower- density neighborhoods. d. Identify sites for revitalization and additional housing opportunities in neighborhoods. UD-C.1. In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages. a. Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development. b. Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households. c. Encourage placement of active uses, such as retailers, restaurants, services, cultural facilities and amenities, and various services, on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought. d. Encourage the provision of approximately ten percent of a project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Public space may be provided in the form of plazas, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services. (See also UD-C.5 and UD-E.1.) 1. When public space is provided in the form of public parks in accordance with Recreation Element, Policy RE-F.9, the public park space may be used to meet population-based park requirements. 2. Where multiple property owners are involved in a village development, develop incentives or other mechanisms

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	to help provide well-located public spaces. e. Utilize existing or create new Land Development Code zone packages or other regulations as needed for mixed-use development. 1. Provide standards that address the particular design issues related to mixed-use projects, such as parking, noise attenuation and security measures, and minimize negative impacts on the community. 2. Provide standards that address bulk, mass, articulation, height, and transition issues such as the interface with surrounding or adjacent development and uses, and minimize negative impacts on the community. f. Encourage location of mixed-use projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context. UD-C.2. Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points. UD-C.3. Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development. a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers. UD-C.4. Create pedestrian-friendly village centers (see also Mobility Element, Sections A and C). a. Respect pedestrian-orientation by creating entries directly to the street and active uses at street level. b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level. c. Orient buildings in village centers to commercial local streets, or to internal project drives that are designed to function like a public street, in order to create a pedestrian-oriented shopping experience, including provision of on-street parking. d. Provide pathways that offer direct connections from the street to building entrances. e. Break up the exterior facades of large retail establishment structures into distinct building masses distinguished by offsetting planes, rooflines and overhangs or other means. f. Where feasible, use small buildings in key locations to create a human scale environment in large retail centers. Incorporate separate individual main entrances directly leading to the outside from individual stores. UD-C.5. Design village centers as civic focal points for public gatherings with public spaces. (See also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces.) a. Establish build-to lines to frame and define village center public space and pedestrian streets.

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	b. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities and limitations. . c. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space. UD-C.6. Design project circulation systems for walkability. a. Extend existing street grid patterns into development within existing fine-grained neighborhoods. b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as the organizing framework for development in village centers. c. Diagonal or "on-street" parallel parking may be appropriate along driveways in order to contribute to a "main street" appearance. d. Provide pedestrian shortcuts through the developments to connect destinations where the existing street system has long blocks or circuitous street patterns. e. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings. f. Design new connections, and remove any barriers to pedestrian and bicycle circulation in order to enable people to walk or bike, rather than drive, to neighboring destinations (see also Mobility Element, Sections A and F). g. Lay out streets to take advantage of and maximize vistas into public viewsheds. h. Share and manage commercial, residential and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G). i. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multi-modal pathways through projects to transit stops. UD-C.7. Enhance the public streetscape for greater walkability and neighborhood aesthetics. (see also UD-A.10 and Section F.) a. Preserve and enhance existing main streets. b. Establish build-to lines, or maximum permitted setbacks on designated streets. c. Design or redesign buildings to include architecturally interesting elements, pedestrian-friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level. d. Implement pedestrian facilities and amenities in the public right-of-way including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, and street furniture. e. Relate the ground floor of buildings to the street in a manner that adds

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	to the pedestrian experience while providing an appropriate level of privacy and security. f. Design or redesign the primary entrances of buildings to open onto the public street. UD-C.8. Retrofit existing large-scale development patterns, such as "superblocks" or "campus-style" developments, to provide more and improved linkages among uses in the superblock, neighboring developments, and the public street system. a. Coordinate the redesign of roads, sidewalks, and open spaces of adjacent developments. b. Locate new infill buildings in a manner that will promote increased pedestrian activity along streets and in public common areas. c. Implement exterior improvements such as public art, pedestrian-scale windows and entrances, signs, and street furniture. UD-E.1. Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces). a. Locate public spaces in prominent, recognizable, and accessible locations. b. Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. c. Develop each public space with a unique character, specific to its site and use. d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. f. Use landscape, hardscape, and public art to improve the quality of public spaces. g. Encourage the active management and programming of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space. j. Address maintenance and programming. UD-E.2. Treat and locate civic architecture and landmark institutions prominently. a. Where feasible, provide distinctive public open space, public art, greens and/or plazas around civic buildings such as courthouses, libraries, post offices and community centers to enhance the character of these civic and public buildings. Such civic and public buildings are widely used and should form the focal point for neighborhoods and communities. b. Incorporate sustainable building principles into building design (see also Conservation Element, Section A). c. Civic buildings at prominent locations, such as canyon rims, sites

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	fronting open space, sites framing a public vista, and those affording a silhouette against the sky should exhibit notable architecture. d. Encourage innovative designs that distinguish civic and public buildings and landmarks from the surrounding neighborhood as a means of identifying their role as focal points for the community. e. Support the preservation of community landmarks.
Water Quality	Increasing on-site filtration. See the following General Plan policy: CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
	Preserving, restoring or incorporating natural drainage systems into site design. See General Plan Policy CE-E.2, as provided above.
	Reducing the amount of impervious surfaces through selection of materials, site planning, and the narrowing of street widths, where possible. See General Plan Policy CE-E.2, as provided above.
	Increasing the use of vegetation in drainage design. See General Plan Policy CE-E.2, as provided above.
	Maintaining landscape design standards that minimize the use of pesticides and herbicides. See General Plan Policy CE-E.2, as provided above.
	To the extent feasible, avoiding development of areas particularly susceptible to erosion and sediment loss. See General Plan Policy CE-E.2, as provided above.
Global Warming	The City has undertaken the following actions to reduce the GHG emissions of future development under the General Plan and meet its obligations under CEQA to mitigate the cumulatively significant global warming impacts of the General Plan: (1) modified the policy language of the October 2006 General Plan ("General Plan") to expand and strengthen climate change polices; (2) ensured that policies to reduce GHG emissions are

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	imposed on future development and City operations; and (3) identified measures such as new or amended regulations, programs and incentives to implement the GHG reduction policies as part of a General Plan Action Plan. Key new Conservation Element policies include policy CE-A.2 to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs and incentives as appropriate to implement the goals and policies set forth" related to climate change and policy CE-A.13 to "regularly monitor update, and implement the City's Climate Protection Action Plan, to ensure, at a minimum, compliance with all applicable federal, state, and local laws (CE-A.13)." Strengthened policies that reduce the City's carbon footprint through sustainable land use patterns, development and funding that supports alternative modes of transportation, improved energy efficiency in the transportation sector and in buildings and appliances, reducing the Urban Heat Island effect, and minimizing GHG emissions associated with landfills. The policy language of the General Plan also calls on the City to employ sustainable or "green" building techniques and self-generation of energy using renewable energy sources, minimize energy use through site design, building orientation, and tree-planting, eliminate the use of chlorofluorocarbon-based refrigerants, maximize waste reduction and diversion, and implement water conservation measures. See General Plan policies identified in Table CE-1:

TABLE CE-1
Issues Related to Climate Change Addressed in the General Plan

Issues	General Plan Policy		
	Element	Section	Policy
City of Villages Strategy	Conservation	A. Climate Change and Sustainable Development	CE-A.2
		B. Open Space and Landform Preservation	CE-B.1 through CE-B.5
	Land Use and Community Planning	A. City of Villages Strategy	LU-A.1 through LU-A.11
		H. Balanced Communities and Equitable Development	LU-H.6; LU-H.7
		I. Environmental Justice	LU-I.9 through LU-I.11
	Mobility	A. Walkable Communities	ME-A.1 through ME-A.9
		B. Transit First	ME-B.1 through ME-B.10
		F. Bicycling	ME-F.2; ME-F.4; ME-F.5
		K. Regional Coordination and Financing	ME-K.2; ME-K.6
	Urban Design	A. General Urban Design	UD-A.1; UD-A.2; UD-A.3;UD-A.9; UD-A.10
		B. Distinctive Neighborhoods and Residential Design	UD-B.5d; UD-B.6
		C. Mixed-Use Villages and Commercial Areas	UD-C.1; UD-C.4; UD-C.6; UD-C.7
Greenhouse Gas (GHG) Emissions and Alternative Modes of Transportation	Conservation	A. Climate Change and Sustainable Development	CE-A.1; CE-A.2; CE-A.13
		F. Air Quality	CE-F.1 through CE-F.8
		J. Urban Forestry	CE-J.4
		N. Environmental Education	CE-N.3; CE-N.5
	Land Use and Community	I. Environmental Justice	LU-I.11

TABLE CE-1
Issues Related to Climate Change Addressed in the General Plan

Issues	General Plan Policy		
	Element	Section	Policy
	Planning		
	Mobility	A. Walkable Communities	ME-A.8; ME-A.9
		B. Transit First	ME-B.1; ME-B.8; ME-B.9; ME-B.10
		C. Street and Freeway System	ME-C.2e; ME-C.4c
		E. Transportation Demand Management	ME-E.1 through ME-E.8;
		G. Parking Management	ME-G.5
		F. Bicycling	ME.F-5
	Urban Design	A. General Urban Design	UD.A-9; UD.A-10; UD-C.4; UD-C.7
Energy Efficiency	Conservation Element	A. Climate Change and Sustainable Development	CE-A.5; CE-A.6; CE-A.8; CE-A.9; CE-A.11; CE-A.12
		F. Air Quality	CE-F.2; CE-F.3
		I. Sustainable Energy	CE-I.1 through CE-I.13
	Urban Design	A. General Urban Design	UD-A.4; UD.A-5i
Urban Heat Island Effect	Conservation	A. Climate Change and Sustainable Development	CE-A.2; CE-A.5; CE-A.6; CE-A.11; CE-A.12
		E. Urban Runoff Management	CE-E.2c; CE-E.d
		J. Urban Forestry	CE-J.1
	Recreation	A. Park and Recreation Guidelines	RE-A-7
	Urban Design	A. General Urban Design	UD-A.8e; UD-A.12
Waste Management and Recycling	Conservation	A. Climate Change and Sustainable Development	CE-A.2; CE-A.8; CE-A.9; CE-A.10
		C. Coastal Resources	CE-C.7
		D. Water Resources Management	CE-D.1; CE-D.3
		E. Urban Runoff Management	CE-E.6
		F. Air Quality	CE-F.3
		N. Environmental Education	CE-N.4; CE-N.5; CE-N.7
	Public Facilities, Services and Safety	F. Wastewater	PF-F.5
		I. Waste Management	PF-I.1 through PF-I.4
Water Management and Supply	Conservation	A. Climate Change and Sustainable Development	CE-A.2
		D. Water Resources Management	CE-D.1; CE-D.2; CE-D.4
		I. Sustainable Energy	CE-I.4; CE-I.6
	Public Facilities, Services and Safety	H. Water Infrastructure	PF-H.1 through PF-H.3