CONSERVATION 8

8.1 Sustainable Development
8.2 Natural Resource Conservation
8.3 Coastal Resources
8.4 Air Quality and Public Health

INTRODUCTION

The Climate Action Plan and the General Plan's Conservation Element address conservation and sustainability topics which have broad geographic and political relevance. The General Plan envisions that San Diego will become an international model of sustainable development. It provides policy guidance for the long-term conservation and sustainable management of the City's natural resources, acknowledging that they help define the City's identity, contribute to its economy, and improve its quality of life.

The Midway - Pacific Highway Community Plan recognizes the importance of natural resources, including water and energy, within the community. It supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in Citywide and regional initiatives is intended to conserve natural resources, minimize per capita ecological 'footprints,' and maintain the long-term health of the community and City.

Positively addressing the community's contribution to global climate change and preparing for its potential effects are also objectives of the Community Plan's sustainable development strategy. Key components of Midway - Pacific Highway's strategy are policies that result in reductions to the community's per capita greenhouse gas emissions while fostering housing and employment growth and development within transit priority areas in a sustainable and climate resilient manner. To achieve both per capita greenhouse gas emissions reductions and growth, there needs to be a reduction in the consumption of carbon-based energy resources for building utilities and transportation. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using alternative modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures to that will improve transportation sustainability.

The Midway-Pacific Highway community is uniquely positioned to reduce vehicle miles travelled due to its central location within the region and prevalence of underutilized superblocks that have potential to be transformed into pedestrian- and transit-oriented mixed-use villages with access to regional transit system. Vehicle miles can be reduced by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The community's land use plan envisions a mix of pedestrian and transit oriented employment, retail and residential uses near high frequency transit and linked by pedestrian and bicycle facilities.

CONSERVATION GOALS

- Integration of mixed-use villages and economically vibrant employment centers for housing, businesses, and employment with a regionally connected transit system to reduce per capita greenhouse gas emissions.
- Sustainable buildings and landscapes that are re-generative, increase resource use efficiency, and promote alternatives to use of non-renewable energy systems.
- Preservation of coastal resources and public coastal access.

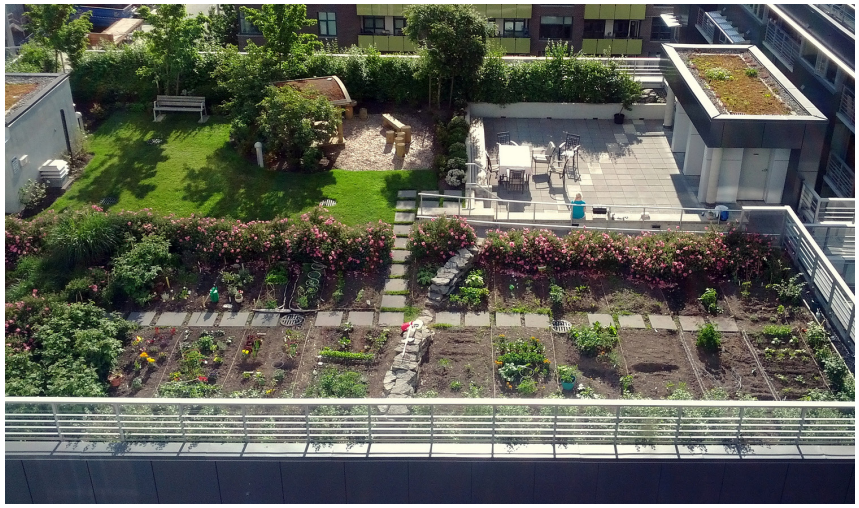
8.1 SUSTAINABLE DEVELOPMENT

Sustainable development has a renewed importance due to the visible effects of global climate change resulting from greenhouse gas emissions, as well as State and local legislation intended to address this environmental problem. The known and potential impacts of a changing climate – higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles – have consequences not only for the built and natural environment, but also for the community's health and economic vitality. The City of San Diego adopted a Climate Action Plan (CAP) to achieve the State of California's mandates for Greenhouse Gas (GHG) emission reductions through local action and to the benefit of San Diego's environment and economy. The CAP calls for eliminating half of all greenhouse gas emissions within the City by 2035. The CAP is a package of policies with steps the City can take to achieve the 2035 targets and is based upon these five strategies:

1. Energy & water efficient buildings
2. Clean & renewable energy
3. Bicycle, walking, transit & land use
4. Zero waste
5. Climate resilience

The CAP supports implementation of the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how we produce and use energy. Further, the CAP will complement the General Plan policies to reduce greenhouse gas emissions with quantifiable data and benchmarks for success. This section addresses several areas of sustainable development design. Appendix C, the Sustainability and Conservation toolbox, provides additional information on potential sustainable design features. The community plan also addresses greenhouse gas emissions and air quality by prohibiting the incorporation of wood and gas fireplaces

The implementation of pedestrian, bicycle, and transit infrastructure improvements paired with transit-oriented development in Midway - Pacific Highway will help the City meet its environmental goals.



There are many creative ways to increase energy and water efficiency and climate resiliency, including green roofs and rooftop gardens.

in new dwelling units within the Sports Arena Community Village and Dutch Flats Urban Village (see Land Use, Villages and Districts Element Section 2.6).

COMMUNITY LAND USE AND MOBILITY

Of the five strategies identified in the CAP, the land use and mobility strategy aims to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for commute trips. The strategy's land use component would advance the General Plan's "City of Villages" concept of walkable and pedestrian-friendly neighborhoods with a mix of uses.

A majority of the community is within a half-mile walking distance to an existing or future transit stop, which makes public transit a viable transportation option. These areas are also within a Transit Priority Area (TPA) where existing and future transit investments are to be coordinated with land use. As part of the guiding principles of the community plan is to support the creation of housing and employment served by transit. The land use plan (Figure 2-1) implements the CAP's land use and mobility strategy by designing areas for higher density housing and employment within TPAs. The increase in housing capacity promotes and expands housing choice, and the increase in employment capacity supports the community as a transit-oriented sub regional employment center consistent with the General Plan.

The community plan identifies bicycle and pedestrian facility improvements that complement the land use strategy to provide employment and housing growth opportunities within TPAs. The community plan takes a multi-modal approach to improve circulation and access through and within the community. It envisions a more balanced mobility network that facilitates shifting trips to transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes. The planned mobility improvements further "complete streets" principles, improve intersection and roadways to increase accessibility, repurpose right-of-way, and improve bicycle and pedestrian access. The planned infrastructure improvements as well as the interconnection of the transit, bicycle, and pedestrian facilities will support the residential and employment capacity with less increase in per capita vehicle emissions.

VILLAGE CONNECTIVITY WITH TRANSIT

The community plan's land use strategy emphasizes villages linked by high frequency transit along Rapid Bus routes and with access to Trolley service identified in the San Diego Regional Plan in addition to strengthening bicycle and pedestrian linkages throughout the community. This strategy intends to promote commuter use of transit by providing important first mile/last mile connections to transit through improved pedestrian and bicycle connections within and between the villages and to the Old Town Transit Center. The community plan envisions key community corridors as "linear gateways", streets that will provide pedestrian and bicycle facilities with greater separation from auto traffic as well as enhanced landscaping and other amenities that enhance pedestrian comfort. The Community Plan's concentration of residential density and employment intensity within TPAs addresses the CAP's land use strategy.

The Community Plan encourages advancing scheduled implementation of Rapid Bus planned in San Diego Forward: The Regional Plan if significant village development occurs in the Sports Arena Community Village or the Dutch Flats Urban Village; as well as the longer term potential to convert the Rapid Bus to modern streetcar service. By supporting residential and employment uses with increased transit service and improved access to transit stops via expanded pedestrian and bicycle facilities, the community plan provides both residents, employees and visitors with convenient and attractive travel alternatives to personal vehicles.

POLICIES

CE-1.1 Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:

- **A.** Implementing pedestrian and bicycle infrastructure improvements in Transit Priority Areas to increase commuter walking and bicycling opportunities.
- **B.** Supporting higher density/intensity housing and employment development in Transit Priority Areas to increase transit ridership.
- **C.** Providing bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
- **D.** Coordinating with San Diego Association of Governments to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation the highest priority bicycle and pedestrian improvements.
- **E.** Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs.
- **F.** Providing bicycle- and car-sharing programs and their facilities such as bike-sharing stations and car-sharing vehicle access points.
- **G.** Retiming traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption.
- **H.** Applying the CAP consistency checklist as a part of the development permit review process, as applicable.
- **I.** Supporting and implementing improvements to enhance transit accessibility and operations, as feasible.
- **J.** Monitoring the mode share within the community's TPAs to support the CAP Annual Monitoring Report Program.

CE-1.2 Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency and promote the use of alternative more sustainable energy sources.

CE-1.3 Support community organizations and businesses in their efforts to educate residents, employees and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).

Incorporation of attractive and safe transit stops and stations within Midway - Pacific Highway's villages will help transit be a travel mode of choice for community residents and employees.

CLEAN AND RENEWABLE ENERGY

The increased use of clean and renewable sources of energy is a CAP strategy to meet greenhouse gas reduction targets. Based upon Citywide data, the Midway-Pacific Highway community consumes energy primarily for motorized transportation and for building heating, cooling and lighting systems. The community also uses energy for light industrial activities.

Midway-Pacific Highway has a unique opportunity to encourage on-site power generation in surface parking areas, parking structures, and flat rooftops that can accommodate photovoltaic arrays for solar power generation. Development is likely to incorporate flat roofs to accommodate proposed development intensity and also reflect existing modern building forms within the community. Photovoltaics on flat roofs can be screened by parapets with minimal visual impact to building architecture. Shade structures incorporated into surface parking areas can also accommodate photovoltaics. Power generated from these measures can fuel building energy systems and electric vehicles to lower the community's greenhouse gas emissions. For related policies, refer to the Sustainable Development section in the Urban Design Element.

The community has a unique opportunity to encourage solar power generation in surface parking areas, flat rooftops, and parking structures.

POLICIES

CE-1.4 Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems to reduce the need for conventional purchased electricity and reduce greenhouse gas emissions within the community.

ENERGY- & WATER-EFFICIENT BUILDINGS

Both residential and non-residential buildings offer opportunities for reducing energy consumption in new development as well as existing buildings. CAP strategies for building focus on site-specific design and innovation, and technological improvements that increase energy efficiency and provide renewable energy generation. This community plan envisions that new development will incorporate design measures and technology to significantly reduce consumption of potable water and non-renewable energy (refer to Urban Design Element, Sustainable Design section, and to Appendix C, the Sustainability and Conservation Toolbox).

Solar power and natural lighting and ventilation can replace or reduce the use of natural gas and non-renewable sourced electricity used for building functions and comfort. Access to sufficient natural light and air improves the health and enjoyment of residents within residential and mixed-use developments. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Access to light and air ventilation within each dwelling unit should be maximized. Refer also to the Urban Design Element.

Given the California climate's tendency to shift between long periods of drought and shorter periods of concentrated rainfall, water conservation has become increasingly important. Since the San Diego region has limited local water resources and storage capacities and relies on imported water from the Colorado River and Northern California, it is important that water be used as efficiently. Water conservation building features and water-wise landscaping can play a pivotal role in reducing the amount of water consumed by both commercial and residential development. Planting native or more climate adapted plant species can meaningfully reduce outdoor water use. Other techniques for reducing outdoor water use include using 'smart' irrigation controllers that time and manage irrigation based upon weather and soil moisture conditions; performing regular maintenance on irrigation systems to ensure operational efficiency; changing spray systems to drip irrigation; capturing rainwater using cisterns for landscape irrigation; using graywater or recycled water for landscape irrigation; and using mulch to retain soil moisture.

POLICIES

CE-1.5 Ensure that new development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan.

- **A.** Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the Climate Action Plan.
- **B.** Encourage the adherence to LEED standards for construction to achieve environmental benefits in new development and redevelopment projects.

CE-1.6 Encourage new public and private development and building retrofits to incorporate as many energy- and water-efficient building systems, components, and practices as possible in their design and construction.

CE-1.7 Design, orient, and configure new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open.

- **A.** Avoid site and building designs that rely solely on narrow side yards to provide access to light and air.
- **B.** Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible.
- **C.** Use individually placed openings rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes and decorative and clerestory window designs can be used where other window styles would conflict with facade architecture or privacy.

CE-1.8 Design urban greening and community garden projects utilize water-efficient landscape and irrigation techniques.

New public and private development and building retrofits are encouraged to incorporate energy- and water-efficient building and site design.

URBAN FORESTRY

Preservation, improvement and maintenance of the urban forest is an important goal and expansion of San Diego's tree canopy coverage is goal of the CAP. The community's tree canopy is a major infrastructure component and provides many benefits to the environment and the overall quality of life: energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief/beautification. For additional policies, refer to the Urban Greening section in the Urban Design Element.

POLICIES

CE-1.9 Increase the community's overall tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management.

CE-1.10 Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies. Ensure street trees are provided with new development.

Street trees should be provided, added and replaced to provide continuous, regularly spaced tree canopies.

URBAN AGRICULTURE

Urban agriculture can be incorporated in under unitized or remnant publicly owned parcels, industrial buildings, as part of new development, particularly on rooftops or when roofs are configured to incorporate natural light. Community gardens are a type of urban agriculture that makes public or private land available to the community through either an individual or shared plot system. Community gardens can provide opportunities to create green space for outdoor enjoyment and physical activity, particularly in spaces not available or suitable for parks. Community gardens can provide important visual relief to the continuity of urban development, promote a community's health and wellness, and foster a sense of community and connection to the environment. Community gardens support food security by providing a source of fresh produce for nearby residents or restaurant operators who participate in the garden. Locally grown food can reduce a community's carbon footprint by shortening the distance produce travels from its point of origin to where it is consumed. As an added benefit, community gardens can serve to provide opportunities for infiltration for rainwater or storm water.

The community plan envisions the use of rooftop gardens to capture rainwater, reduce urban runoff, and reduce the urban heat island effect and a heating costs by absorbing solar heat. While roof top gardens may not necessarily provide the same resources that a traditional community garden could provide or be as publicly accessible, they provide opportunities for rainwater harvesting and carbon sequestration.

POLICIES

CE-1.11 Encourage short- and longer-term agricultural operations such as community farms and gardens (especially on underutilized or remnant sites) that provide recreation and educational experiences which demonstrate the history, importance, and value of agricultural ecosystems.

CE-1.12 Encourage rooftop gardens and green roofs for their sustainability benefits that include reduced urban runoff and urban heat island effect.

CE-1.13 Encourage the marketing and sales of local agricultural products to local residents, vendors, and restaurants through farmer's and outdoor markets, which could be at the Sports Arena Community Village, and other direct farm-to-table sales.

CE-1.14 Integrate sustainable agriculture principles into community gardens, rooftop gardens, and green roofs that promote clean air and water and healthy soils, habitats, and ecosystems.

Urban agriculture can be accommodated in many ways, on underutilized or remnant sites, in garden plots, or through rooftop gardens or green roofs.

8.2 NATURAL RESOURCE CONSERVATION

URBAN RUNOFF MANAGEMENT

Urbanization and development alter and inhibit the natural hydrologic processes of surface water infiltration, percolation to groundwater, evapotranspiration, and transpiration. Urban runoff is surface water runoff generated from developed or disturbed land, and storm water is one significant type of urban runoff. Increases in impervious surfaces reduce opportunities for water runoff to infiltrate into the ground. This increases the magnitude and duration of storm water flows, contributing to urban flooding, and results in sediment and pollutants entering watersheds and downstream water bodies. Urban runoff is the largest pollution source of San Diego's coastal beaches and near-shore waters. Midway - Pacific Highway is located within the San Diego River and San Diego Bay watersheds and adjacent to the Mission bay watershed, which discharge into the Pacific Ocean. Improvements in the management of storm water runoff assist regional efforts to protect water quality in streams, bays, and the ocean and can help address flooding in the community during wet weather.

To maintain and improve natural hydrologic functions, reducing the overall imperviousness of a site is one of the most important strategies. Low Impact Development (LID) techniques are approaches to storm water management that increase the ability of water to infiltrate into the ground. Examples of LID techniques are bioinfiltration and bioretention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate LID techniques are commonly called "green" streets can include medians or parkways with bioinfiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. For related policies, refer to the Urban Greening section of the Urban Design Element.

POLICIES

CE-2.1 Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.

CE-2.2 Incorporate and maintain storm water best management practices in infrastructure and development projects, including streetscape improvements, to limit water pollution, erosion, and sedimentation.

CE-2.3 Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

CE-2.4 Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.

CE-2.5 Consider converting the Pacific Highway frontage road and Kurtz Street in the Hancock Transit Corridor to one-way streets to support expanded urban greening projects for storm water management and sidewalk widening.

A storm water infiltration bioswale at the West City Continuing Education Center at work.

8.3 COASTAL RESOURCES

Midway - Pacific Highway contains two stretches of land within the Coastal Zone and within the City of San Diego's jurisdiction, including areas along Pacific Highway and areas adjacent to the San Diego River. The Community Plan supports the achievement of the goals of the California Coastal Act (Coastal Act) within the Coastal Zone. The key coastal issues within the community are discussed in this section and related policies are provided. Policies regarding key coastal issues found in the other sections and Elements are listed in Table 8-1.

LAND RESOURCES AND PUBLIC ACCESS

The Coastal Zone areas within the community and public access to those areas are shown on Figure 8-1.

The Coastal Zone area in the southern portion of the community along Pacific Highway is within the jurisdiction of the San Diego Unified Port District. This area contains airport-related and light industrial uses and the San Diego Unified Port District's offices. Land use and development in this area are guided by the Port Master Plan, and public access is provided via several public streets, sidewalks, and bicycle facilities.

TABLE 8-1: COASTAL ISSUE AREAS AND COMMUNITY PLAN ELEMENT REFERENCES

COASTAL ISSUE	ELEMENT/POLICY REFERENCE
Public Access	LU-4.1(K) & (Q), LU-4.77 - 4.78, LU-4.80 - 4.81
Recreation	RE-4.10 - 4.12
Marine/Wetland Environment	CE-2.1 - 2.4
Development	LU-4.73, LU-4.75, LU-4.83 - 4.87, UD-6.20
Climate Change	PF-5.1 - PF-5.11, CE-1.1 - 1.10, CE-1.12

The Coastal Zone area in the northern portion of the community is located along the San Diego River Flood Control Channel and is designated for park use. This area includes a portion of the San Diego River Pathway, the San Diego River Park, and Mission Bay Park. The planned public park use is consistent with the goals of the California Coastal Act. The San Diego River Pathway provides linear access for pedestrians and bicyclists along the river, and Sports Arena Boulevard provides lateral access to the area. Since the area within the Coastal Zone along the San Diego River is owned by government agencies and designated for park use, no future private development will be possible that could potentially reduce public views of the coast.

The Mobility Element and Urban Design Element include planned facilities and policies to improve pedestrian and bicycle access to the Coastal Zone areas, as well as provide an enhanced pedestrian and bicycle connection between San Diego Bay and the San Diego River.

POLICIES

CE-3.1 Preserve, protect, and enhance public access to the Coastal Zone within the community.

CE-3.2 Provide a recognizable entrance to the San Diego River Pathway at Sports Arena Boulevard/West Mission Bay Drive, consistent with the San Diego River Park Master Plan.

- **A.** Incorporate a trail kiosk at the entrance which does not block views and includes a map of how the San Diego River Park interfaces with the Midway-Pacific Highway community.
- **B.** Provide re-vegetation of all areas adjacent to and within the San Diego River Pathway with native and location-appropriate plant communities and drought-tolerant, non-invasive plants.

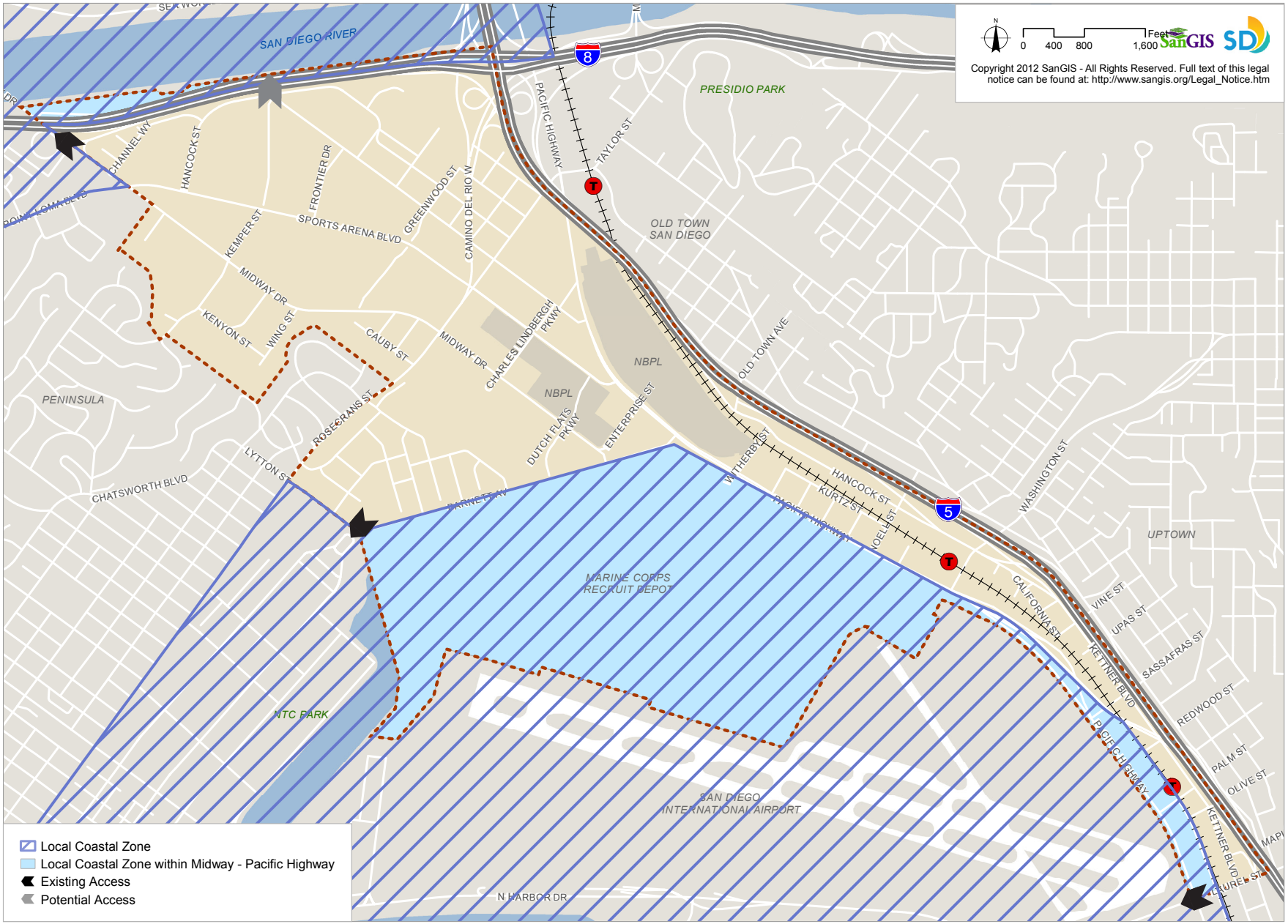
CE-3.3 Provide interpretive signs along the San Diego River Pathway, consistent with the San Diego River Park Master Plan, which do not block views within the San Diego River Channel and that provide information about the estuarine function, wildlife habitat, and San Diego River Park.

CE-3.4 Consider initiating a feasibility study for river channel embankment modifications to create a varied edge with native vegetation.

CE-3.5 Create an estuary overlook platform along the San Diego River Park Pathway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve, consistent with the San Diego River Park Master Plan.

The Community Plan envisions pedestrian and bicycle infrastructure improvements and park improvements in the Coastal Zone north of Interstate 8 to enhance public access and recreational and educational opportunities.

FIGURE 8-1: COASTAL ZONE AND COASTAL ACCESS



MARINE/WETLAND ENVIRONMENT

The Coastal Act calls for the protection of Environmentally Sensitive Habitat Areas within the Coastal Zone. Environmentally Sensitive Habitat Areas (ESHA) is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Such areas are critically important for the survival of species or valuable for maintaining biodiversity.

The City of San Diego has adopted a Multiple Species Conservation Program (MSCP) Subarea Plan in order to protect sensitive habitats and species within the City's boundaries. The MSCP Subarea Plan's policies apply to areas mapped within the City's Multiple Habitat Planning Area (MHPA). Midway-Pacific Highway Community does not have land that is identified as MHPA or ESHA.

The San Diego River Flood Control Channel, although outside of the community boundaries, is an important open space resource for Midway-Pacific Highway and is within the Coastal Zone and MHPA. The river is home to wildlife species, including seasonal bird populations in the tidal estuary. The estuary also acts as a natural bio-filter for storm water runoff before it enters the Pacific Ocean. The City's MHPA Adjacency Guidelines will manage land uses adjacent to the flood control channel to ensure minimal impacts to the MHPA.

Existing outfalls for the storm drain system that serves Midway-Pacific Highway and adjacent communities are located within and discharge into the San Diego River Flood Control Channel and San Diego Bay. As mentioned previously, the San Diego River estuary supports seasonal bird populations and provides natural bio-filtration for storm water runoff. During heavy rains or storm water overflow episodes, the estuary can become overtaxed and unable to filter excess pollution collected by the river from throughout its watershed. Implementation of Low Impact Development (LID) principles in Midway - Pacific Highway, as described in the Urban Design Element and as required by the City's Land Development Code, will help reduce the amount of pollutants within the storm water that is released into the San Diego River and San Diego Bay and help maintain healthy water quality within these regional resources.

POLICIES

CE-3.6 Implement the City's Environmentally Sensitive Lands (ESL) regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the California Coastal Act.

CE-3.7 Continue implementation of the Multiple Habitat Planning Area (MHPA) Adjacency Guidelines to guide the restoration and enhancement of the area adjacent to the San Diego River Flood Control Channel.

Continued implementation of the City's ESL regulations and Biology and MHPA Adjacency Guidelines will ensure that MHPA areas adjacent to the community will be protected.

CE-3.8 Monitor the San Diego River Park to ensure that it is maintained in a clean, healthy state through cooperative partnerships with community groups and county, state, and City agencies.

CE-3.9 Remove non-native species and plant native vegetation within the portions of the San Diego River Park and Caltrans right-of-way north of Interstate 8 over time and as these areas are developed with population-based park equivalencies, should funding be available.

CE-3.10 Place signage to alert users of the San Diego River Pathway that pets need to be leashed at all times and place pet waste plastic bag dispensers strategically along the trail, should funding become available.

CE-3.11 Incorporate storm water low impact development practices with the development of park and recreation facilities adjacent to the San Diego River.

CE-3.12 Upgrade infrastructure for water, wastewater, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season.

CE-3.13 Ensure new water, wastewater, and storm water facilities are sited and designed to minimize impacts from sea level rise, and, where feasible, avoid locating new storm water outfalls in areas that could be impacted by sea level rise.

CE-3.14 Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the San Diego River, San Diego Bay, and Pacific Ocean.

CE-3.15 Encourage innovative best management practices that provide opportunities for enhanced storm water management in public works projects, transportation facilities and private developments. These may include curb inserts, paver filter strips, bulb-out infiltration zones, linear detention basins and infiltrating tree wells.

8.4 AIR QUALITY AND PUBLIC HEALTH

Suitable air quality is important in fostering a healthy living environment. Poor air quality creates health problems for groups with sensitivities, such as children, the elderly, and persons with respiratory problems. Air quality in Midway - Pacific Highway is affected by exhaust from motor vehicles that travel along I-5 and I-8.

Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located within 500 feet of a freeway, careful building design can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with high-efficiency particulate arresting air filters, careful location of heating, ventilation, and air condition intake vents away from pollution sources, and/or fixed windows facing the freeway.

POLICIES

CE-4.1 Consider air quality and air pollution sources in the siting, design, and construction of residential development and other development with sensitive receptors.

CE-4.2 Incorporate building features into new buildings with residential units and other sensitive receptors located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.

CE-4.3 Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.

CE-4.4 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.