

APPENDIX HE-C - CONSTRAINTS AND ZONING ANALYSIS

The City has made strides to reduce constraints to development that are within the City's purview since the Housing Element was last updated in 2013. Reductions to constraints during the 5th Housing Element Cycle include:

- Reducing the minimum parking requirement for residential development in transit priority areas to zero;
- Adding new mixed-use zones to the Land Development Code to facilitate by-right approval and promote more walkable, transit-oriented projects that seek to provide a better housing-jobs-recreation balance;
- Streamlining accessory dwelling unit (i.e., granny flat) regulations and waiving certain impact and administrative fees;
- Establishing a density bonus program for projects providing micro-units; and
- Amending Land Development Code regulations and zones to allow by-right development of transitional housing facilities and permanent supportive housing in zones that allow multifamily housing.

Constraints on housing development persist and remain a factor in how much housing can be produced within the City. The City continues to examine and strategize ways to reduce barriers to development while protecting other interests, such as historic preservation, quality of life, parks and open space, and ecological resources.

GOVERNMENTAL CONSTRAINTS

Governmental constraints are barriers to building housing that the City can exercise some control over through regulatory changes, process improvements, and community planning. The top governmental constraints include: land use, environmental regulations, permitting processes, building code requirements, site improvement requirements, permitting and infrastructure fees, flood regulations, accessibility regulations, and mobility planning.

LAND USE AND ZONING

Approximately 5 percent of the City's land remains vacant and available for development, so the majority of additional residential development will occur from redevelopment sites with existing uses and more efficient use of existing residential land. Since the adoption of the City's General Plan in 2008, which included the City of Villages smart growth strategy, the City has been working to comprehensively update its community plans to implement the General Plan's policies and strategies. The City's community plan update program is rezoning large portions of the City to allow more, denser residential development in the areas most suitable for higher-density infill housing: near major transit stops and transit stations, along major commercial corridors, and in "village" areas that are designated in community plans. Since 2013, Community Plan Updates have added capacity for more than 74,000 additional residential units.

The City Council adopted new mixed-use zones in July 2019 that facilitate a mix of employment, residential, and commercial uses and use floor area ratio instead of dwelling units to regulate residential density. These zones are designed to diversify land uses, create vibrant pedestrian environments, and foster transit-oriented development.

The Land Development Code section of the San Diego Municipal Code (SDMC) contains the City's planning, zoning, subdivision, and building regulations. Zoning regulations are the City's primary tool to regulate the type, location, mix, intensity, site planning, and design of land uses and structures. The regulations codify land use policies found in the City's General Plan and in adopted community plans. Citywide zones are applied to properties through the City's Official Zoning Map to implement the land use maps in adopted community plans. In some communities, Planned District Ordinances (PDOs) within the Municipal Code apply community-specific zoning and development policies. While there will be a continuing long-term role for PDOs in certain communities with unique characteristics, most PDOs will be replaced with citywide zoning, as they go through the community plan update process. Additional land use policies in adopted community plans are implemented through the Community Plan Implementation Overlay Zone (CPIOZ).

Regarding zoning, most Citywide zones and PDO zoning designations that permit residential uses establish maximum residential densities but do not establish minimum residential densities. The density maximums within residential and mixed-use zones (expressed in dwelling units per lot or square feet of lot area per dwelling unit) are the primary limiting factor for how many units per acre can be built in San Diego. In addition to maximum residential densities, most zones include height limits. When zones are developed with height limits, consideration is given to how the allowable density and the height will work together to fulfill the zone and community plan intent regarding residential densities. In most instances, it would be possible to construct the maximum number of units permitted by the maximum residential density within the height limit of the zones. However, zoning regulations including setbacks, maximum floor area ratio, design requirements, common and private open space requirements, parking requirements, and building code requirements may interact in ways that constrain residential densities.

The City's zoning and PDO regulations accommodate a diversity of housing types to meet the varying needs of San Diegans. In addition to the City's residential zones, many types of residential uses are also permitted in commercial zones, mixed use zones, and some industrial zones. The City's land use and zoning regulations are found in Chapters 11–15 in the SDMC. The SDMC accommodates a variety of housing types to serve the varying needs of City residents, as shown in the below table.

Table C-1. Zoning for a Variety of Housing Types

Housing Type	SDMC Use Category	Zones Permitting Use (By-Right or Limited)	Zones and PDOs Permitting Use with Discretionary Permit
ADUs	Companion Units*	RE zones; RS zones; RX zones; RT zones; RM zones; OR zones; AR zones; CU-1 and CU-3 zones	BLPD zones except Subdistrict D
	Junior Units*	RE zones; RS zones; RX zones; RT zones; RM zones; OR zones; AR zones; CU-1 and CU-3 zones	BLPD zones except Subdistrict D
Farmworker Housing	Employee Housing*	EMX zones; RMX zones; AG zones; AR zones	
Homeless Emergency Shelters	Emergency Shelters*	IS-1-1 zone	CN zones (except within Coastal Overlay Zone); CR-1-1; CO zones; CV zones (except within Coastal Overlay Zone); CC-1 zones; CC-3 zones; CC-4 zones; CC-5 zones; RMX zones; EMX zones; CU-2 zones; CT zones; BLPD Subdistricts A, B, and D
*Separately Regulated Uses			

Housing Type	SDMC Use Category	Zones Permitting Use (By-Right or Limited)	Zones and PDOs Permitting Use with Discretionary Permit
Housing for Special Needs Populations	Continuing Care Retirement Communities*	IP-3 zones; RMX zones; EMX zones; RM-3, RM-4, and RM-5 zones	CC-1 zones; CC-3 zones; CC-4 zones; CC-5 zones; CN zones; CR-1 zones; CO-1 zones; CO-3 zones; CV zones; RM-1 zones, RM-2 zones; CU-zones; CT zones; BLPD Subdistricts C and Redevelopment
	Residential Care Facilities*	IP-3 zones; RMX zones; EMX zones; CN zones; CR-1 zones; CO-1 and CO-3 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CU zones; CT zones; RE zones; RS zones; RX zones; RT zones; RM-1, RM-2, RM-3, and RM-4 zones; OR zones; AR zones	BLPD Subdistricts C and Redevelopment; CVPD: SP zones
Manufactured Housing	Mobilehome Parks	RS zones; RX zones; RM zones	
	Single Dwelling Units	RE zones; RS zones; RX zones; RT zones; RM zones; AG zones; AR zones; OR zones; CU-1 and CU-3 zones	BLPD zones except Subdistrict D; CVPD: SF zones; LJSPD: Zone 2
	Companion Units*	RE zones; RS zones; RX zones; RT zones; RM zones; OR zones; AR zones; CU-1 and CU-3 zones	BLPD zones except Subdistrict D
Mixed-Use Housing	Shopkeeper Units	RMX zones; EMX zones; CN zones; CR-1 zones; CO-1 and CO-3 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CU zones; CT zones; RM-3, RM-4, and RM-5 zones	BLPD Redevelopment Subdistrict
	Live/Work Quarters*	IS zones; RMX zones; EMX zones; CN zones; CR-1-1; CO-1 and CO-3 zones; CV zones; CC zones; CU zones; CT zones	BLPD Redevelopment Subdistrict
	Watchkeeper's Quarters*	IP zones; IL zones; IH zones; IS zones; IBT zones; EMX zones; CR-2 zones; CC-2 zones	BLPD Subdistricts A, B, and D
			*Separately Regulated Uses

Housing Type	SDMC Use Category	Zones Permitting Use (By-Right or Limited)	Zones and PDOs Permitting Use with Discretionary Permit
Multifamily Housing	Multiple Dwelling Units	RM zones; CN zones; CR-1-1; CO-1 and CO-3 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CU zones; CT zones; EMX zones; RMX zones; IP-3 zones	BLPD zones except Subdistrict D; CVPD: MF and MC zones; LJSPD: Zone 5
	Interim Ground Floor Residential*	CN zones; CR-1-1; CO-1 and CO-3 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CT-5-4 zone	
Permanent Supportive Housing	Permanent Supportive Housing*	CC zones; CN zones; CR zones; CO zones; CV zones; CP zones; CU zones; CT zones; RM zones	BLPD zones except Subdistrict D
Single Family Housing	Single Dwelling Units	RE zones; RS zones; RX zones; RT zones; RM zones; AG zones; AR zones; OR zones	<p>CU-1 and CU-3 zones; BLPD zones except Subdistrict D; CVPD: SF zones; LJSPD: Zone 2</p> <p>In RS, RT, and RX zones, a Residential High Occupancy Permit is required per SDMC 123.0502 for a single dwelling unit when the occupancy of the dwelling unit would consist of six or more persons eighteen years of age and older residing in the dwelling unit for a period of 30 or more consecutive days.</p> <p>In RM zones, development of a small lot subdivision is permitted in accordance with SDMC 143.0365.</p>
			*Separately Regulated Uses

Housing Type	SDMC Use Category	Zones Permitting Use (By-Right or Limited)	Zones and PDOs Permitting Use with Discretionary Permit
Single Room Occupancy	Living Units (CCPD)		CCPD zones: C, NC, ER, BP, MC, RE, PC; BLPD Redevelopment Subdistrict
	Rooming House	RMX zones; EMX zones; CN zones; CR-1-1; CO-1 and CO-3 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CU zones; CT zones; RM zones	
	Boarder & Lodger Accommodations*	RMX zones; EMX zones; CN zones; CR-1-1; CO-1 zones; CV zones; CC-1, CC-3, CC-4, and CC-5 zones; CU zones; CT zones; RM zones; RE zones; RS zones; RX zones; RT zones; OR zones; AR zones	CU zones; BLPD Subdistricts A and C
Student Housing	Fraternity Houses, Sorority Houses, and Student Dormitories*		IP-2 zones; IL zones; IH zones; IS zones; IBT zones; RMX zones; EMX zones; CN zones; CR-1-1; CO-1 zones; CV zones; CC-1 zones; CC-3 zones; CC-4 zones; CC-5 zones; RM-1 zones; RM-2 zones; RM-3 zones; RM-4 zones
Transitional Housing	Transitional Housing Facilities*	CC zones; CN zones; CR zones; CO zones; CV zones; CP zones; CU zones; RM zones	
Work Furlough and Probationary Residential Facilities	Correctional Placement Centers*		CR zones; CO-1 zones; CO-2 zones; CV zones (except within Coastal Overlay Zone); CC zones; IP zones; IL zones; IH zones; IS zones
*Separately Regulated Uses			

Companion Units

Companion units are permitted by-right in all Residential zones. Recently adopted State legislation now permits companion units in zones that permit a mix of uses. As described in the Housing Element section “City Implementation of State Housing Legislation,” the City generally implements changes required by State law through amendments to the Land Development Code. Land Development Code updates occur regularly (usually once or twice per year) and the update is included as a program in the 6th Housing Element Cycle.

While the City does not have a short-term vacation rental ordinance, regulations for companion units do seek to address the rental of companion units for short-term versus long-term uses. The SDMC Section 141.0302 (e) states “a companion or junior unit shall not be used for a rental term of less than 30 consecutive days.” There is currently no data available to determine how this use regulation affects housing supply or demand. Code enforcement is complaint-based, so tracking the impacts of an ordinance on housing supply must be extrapolated based on complaint data. As of January 2020, the City’s Development Services Department and the City Treasurer’s Office agreed to take steps to better understand and regulate property owners who build companion units and register to pay transient occupancy tax. This will identify which companion units property owners are trying to rent as short-term vacation rentals.

Employee Housing

Employee housing is housing provided for six or fewer agricultural workers in accordance with the California Health and Safety Code (HSC), Employee Housing Act. The HSC requires that any employee housing providing accommodations for six or fewer employees shall be treated as a single-family structure. This mandates that employee housing shall not be required to apply for any additional permit or process that would not be required of a single-family residential structure in the same zone. Implementation of this section of the HSC is and will continue be implemented through amendments to the Land Development Code through the Annual Municipal Code Updates program on page HE-47.

Emergency Shelters

Emergency Shelters are permitted by-right in zone IS-1-1. All other zones where Emergency Shelters are permitted, permit this use conditionally and a discretionary process is required. While there are many areas throughout the City where Emergency Shelters are permitted conditionally, there are few zoned IS-1-1 (approximately 95 acres) that permit Emergency Shelters by-right.

The purpose of the IS-1-1 zone is to provide for small-scale industrial activities within urbanized areas. It is intended to permit a wide range of industrial and nonindustrial land uses to promote economic vitality and neighborhood scale in development. The zone’s development regulations provide reduced lot area, landscaping, and parking requirements. The sites zoned IS-1-1 total approximately 90 contiguous acres in the Midway-Pacific Highway community, and five contiguous acres in the Pacific Beach community.

Midway-Pacific Highway is a centrally located urban community with strong connections to the regional transit system and in close proximity to Downtown San Diego. Pacific Beach is a coastal community that consists primarily of residential uses with two main commercial corridors. The grid layout of Pacific Beach provides ease of travel for pedestrians and access to major bus routes that connect transit users directly to downtown and several major transit centers. These connections provide access to amenities throughout the City.

Many of the sites with an IS-1-1 zone consist of low-scale industrial and commercial uses and large underutilized parking lots, providing opportunities for infill development and redevelopment to realize the full potential of the land. The IS-1-1 zone has no height limit and measures intensity based on Floor Area Ratio (FAR). The maximum FAR for the IS-1-1 zone is 2.0 and this FAR could, on average, accommodate 74 dwelling units per acre. With 95 total acres of sites zoned IS-1-1, and measuring at 74 dwelling units per acre, the 5,084 people experiencing homelessness in the City (in 2019) could be accommodated within the sites zoned IS-1-1.

Separately Regulated Uses

Per the SDMC Section 141.0101, the City's Separately Regulated Use Regulations regulate specific uses that may be desirable and appropriate in a particular zone if limitations or conditions are placed on the development of those uses to minimize detrimental effects to neighboring properties or incompatibility with the permitted uses of the base zone. The regulations apply to the development of uses that are identified in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) as Limited Uses or as uses requiring a discretionary permit (a Neighborhood Use Permit or a Conditional Use Permit). Limited Uses are uses that are permitted by right and subject to the supplemental regulations in this article.

Uses requiring a Neighborhood Use Permit are uses that may provide essential or desirable community services but have the potential to cause limited, identifiable adverse impacts on surrounding development within a localized area. The SDMC Chapter 14, Article 1 contains supplemental regulations and development standards to minimize these impacts and identifies issues to be reviewed by the decision maker in evaluating a proposed use to determine whether and under what conditions the use will be permitted. A decision on a Neighborhood Use Permit shall be made in accordance with Process Two (staff decision with discretion). Uses requiring a Conditional Use Permit are uses that may provide essential or desirable community services but could have adverse impacts on the surrounding community if not located, designed, and operated with sensitivity. The SDMC Chapter 14, Article 1 contains supplemental regulations and development standards to minimize these impacts and identifies issues to be reviewed by the decision maker in evaluating a proposed use to determine whether and under what conditions the use will be permitted. These regulations and standards are not intended to reflect all issues that might be associated with a proposed development, but only those commonly associated with a typical development. A proposed development may require development restrictions or the application of conditions to address issues beyond those identified in this article, based on the

development's location or characteristics. A decision on a Conditional Use Permit shall be made in accordance with Process Three (by the hearing officer), Process Four (by the Planning Commission), or Process Five (by the City Council) as indicated in the regulations for each conditional use.

Residential Use Type Definitions in the SDMC:

- Boarder and Lodger Accommodations: Boarder means an individual resident who is furnished sleeping accommodations and meals in a residential structure. Lodger means any person renting a room in a residential structure for living or sleeping purposes without having free access to and use of the rest of the structure. Boarder and lodger accommodations are permitted only as an accessory use to a primary dwelling unit.
- Companion Unit: An accessory structure on a residential lot that provides independent living facilities for one or more persons, independent of the primary dwelling unit, which includes permanent provisions for living, sleeping, eating, cooking, and sanitation.
- Continuing Care Retirement Communities: Developments that are licensed by the state as both a residential care facility for the elderly and a skilled nursing facility, are regulated under the California Health and Safety Code, and are overseen by the California Department of Social Services. They provide residents with multiple living environments based on the changing level of care required by the resident. The communities typically provide independent dwelling units, assisted living dwelling units, and convalescent and memory care rooms.
- Employee Housing: Housing that is provided for agricultural workers in accordance with the California Health and Safety Code Employee Housing Act. Employee housing does not include housing for persons engaged in household domestic service.
- Interim Ground Floor Residential: Residential development within commercial zones is permitted only when a commercial structure exists on the premises or is a part of the proposed development. Residential use is restricted on the ground floor in accordance with the SDMC Section 131.0540. Interim ground floor residential may be permitted within existing commercial space for up to 10 years with a Neighborhood Use Permit.
- Junior Unit: An accessory structure that is 500 square feet or less in size and is contained entirely within an existing, habitable single dwelling unit.
- Live/Work Quarters: Studio spaces in buildings that were originally designed for industrial or commercial occupancy that have been converted to integrate living space into the work space.
- Mobilehome: A structure that is transportable in one or more sections, which, in the traveling mode, is 8 feet or more in width, or 30 feet or more in length, or, when erected on-site, has 240 or more square feet of lot coverage, and which is built on a permanent chassis and designed to be used as a dwelling when connected to the required utilities, and includes the plumbing, heating,

air conditioning, and electrical systems contained therein; except that such term shall include any structure which meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification and complies with the standards established under this part. Mobilehome includes a mobilehome subject to the National Manufactured Housing Construction and Safety Act of 1974 (42 U.S.C. and 5401, et seq.).

- Mobilehome Park: A premises with two or more mobilehomes used as dwelling units, other than a companion unit, junior unit, or employee housing.
- Multiple Dwelling Unit: Two or more dwelling units on a single lot. The term does not include companion units, junior units, or employee housing.
- Permanent Supportive Housing: Housing with no limit on length of stay that is occupied by the target population and that is linked to on-site or off-site services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. Permanent supportive housing may provide mental health support and counseling, as well as other services needed to support families and individuals with independent living.
- Residential Care Facilities: Facilities that provide in-house treatment or rehabilitation programs for residents on a 24-hour basis. Residential care facilities include drug and alcohol rehabilitation and recovery facilities and residential and community care facilities as defined by the state or county. Housing for senior citizens, nursing homes, convalescent homes, work furlough and probationary residential facilities, and emergency shelters are not residential care facilities.
- Rooming House: A dwelling unit where three or more rooms, excluding kitchens and bathrooms, are rented to three or more individuals under three or more separate rental agreements or leases. Housing protected by federal or state law, including housing for persons protected under the Fair Housing Act (42 U.S.C. section 3604(f) and the California Fair Employment and Housing Act (California Government Code section 12900 et seq.), or housing otherwise subject to the City's Separately Regulated Use regulations in the SDMC Chapter 14, Article 1, shall not constitute a rooming house.
- Single Dwelling Units: Dwelling units where no more than one dwelling unit is located on a lot, usually detached, and occupied by a single household unit.
- Shopkeeper Unit: A dwelling unit with both living quarters and commercial space where the commercial use is located on the ground floor and operated by the resident of the dwelling unit.
- Transitional Housing Facilities: Facilities that offer residential accommodations for a specified period of time, mental health support and counseling services, and other support services to prepare families and individuals for independent living. Transitional housing facilities do

not include drug or alcohol in-house treatment or rehabilitation facilities, work furlough or probationary residential facilities, or emergency shelters.

Low-Barrier Navigation Centers

The City operates Temporary Bridge Shelters, which meet the State definition of low-barrier navigation centers. These shelters provide shelter beds, services, and a “bridge” to permanent supportive housing. As of January 2020, the City, in conjunction with non-profit partners, operated four bridge shelters in the Centre City Planned District (CCPD). Within the CCPD, three shelters are within the “Mixed Commercial” (MC) district, which permits homeless facilities as a conditional use, and one shelter is within the “Public/Civic” (PC) district and is permitted as a conditional use.

The City will amend the Land Development Code in 2020 to ensure that low-barrier navigation centers are allowed as a use by right in areas zoned for mixed use and nonresidential zones permitting multifamily uses if they meet the requirements of Article 12 (commencing with Section 65660) of Chapter 3, Division 1, Title 7 of the California Government Code.

Transitional and Permanent Supportive Housing

The City allows transitional housing by-right in all zones that allow residential uses. Transitional housing facilities are also permitted as a limited use in zones indicated with an “L” and may be permitted with a Conditional Use Permit decided in accordance with Process Five, in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to some operational regulations. These limited or conditional use regulations apply to transitional housing for seven or more persons; transitional housing for six or fewer persons is permitted in all zones that allow multifamily housing. The CO-2 zones, which are Commercial Offices zones, do not allow housing, with the exception of transitional housing and permanent supportive housing. In the CO-2 zones, transitional housing for 6 or fewer persons is permitted, transitional housing for 7 or more persons is permitted as a limited use, and permanent supportive housing is permitted as a limited use.

In addition to the base zones, the City also has planned districts, which provide the means to adopt plans for certain areas of the City which provide land use, capital improvements, and public facilities controls in lieu of conventional zoning. Per the SDMC Section 151.0103, (a) The applicable zoning regulations in a planned district are those included in the planned district and any Land Development Code zoning regulations expressly incorporated into that planned district. Planned district regulations shall supersede any zoning regulations in the Land Development Code that are inconsistent or not expressly incorporated into the planned district regulations, except as follows: (4) Transitional housing facilities and permanent supportive housing shall be permitted as a Process One limited use in accordance with Section 141.0313 and Section 141.0315 in all planned district zones that permit transitional housing facilities as a conditional use.

The City will review and revise zoning to permit all types of transitional and supportive housing, including emergency shelters, in all zones allowing residential uses and subject only to those restrictions that apply to other residential dwellings of the same type in the same zone. Such changes to the Municipal Code are implemented through the Annual Municipal Code Updates program on page HE-47.

SUPPLEMENTAL HEIGHT LIMITATIONS

Supplemental height limitations are height limitations that are separate from and additional to maximum building height regulations in the City's base zones. Supplemental height limitations include inflexible building height limitations and building height thresholds that trigger a discretionary development permit. These limitations are implemented through overlay zones found in the City's Municipal Code and affect approximately 14,371 acres of the City, much of which is zoned to permit residential uses. The available capacity identified for multi-family residential development citywide through the adequate sites inventory accounted for these three supplemental height limitation overlay zones.

The types of supplemental height limitations in the SDMC can be categorized as community-related, natural resource-related, or airport-related. The supplemental height limitations that affect residential development are described in this section.

Community Character-Related Height Limitations

The SDMC includes supplemental height limitations, adopted through various mechanisms, that have the stated purpose of protecting certain aspects of a community or area's existing development at the time of adoption, or ensuring the compatibility of new development with existing development in a community/area.

The Coastal Height Limit Overlay Zone (CHLOZ) was adopted through a 1972 local voter initiative (Proposition D). The CHLOZ limits all new buildings and structures to a maximum height of 30 feet (as measured according to the 1970 Uniform Building Code) west of Interstate 5, except within the Downtown and Barrio Logan communities and two smaller areas in Mission Bay Park and near the U.S.-Mexico border. This height limitation equates to a maximum of three stories for any new structure. The specific communities affected by the CHLOZ are: Torrey Pines, University (partial), La Jolla, Pacific Beach, Mission Beach, Ocean Beach, Midway-Pacific Highway, and Peninsula. A development project may only exceed the 30-foot height limit with the approval of a majority of the voters of the City of San Diego. The CHLOZ is the most impactful supplemental height limitation in the City because it restricts residential densities to approximately 44-73 dwelling units per acre (or up to approximately 96 dwelling units per acre where a site's sloping topography can be utilized to advantage) and because of its inflexibility. The CHLOZ is unlikely to be repealed, although specific projects may request a public vote to exceed the 30-foot height limit via the City Council or through a ballot initiative. The CHLOZ has only been amended by voter approval three times since its adoption to add exceptions its list of structures allowed to exceed the 30-foot height limit. The CHLOZ applies to 2,000 parcels in the adequate sites inventory.

The Clairemont Mesa Height Limit Overlay Zone (CMHLOZ) was adopted in 1997 by the City Council to maintain existing low-profile development and public views to Mission Bay and the Pacific Ocean in the western portion of the Clairemont Mesa community. It limits new development to heights of 30 feet in most of the community, with development within an area of a few blocks permitted to reach heights of 40 feet. The City Council can allow deviations from these limits through a discretionary Process 5 (City Council decision) Site Development Permit. Also, development projects that include affordable housing units at a percentage and affordability level that meets the eligibility requirements of the affordable housing density bonus under the City's Affordable Housing Regulations or State density bonus law may utilize an incentive or waiver to exceed the CMHLOZ height limitation without a Process 5 Site Development Permit. The CMHLOZ applies to 488 parcels in the adequate sites inventory.

The City's CPIOZ is utilized to implement supplemental development regulations that are tailored to specific sites within certain community plan areas. The intent of the CPIOZ is to ensure that development proposals are reviewed for consistency with the use and development criteria (referred to as supplemental development regulations) that have been adopted for sites with the applicable community plan and analyzed by the associated environmental document. Typically, the supplemental development regulations applied through CPIOZ consist of objective standards designed to address a community- or site-specific concern or condition identified during the development of the applicable community plan CPIOZ supplemental development. Regulations can include height limitations or discretionary permit review requirements, which can potentially affect the residential densities that can be realized on sites where a CPIOZ has been applied. CPIOZ supplemental development regulations that are applicable in the following communities include height limitations or discretionary review thresholds that apply to sites where residential uses are permitted:

- Uptown: The CPIOZ supplemental development regulations in the Uptown Community Plan are intended to address concerns about zone-permitted new building heights along mixed-use corridors zoned for higher residential densities and transitions between those corridors and nearby areas of lower-scale existing development. Proposed development projects that exceed the neighborhood-specific height limitations below may be approved through a Process 3 (hearing officer decision) Site Development Permit. The Uptown CPIOZ applies to 620 parcels in the adequate sites inventory. The height limitations in the Uptown CPIOZ are:
 - » University Heights neighborhood: 30 feet
 - Maximum building height otherwise permitted ministerially in the adopted RM-2-5 zone (maximum 29 dwelling units per acre): 40 feet
 - » Mission Hills neighborhood: 50 feet
 - Maximum building height otherwise permitted ministerially in the adopted CC-3-6 zone (maximum 44 dwelling units per acre): 65 feet

- » Hillcrest and Bankers Hill/Park West neighborhoods: 65 feet
 - Maximum building height otherwise permitted ministerially in the adopted zones:
 - CC-3-6 zone (maximum 44 dwelling units per acre): 65 feet
 - CC-3-8 zone (maximum 73 dwelling units per acre): 100 feet
 - RM-4-10 zone (maximum 109 dwelling units per acre): None
- Mid-City – Eastern Area: A CPIOZ is applied to the Chollas Triangle area within the Eastern Area community of the Mid-City Communities Plan area, which includes 10 parcels in the adequate sites inventory. This CPIOZ was adopted to ensure transitions between nearby existing lower-scale development and new development on the site. The supplemental development regulations of the CPIOZ set a maximum building height of 65 feet (where 100 feet would otherwise be allowed in the adopted CC-3-5 zone) and require a maximum of 3 stories along University Avenue at the north of the site, transitioning up to a maximum of 6 stories at the south. While the CPIOZ limits potential building heights, the maximum residential density of 29 dwelling units per acre in the CC-3-5 zone should still be achievable within structures of 3-6 stories or 65 feet.

Developments that provide affordable housing may request incentives and waivers in accordance with Density Bonus Law, including waiver of height limitations imposed by the CMHLOZ or CPIOZ. While some supplemental development regulations of a CPIOZ can potentially affect residential densities, CPIOZ also provides opportunities for permit process streamlining. CPIOZ and associated supplemental development regulations are implemented to address community-specific land use, visual effects, and neighborhood character issues, which may be analyzed in the environmental document for the associated community plan. When a discretionary permit and associated environmental review are required, the environmental analysis for a development proposal that is consistent with CPIOZ supplemental development regulations and base zone regulations may be able to be streamlined thereby reducing the time and cost of environmental analysis and permitting.

Natural Resource-Related Height Limitations

Within two communities (Mission Valley and Navajo), a CPIOZ is applied to areas that permit residential and mixed use development along the San Diego River, an existing natural resource, accompanied by supplemental development regulations intended to implement the San Diego River Park Master Plan and ensure compatibility of new development with the river and river park. These CPIOZ regulations include building height limitations and massing requirements, with low-scale buildings (maximum 35 feet) required adjacent to the river corridor area and increasing maximum heights (up to the applicable zone maximum) with increasing distance from the river. These requirements apply to 3 parcels in the Navajo community and 23 parcels in the Mission Valley community in the adequate sites inventory.

Airport-Related Height Limitations

The City of San Diego has one international airport, three general aviation airports, and three military airports/airfields within or adjacent to its boundaries. The San Diego County Regional Airport Authority serves as the State-mandated Airport Land Use Commission (ALUC) for public use and military airports in San Diego County. The ALUC protects public health, safety, and welfare by adopting Airport Land Use Compatibility Plans (ALUCPs), which minimize the public's exposure to excessive noise and safety hazards in Airport Influence Areas (AIAs) near public and military airports. The AIA is defined by State law as "the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use" (California Business and Professions Code §11010(b)(13)(B)).

After the ALUC adopts an ALUCP for an airport/airfield, local agencies with jurisdiction within the AIA must either amend their land use plans and regulations to be consistent with the ALUCP or overrule the ALUCP (California Public Utilities Code §§21675.1(d), 21676, 21676.5). The City implements the regulations of applicable ALUCPs through its Airport Land Use Compatibility Overlay Zone (ALUCOZ) and, for ALUCPs that have not yet been incorporated into the regulations of the ALUCOZ, through staff review of development projects against ALUCP policies and project submission to the ALUC for ALUCP consistency determination prior to permit approval/issuance. (See the Airport Land Use Compatibility Plans and Other Airport-Related Regulations constraint for additional discussion on airport land use compatibility).

As mentioned above, airspace protection is one of the required airport land use compatibility factors identified in State law and addressed in ALUCPs. For each airport, an airspace protection area is designated to protect navigable airspace and avoid creation of hazards to aircraft in flight. The airspace protection area boundary establishes the area where policies and standards regarding airspace protection apply. The airspace protection boundary is based on the outermost edge of the following airspace surfaces:

- Code of Federal Regulations Title 14, Part 77 (Part 77) 100:1 FAA notification surface boundary for air navigation obstruction/hazard evaluation
- Part 77 civil airport imaginary airspace surfaces
- Approach surfaces for both runway ends defined by the criteria in FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS)

Additional boundaries at the ends of the runway represent the Threshold Siting Surfaces (TSSs) within which specific building and structure height limitations apply. A TSS defines critical airspace that must be protected to allow for safe aircraft approaches to runways. Any objects penetrating the TSSs would cause the runway thresholds to be displaced, reducing available landing distances.

Residential and mixed-use projects in San Diego that are located within the airspace protection boundary of an airport are subject to airspace protection policies and regulations, including the Part 77 FAA notification regulations and the regulations in the City's ALUCOZ. As required by the ALUCOZ and ALUCPs, proposed projects (ministerial and discretionary) that would exceed the Part 77 FAA notification criteria are required by the City to notify the FAA of the proposed development and obtain an FAA Determination of No Hazard to Air Navigation prior to discretionary permit approval or building permit issuance. Permits will not be approved for projects determined to be potential hazards or obstructions, but proposed projects may be modified to conform with Part 77 and ALUCOZ regulations in order to obtain permits.

To further protect the public and aircraft from structural hazards, the City has adopted the Airport Approach Overlay Zones (AAOZ) to provide supplemental regulations for property surrounding the airport approach path for San Diego International Airport (SDIA). Within the approach area east of SDIA, structures are not permitted to vertically encroach within 50 feet of the FAA-established approach path. Projects may only deviate from the AAOZ with approval from the City Council.

Achievable residential densities for future projects close to an airport could be affected by the FAA or the AAOZ height limits. It is difficult to determine how much the FAA or AAOZ height limits would limit the number of units in a project since allowable structure height is dependent on the regulations of the applicable zone, the project site's ground elevation, and distance from an airport runway. Within the approach path for SDIA, the areas east of the runway in the Uptown community and Little Italy neighborhood of the Downtown community are most likely to be affected by airport-related height limitations. The areas west of SDIA are within the Coastal Height Limit Overlay Zone, which limits structures to 30 feet, and are therefore less likely to be affected by the achievable residential density affected by FAA and AAOZ height limitations.

AIRPORT LAND USE COMPATIBILITY PLANS AND OTHER AIRPORT-RELATED REGULATIONS*

Airport land use compatibility planning aims to protect public health, safety, and welfare while ensuring safe air travel and operations at airports and airfields. The City has one international airport, three general aviation airports, and three military airports/airfields within or adjacent to the City's boundaries. The San Diego County Regional Airport Authority (SDCRAA) serves as the state-mandated Airport Land Use Commission (ALUC) for public use and military airports in San Diego County. The SDCRAA prepares and the ALUC adopts Airport Land Use Compatibility Plans (ALUCPs) that set policies consistent with federal and State law to minimize the public's exposure to excessive noise and safety hazards in areas near public and military airports.

*This section intentionally contains duplicate information from the Supplemental Height Regulations section to provide the necessary context for full understanding of airport land use compatibility plans and regulations.

Airport Land Use Compatibility Planning Requirements

State law requires the San Diego County ALUC to prepare ALUCPs for all public-use and military airports in the County (California Public Utilities Code §21675). As required by State law, the California Department of Transportation (Caltrans) Division of Aeronautics publishes the California Airport Land Use Planning Handbook (the Handbook) to provide guidance to ALUCs in preparing ALUCPs. State law requires ALUCs to be guided by the information in the Handbook when preparing ALUCPs (California Public Utilities Code §21674.7). An ALUCP focuses on a defined area around each airport known as the Airport Influence Area (AIA). The AIA is “the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use” (California Business and Professions Code §11010(b)(13)(B)).

ALUCs have some flexibility and discretion on planning decisions they consider appropriate for the airports within their jurisdiction. State law requires that ALUCs base their ALUCPs on a long-range airport master plan or airport layout plan (ALP), which reflects the anticipated growth of the airport for at least the next 20 years (California Public Utilities Code §21675(a)). For military airfields, the Department of Defense prepares an Air Installations Compatible Use Zones (AICUZ) study for each airfield. It establishes standards of compatibility for land uses based upon noise exposure contours and accident potential safety zones. By State law, the ALUCP for a military airport must be consistent with the noise and safety compatibility standards established by the AICUZ.

After the ALUC adopts an ALUCP, local agencies with jurisdiction within the AIA must either amend their land use plans and regulations to be consistent with the ALUCP or overrule the ALUCP (California Public Utilities Code §§21675.1(d), 21676, 21676.5). A local agency can make its land use plans and regulations consistent with an ALUCP in the following ways: incorporate the ALUCP policies into its General Plan elements; adopt the ALUCP as a local policy document; or adopt an overlay zone that incorporates the policies and standards of the ALUCP to supplement the standard zoning requirements.

A local agency can overrule the ALUCP or a part of the ALUCP with a two-thirds majority vote of its governing body. The overrule resolution must include findings describing how the local agency’s current land use plans and regulations achieve the objectives of the State ALUC statute (California Public Utilities Code §§21676 and 21676.5).

As technology advances, airport operations and airline fleets change, and State guidance is revised, new ALUCPs have been gradually adopted to replace outdated plans from the past and to reflect appropriate implementation strategies. Also, as local jurisdiction land use plans and regulations are updated and amended, and as properties are proposed for rezoning, jurisdictions including the City are required by State law to submit these projects for an ALUC determination on consistency with the applicable adopted ALUCP. If the ALUC determines that a land use plan, regulation, or rezoning is not consistent with the ALUCP, the project must be amended or the jurisdiction’s governing body must overrule the ALUC as previously described.

ALUCP Compatibility Factors and Residential Uses in the City of San Diego

The City has adopted the Airport Land Use Compatibility Overlay Zone (ALUCOZ) to implement the policies and compatibility criteria found in ALUCPs applicable within the City's boundaries and uses the ALUCOZ (or project review against an ALUCP, prior to ALUCP implementation through the (ALUCOZ) to review all proposed residential development projects within an AIA to ensure land use compatibility. The land use compatibility factors that can affect residential development within AIAs are safety, noise, and airspace protection (building and structure height). Residential and mixed-use projects located in an AIA are required, as a condition of approval from the City, to be consistent with the ALUCOZ or ALUCP (as applicable); or the project applicant may ask the City Council to override the ALUCP.

Airport Safety Zones (SZ) identify areas subject to safety compatibility standards that apply to different land use categories within each SZ. The SZ boundaries are based on general aviation aircraft accident location data and data regarding runway configurations. SZs make up 11 percent of the City's total acreage, and residential uses may be prohibited or be subject to density limitations that are lower than permitted by the applicable land use plan and zoning.

Airport Noise Contours identify areas subject to airport-related Community Noise Equivalent Levels (CNEL) above 60 decibels (db) within the following ranges: 60-65 db CNEL, 65-70 db CNEL, 70-75 db CNEL, and 75+ db CNEL. These areas are subject to noise compatibility standards that apply to different land use categories within each noise contour range. Residential uses in the 60-65 and 65-70 db CNEL noise contours must provide noise mitigation measures to ensure comfortable interior noise levels for all habitable rooms. New residential uses in noise contours of 70 db or greater are not permitted unless located in an area specifically identified in an ALUCP where new residential uses will be permitted.

Residential and mixed-use projects in AIAs are also subject to airspace protection regulations, including FAA regulations, state regulations, and the City's ALUCOZ regulations. Airspace protection requirements, including building and structure height limitations, are discussed in the Supplemental Height Limitations – Airport-Related Height Limitations section.

PERMIT AND PROJECT PROCESSING PROCEDURES

The permitting process is often cited as a constraint to developing housing, particularly affordable housing. Determining which process a residential or mixed-use project must go through depends on the size and complexity of the proposal, whether code deviations and/or variances are requested, and whether other SDMC regulations (e.g., for conditional uses, Environmentally Sensitive Lands, Historical Resources, or a CPIOZ) apply. The City has five permit review processes, which are listed and described in Table C-2.

Ministerial permits, also known as by-right permits, involve application of objective standards and criteria found in the SDMC. Single family and multi-family development proposals are permitted ministerially in accordance with Process 1 in zones that permit residential uses; where the development complies with applicable building, zoning, and development regulations; and where no specific regulations requiring discretionary permit review apply, such as Environmentally Sensitive Lands Regulations, Historic Resources Regulations, Coastal Overlay Zone regulations, and airport land use compatibility regulations.

Discretionary permits involve additional project review by City staff in different development disciplines and review against applicable policies. Such projects must also be presented to the respective community planning group for a recommendation. Before a discretionary permit is approved, a determination must be made that approval of the permit meets the required findings, both standard and supplemental. Therefore, discretionary permit reviews typically take longer to process than ministerial (by-right) reviews and can be costlier due to staff review costs charged to the project applicant (see Fees constraint for more information).

Depending on the varying disciplines involved with a project review, the complexity of a project, and the level of preparedness and responsiveness of a project applicant, permitting for a ministerial project can take anywhere from six to eight months. Whereas permitting for a discretionary project faces additional processing time constraints related to the need for environmental review, the potential for an appeal, and the public hearing process. The discretionary permitting time frame can range from 18 to 32 months. Permitting for all developments requires a ministerial permit, so the time frame for discretionary permitting includes both discretionary and ministerial permits.

Project complexity can determine the number of staff reviewers needed for project review. Expedited project review is available for a fee or free for eligible projects (e.g., Affordable Housing, Sustainable Buildings, and Infill Development). Under expedited review, the timeframe for reviewers is shortened by four to 15 days for each review cycle.

In accordance with section 65913.4 of the California Government Code, also known as SB 35, a permit applicant may submit an application for a development that is subject to the streamlined, ministerial approval process and is not subject to a conditional use permit, if they meet the objective planning standards as outlined in the government code. Since the adoption of this section of the Government Code, the City has not yet received an application under these provisions. The City is prepared to act in accordance with the provisions of California Government Code Section 65913.4 and to provide streamlined, ministerial approval when it applies.

Table C-2. City of San Diego Permitting Processes

Permit Process	Decision Type	Decision Maker	Permit Types	Timeframe
Process 1	Ministerial (by-right)	Staff	Building permits for projects that comply with applicable building, zoning, and development regulations; parcel maps; and lot line adjustments	6 to 8 months
Process 2	Discretionary	Staff	Includes coastal development permits, neighborhood development permits, and neighborhood use permits	18 to 24 months
Process 3	Discretionary	Hearing Officer	Includes variances, certain site development permits, and certain conditional use permits. Site development permits are required when development is proposed on Environmentally Sensitive Lands and for large multifamily developments on consolidated lots. Conditional use permits are required when development is proposed that is subject to supplemental conditions identified in the Municipal Code	18 to 36 months
Process 4	Discretionary	Planning Commission	Includes certain conditional use permits, certain site development permits, and planned development permits. Planned development permits are not required for residential development but are an option for large residential developments to allow greater flexibility than standard zoning	18 to 36 months
Process 5	Discretionary	Planning Commission Recommendation and City Council approval	Includes tentative maps, condominium conversion maps, easement vacations, public right-of-way vacations, rezonings, and land use plan amendments	18 to 36 months

LOCAL REGULATIONS APPLYING TO HOUSING FOR PERSONS WITH DISABILITIES AND SPECIAL NEEDS

The SDMC defines “family” in Chapter 11, Article 3, Division 1 as “two or more persons related through blood, marriage, or legal adoption or joined through a judicial or administrative order of placement of guardianship; or unrelated persons who jointly occupy and have equal access to all areas of a dwelling unit and who function together as an integrated economic unit.” Residential uses are referred to as “single unit,” “multiple unit,” “single family,” and “multi-family,” and do not reference “family” as it is defined in the SDMC. The definition of family therefore does not constrain or limit development of residential care facilities or other specialized housing for unrelated individuals and those with disabilities or special needs. There are many special housing types permitted in San Diego that serve unrelated individuals, including Rooming Houses, Boarder and Lodger Accommodations, Single Room Occupancy Hotels, Companion Units, Employee Housing, Dormitories and Student Housing, Residential High Occupancy uses, Guest Quarters, Emergency Shelters, Permanent Supportive Housing, Transitional Housing, and Residential Care Facilities.

The Municipal Code often includes supplemental regulations for special housing types, such as design and operation requirements. In several cases location requirements apply; for example, transitional housing and permanent supportive housing are not permitted in agricultural zones in Proposition A lands. Other regulations include ensuring the premises provide the necessary safety and security features, such as lighting in parking lots; requiring emergency contact information for the premises be located in a highly visible place on the property; operational plans to minimize loitering; and design requirements to ensure residents have sufficient privacy and space.

In zones that allow residential uses, transitional housing and residential care facilities for 6 or fewer residents are permitted. For transitional housing and residential care facilities for 7 or more residents, either limited use or conditional use permits are required, which, as described above, includes specifications for the privacy, security, and safety of residents, employees, and visitors.

Requirements for discretionary permits and community noticing requirements may pose constraints to development. For example, Residential Care Facilities provide in-house treatment or rehabilitation programs on a 24-hour basis. These include drug and alcohol rehabilitation and recovery facilities. These facilities are permitted in numerous commercial and residential zones but are often a source of fear and concern for community members. Permit noticing requirements can result in intense community opposition being expressed at community meetings and decision maker hearings.

Reasonable Accommodation

The City is required by the Federal Fair Housing Act and the California Fair Employment and Housing Act to provide a process for consideration of reasonable accommodation requests. A deviation process is available to applicants for circumstances where the existing zoning regulations would preclude

residential development for persons with disabilities. In addition to filling out the necessary form (Form DS-18), Development Services Department staff may request additional information to determine the reasonableness of the accommodation requested. These state-mandated reasonable accommodation requirements are implemented through the Reasonable Accommodation Program on page HE-51, which is codified in Section 131.0466 of the San Diego Municipal Code.

Group Homes

Continuing Care Retirement Communities (CCRCs) are licensed by the state as both residential care facilities for the elderly and skilled nursing facilities, regulated under the California Health and Safety Code and overseen by the California Department of Social Services. They provide residents with multiple living environments based on the changing level of care required by the resident. The communities typically provide independent dwelling units, assisted living dwelling units, and convalescent and memory care rooms. CCRCs are permitted in the following zones by-right: IP-3; RMX; EMX; RM-3; RM-4; and RM-5. They are permitted with a discretionary permit in the following zones: CC-1; CC-3; CC-4; CC-5; CN; CR-1; CO-1; CO-3; CV; RM-1, RM-2; and CU. These facilities are not further divided into subcategories of 6 or fewer or 7 or more persons.

Residential Care Communities provide in-house treatment or rehabilitation programs for residents on a 24-hour basis. Residential care facilities include drug and alcohol rehabilitation and recovery facilities and residential and community care facilities as defined by the state or county. Housing for senior citizens, nursing homes, convalescent homes, work furlough and probationary residential facilities, and emergency shelters are not residential care facilities. Residential care communities for 6 or fewer persons are permitted in the following zones by-right: IP-3; RMX; EMX; CN; CR-1; CO-1; CO-3; CV; CC-1; CC-3; CC-4; CC-5; RE; RS; RX; RT; RM-1; RM-2; RM-3; RM-4; OR; and AR. Residential care communities for 7 or more persons are permitted with a discretionary permit in the following zones: CU; BLPD: Subdistrict C; BLPD: Redevelopment Subdistrict; and CVPD: SP.

For further discussion on transitional and permanent supportive housing, see the Land Use and Zoning section (p. C-2 through C-11).

Incentive Programs

The City provides the Voluntary Accessibility Program, which encourages residential development that incorporates accessible design features to meet the needs of as many users as possible. The intent is to reduce the potential for occupants to be displaced from their home due to a disability, to allow those persons to visit neighboring dwelling units, and to increase the number of accessible dwelling units in the local housing supply that meet long term housing needs by offering incentives that facilitate this type of accessible design. In addition, the City's existing Affordable Housing Density Bonus Program includes incentives for housing that meets the needs of disabled veterans and seniors, who often require accessible housing.

STATE BUILDING CODE REQUIREMENTS

Model Codes apply to the construction, alteration, moving, removal, demolition, repair, conversion, maintenance, and use of all buildings or structures in the City. The Model Codes used by the City are: the California Building Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Electrical Code, and the State of California Energy Conservation requirements (Title 24). While individual building code requirements can impede development of affordable housing, early identification of the requirements during the conceptual design phase may save delays during construction permitting stage.

The 2019 California Building Standards Code is currently in effect for projects deemed complete on or after January 1, 2020. State standards are effective regardless of whether the City adopts the standards. The parts of the Building Code that are adopted by reference are adopted so that local amendments to the code can be made. Local amendments are only incorporated if they are reasonably necessary due to local climatic, geological, or topographical conditions of the City as described in this section.

The City's local amendments to the 2019 CA Building Code (CBC) mainly make corrections, codify certain state legislation, remove inconsistencies, and add regulations that correlate between State standards not coordinated by the State. Specific examples include the following:

- Building Permit Procedures - Update to the initial building permit utilization period to 1 year from 180 days procedures for consistency with recently enacted regulations in Health and Safety Code Section 18938.6. Assembly Bill 2913 was approved in 2018 and is effective January 1, 2019.
- Backup Power for Residential Automatic Garage Door Openers – Adoption of an amendment to CBC Section 406.2 to satisfy recently adopted Senate Bill No. 969 and require backup power for residential garage door openers.
- Efficiency Dwelling Unit – Adoption of a reduction to the minimum floor area permitted for efficiency dwelling units. The Health and Safety Code permits a minimum of 150 square feet for a living room in an efficiency unit which is less than the 220 square foot limit required in CBC Section 1207.4.

Climactic Conditions

Each year, the City experiences periods of high temperatures accompanied by low humidity and high winds. Years of drought in the City's semi-arid natural environment have increased the combustibility of vegetation. These conditions create an environment in which the Fire Department commits large numbers of firefighting resources to control and extinguish wildland fires. The City experienced major wildfires in 2003 and 2007. Limited firefighting resources will have difficulty controlling fires in structures.

San Diego is exposed to sunny or partially sunny days for more than half of the days in the year and, as a result, is a national leader in the implementation of solar photovoltaic systems. Streamlining the approval process through the adoption of standards for solar systems facilitates broader adoption and, therefore, helps achieve the net zero energy consumption goals of the City's General Plan. The City has a semi-arid natural environment, and as such, water conservation is an important goal. The City's Climate Action Plan (CAP) lists water efficient buildings as a goal, and to achieve that goal, the City has adopted water conservation and efficient water use standards. In addition to requiring the use of water efficient plumbing fixtures, the City reduces water consumption through various water reuse programs. Reducing the quantity of water supplied to plumbing fixtures can also result in reduced water consumption.

San Diego's coastal and river valley communities are subject to flooding, especially during high rainfall years, so construction is controlled and sometimes limited in flood hazard areas.

Geological Conditions

The City is situated near three major earthquake faults, each capable of generating quakes with magnitude of 7.0 or greater on the Richter scale: the Elsinore Fault, northeast of the City; the Rose Canyon Fault, which extends from La Jolla Cove through Rose Canyon and into downtown San Diego; and the Coronado Banks Fault, which extends in a northwest/southeast direction just off the coast under the Pacific Ocean. The most severe threat from earthquakes is damage to and collapse of buildings and other structures due to ground movement. Earthquakes can also cause fires by damaging gas and power lines and can make firefighting difficult or impossible by breaking water mains and damaging sprinkler systems.

The City is included in an Alquist-Priolo Special Fault Study Zone and the Rose Canyon Fault area, both of which have high mapped seismic accelerations that impact construction of high rise buildings.

Topographical Conditions

The City has over 900 linear miles of wildland urban interface where backyards of homes meet the natural vegetation, including coastal sage scrub and chaparral. Access to this natural vegetation for firefighting purposes is made difficult by topographical features of the City that include hills, mountains, and canyons. These topographical features create significant difficulties for emergency personnel attempting to extinguish fires in these areas.

Because of the prevalence of canyons, preserved open space, the Pacific Ocean, and an international border, the City has constrained buildable space that requires vertical construction. Because of the prevalence of canyons, steep slopes, the ocean to the west, as well as rivers passing through canyon and terminating in the ocean, San Diego includes neighborhoods that are subject to flooding during periods of high rainfall.

SITE IMPROVEMENT REQUIREMENTS

Site improvements are required to ensure that minimum standards for public facilities are maintained to protect public health, safety, and welfare. Site improvements can include improvements on-site, frontage improvements, or off-site improvements. On-site improvements include grading and connections for wet and dry utilities; frontage improvements that provide access to the site, such as sidewalk improvements; and off-site improvements are required of discretionary projects as mitigation measures for impacts on the transportation network. The cost of providing facilities such as streets, sidewalks, storm water facilities, sanitary sewers, water lines, and other utilities that serve the site being developed is the responsibility of that development. Developers must provide necessary on-site improvements as part of the project development.

In urbanized communities, many of the facilities needed to serve a development exist, resulting in fewer needed improvements. For ministerial projects, off-site improvements are generally paid for indirectly through the payment of Development Impact Fees (DIFs) or Facilities Benefit Assessments (FBAs) (see Fees constraint for further information). Discretionary projects often implement and pay directly for off-site improvements. These off-site improvements are usually identified in a development's associated environmental document to mitigate for impacts caused by the development. Site improvements increase the cost of development and vary greatly depending on the improvements needed. Recent independent analysis of associated development costs shows that site improvement costs can range from \$15 to \$80 per square foot of the site area. For developments with significant impacts, large off-site improvements in the transportation right-of-way may be required as mitigation and can cost upwards of hundreds of thousands of dollars. While these costs can be a burden on development, especially discretionary projects that have expensive mitigation measures, they are necessary to accommodate the demands additional residents place on community resources and infrastructure.

FEES

Proposition 13 significantly reduced funding for the infrastructure necessary to support residential development at state, regional, and City levels. The City's Capital Improvements Budget has thus been severely underfunded in comparison to the facilities needs generated by new development. The burden of paying for population-based facilities has shifted from the government to the developer, thus adding to the cost of development and to the price of housing. The most significant fees associated with residential development are for infrastructure and public facilities. Total fees for single family development can be as low as \$9,500 per unit and as high as \$130,000 per unit. A recent independent analysis shows that multifamily development costs commonly range between \$200,000 and \$600,000 per unit. Total associated costs for permits and fees within existing urbanized communities range from approximately \$9,000 to \$15,000 per unit. The combined costs of permits and fees range from approximately 1.8 percent to 7.5 percent of the cost of development. Fees are further described by type below.

Facilities Benefit Assessments and Development Impact Fees

Facilities Benefit Assessments (FBA) and Development Impact Fees (DIF) are charged by the City for development in all planned urbanizing and urbanized communities to fund infrastructure and public facilities including transportation infrastructure, parks, fire stations, and libraries. A developer usually either an FBA or a DIF, not both.

In the City's designated Planned Urbanizing Areas, builders are required to pay FBAs. The FBAs are calculated based on the number of units constructed and the estimated cost of needed facilities. There is a significant difference in fee amounts depending upon the community. In 2019, FBAs ranged from \$4,753 to \$129,838 per single family unit, and from \$3,326 to \$90,887 per multi-family unit.

In the older urbanized areas of the City, builders pay DIFs to mitigate the impact of the development on existing public facilities. There are significant differences in DIFs by community. In 2019, the DIFs ranged from \$2,295 per unit to \$17,750 per unit for all residential development.

To facilitate new residential development, an FBA and DIF Deferral program allows eligible projects to defer fees for up to two years. Builders sign a Fee Deferral Agreement and pay a \$500 fee to cover the costs of agreement processing and recording. Fees must be paid in full before a Final Inspection can be scheduled, and the property cannot be occupied until a Final Inspection is conducted and a Certificate of Occupancy is issued. Table C-3 at the end of this appendix provides a list of development impact fees that the City requires, broken down by community and asset type.

Inclusionary Housing In-Lieu Fees

The City also requires that residential development meet an inclusionary affordable housing requirement. For new residential development (except density bonus units and development in the North City Future Urbanizing Area, which is subject to separate inclusionary requirements), the Inclusionary Affordable Housing Regulations require set-aside of a percentage of the constructed units at affordable rents/prices or payment of an Inclusionary In Lieu Fee. See the Inclusionary Housing Programs section for further information on the City's inclusionary housing requirements.

Housing Impact Fees

The City's Housing Impact Fee, also known as the commercial linkage fee, is charged to commercial developments to help finance affordable housing for low-income workers whose jobs were created by commercial, industrial, or retail development. While this fee creates rather than constrains affordable housing construction, it does add a fee to non-residential development. The fee charged per square foot and building type is specified in the SDMC. Fees vary as follows by use: \$2.12 for office, \$1.28 for hotel, \$0.80 for Research and Development, and \$1.28 for Retail. The Housing Impact Fee is calculated for each non-residential project by the Public Facilities Planning section of the Planning Department, collected by the Development Services Department, and deposited into the Affordable Housing Fund.

The SDHC administers the Affordable Housing Fund, which helps to meet the housing needs of the City's very low-, low-, and moderate-income households.

The Housing Impact Fee was established in 1990 after a Nexus Study commissioned by the City Council in 1989 concluded that commercial development creates jobs that warrant the need for additional affordable housing due to employment growth. The Nexus Study has been updated multiple times since then. In March 2013, SDHC contracted with Keyser Marston Associates, Inc. to update the Nexus Study, which was completed in August 2013. The City Council voted 8-1 on November 10, 2014, to adopt amendments to the Housing Impact Fee Ordinance.

Other Development Impact Fees

A number of fees are charged to development at the time of permitting, most of which are imposed by other governmental authorities. The City assesses and requires payment of water and sewer capacity and water meter installation fees at the time of permit issuance based on project size and complexity. Non-City fees charged to new development include the State seismic fee and building standards fee, school deposit fees, San Diego County Water Authority water system and water treatment capacity fees, and Regional Transportation Congestion Improvement Program fees required by the regional TransNet sales tax extension ordinance.

Permitting Fees

In addition to facilities- and infrastructure-related fees, fees associated with processing a proposed development's approvals and permits must be paid by the project applicant. The City charges fees related to plan checking, mapping, addressing, inspections, and records, when they apply. Although simple, small projects can be permitted for just a few thousand dollars, large and more complex projects can expend hundreds of thousands of dollars for the permitting process. In general, the estimated costs for the building plan check and inspection associated with ministerial construction permits can range between approximately \$7,000 and \$9,000 for single family and duplex units, and as low as \$14,000 for moderate-sized multifamily housing projects to more than \$300,000 for very large multifamily developments.

INCLUSIONARY HOUSING PROGRAMS

The City has two inclusionary housing programs. Since 1992, a requirement has been in effect in portions of the North City that are now designated for urban uses. These areas were, until the 1990s, designated as "future urbanizing" areas. In these areas 20 percent of residential units constructed must be affordable to families earning no more than 65 percent of area median income (AMI). Projects with more than ten units must build these affordable units on-site or off-site but near the market-rate units. Smaller projects may pay an in-lieu fee. While this requirement does increase the overall cost of housing production, results have shown that the second highest proportion of affordable units are developed

in the North City. During the 5th Housing Element Cycle, development in the North City produced 723 affordable units, which was second only to the Downtown community which produced 1,427 affordable units from 2010-2019.

The Inclusionary Housing Ordinance, enacted by the City Council on May 20, 2003, applies to all new residential developments of two units or more, outside of the “future urbanizing” areas. Developers had the option of providing at least 10 percent of the homes in residential developments at affordable rates for low- to moderate-income families or paying an affordable housing fee. These fees make up, in part, the Affordable Housing Fund. In October 2011, the Inclusionary Housing Ordinance was amended by the City Council. The revised ordinance requires all rental development to pay an Inclusionary Affordable Housing fee. The ordinance was most recently amended in December 2019. The new requirement is that developers set aside 10 percent of the homes they build for households earning up to 60 percent of AMI, or they can pay the in-lieu fee of \$22 per square foot. Fees collected through the ordinance are dedicated to building affordable housing Citywide.

Developers of for-sale affordable housing have an option under the Inclusionary Housing Ordinance to provide 10 percent of the total homes at affordable rates instead of paying a fee, with a similar option for developers who are converting apartments to condominiums. Exemptions are allowed for certain types of rental housing projects. The fee schedule was also revised, with a reduction in the fees for condominium conversions, and fees for projects with fewer than 10 units are prorated.

COASTAL ZONE

There are approximately 5,804 acres of land designated for residential uses in the City that are within the Coastal Zone, subject to regulations of the California Coastal Act. Within portions of the Coastal Zone, the City has permitting jurisdiction. While in some of the City’s Coastal Zone the City’s permits are “non-appealable,” meaning the City’s decision on a development project is not appealable to the Coastal Commission for a hearing, in another portion of the Coastal Zone the City’s permits are appealable. Most of the housing in the Coastal Zone consists of high-cost market-rate units due to coastal desirability. In many cases, the new construction replaces smaller, previously existing dwellings. Development in the Coastal Zone is constrained by high land values and the Coastal Height Limit Overlay Zone, which sets a 30-foot height limit on all buildings west of Interstate 5, except within Downtown, Barrio Logan and two additional non-residential areas.

The limited availability and high price of land in the Coastal Zone make it difficult to provide new affordable units without large subsidies. In addition, transit service near the coast, which is often needed by low-income residents, is limited. The City’s primary strategy to obtain more affordable units in and near the Coastal Zone is through the City’s inclusionary affordable housing regulations and through the Coastal Zone Affordable Housing Replacement Requirements.

In accordance with California Code 65590, the Coastal Zone Affordable Housing Replacement Requirements (San Diego Municipal Code Chapter 14, Article 3, Division 8) require review any project that proposes the conversion or demolition of dwelling units within the Coastal Overlay Zones that are occupied by persons or families of lower income or moderate income. Projects are reviewed for compliance to determine if the development is subject to the replacement requirements of the regulations. When the conversion or demolition of a residential structure is not exempt from the replacement requirements under this provision, the applicant is referred to the San Diego Housing Commission (SDHC) to obtain a Coastal Affordable Housing Compliance Agreement. SDHC conducts tenant surveys to determine if the project will result in the displacement of low- or moderate-income residents. Where low- or moderate-income residents are at risk of displacement, the developer must either replace those units at a rate affordable to those income groups or must pay an in-lieu fee.

An analysis conducted through the 5th Housing Element Cycle determined that between 1982 and 2012, the City authorized the demolition or conversion of 228 units occupied by low- and moderate-income residents. To replace these units, 43 low- and moderate-income units were provided by developers within the Coastal Zone and 187 were provided by the SDHC using funds collected through the payment of coastal affordable housing in-lieu fees. A more recent analysis showed that between 2013 and 2019 the City authorized the demolition or conversion of approximately 259 dwelling units within the Coastal Zone. Of those demolished, six units were found to be affordable and in need of replacement. The in-lieu fee was collected for all six units, totaling \$112,800.

ENVIRONMENTAL REGULATIONS

Not all constraints to development are negative or undesirable. Some constraints reflect important goals that compete with housing for scarce resources. For example, San Diego is the most biodiverse county in the continental United States and is therefore home to many unique and endangered species. More than half of these species inhabit the Multiple Habitat Preservation Area (MHPA) within the City's Multiple Species Conservation Program (MSCP) area. The MSCP is a comprehensive habitat conservation planning program that was adopted in 1997 to preserve and manage sensitive ecosystems.

The City's total habitat conservation goal is 52,727 acres, and to date 50,917 acres (96.57% of total) are conserved. While the MSCP constrains the potential future housing supply, the City of Villages strategy supports preserving natural open space areas by directing new growth and increasing densities in mixed-use activity areas served by transit.

Federal, State, and local environmental laws and regulations pertaining to floodplains, hillsides, wetlands, coastal habitat, geological hazards, and environmentally sensitive lands also limit the land available for residential development and/or require additional planning and, sometimes, mitigation for development.

FLOODPLAINS

Federal Emergency Management Agency (FEMA) maps are incorporated by reference into the SDMC and added into the City's Geographic Information Systems that are used for project review. Any project that is located within a special flood hazard area is flagged for in-depth review in accordance with the City's Environmentally Sensitive Lands regulations. Floodplains are also examined during community plan updates to minimize flood hazards. As discussed in this section, the Mission Valley and Navajo community plans are subject to CPIOZ and associated supplemental development regulations for river valley development that consider orientation to and safety around the San Diego River.

MOBILITY

Increased traffic from single-occupancy vehicles is frequently cited as a top concern by those in opposition to mid-range and high-density residential projects. The City continues to implement the City of Villages strategy of adding residential density near transit, but most households in the City have at least one car, regardless of their proximity to transit. Community members also underplay the potential of transit as a regular means of transportation, based on perceived and real shortcomings in current transit frequency and reach. The City will need to continue to plan and build the necessary bicycle, pedestrian, and transit infrastructure to provide more options which make it easier and more attractive for people to get around without the automobile, thus reducing congestion while accommodating more residential density in the City's Transit Priority Areas.

NONGOVERNMENTAL CONSTRAINTS

Nongovernmental constraints are barriers to building housing that the City has less control over but can influence or help support greater change. These constraints include communities' priorities, property owners' decisions, macroeconomics, climate change, land, labor, and construction costs, seismic hazards, geological constraints, wildfires, and water.

COMMUNITIES' PRIORITIES AND CONCERNS

Each of the City's 52 communities is guided by a community plan that provides land development goals and priorities, a land use plan, and related policies. These plans are guides for development within the community for 20 to 30 years. Community plans are updated based on identified need and staff and funding availability. While 14 community plans have been updated since the last Housing Element was adopted, many communities are still operating under goals and land use maps established in the 1970s to 1990s when undeveloped land in the City was still widely available. Many of the City's older community plans called for predominantly single-family development, the outcome of which is that 27,950 acres of land in the City are designated for single-family residential uses (13 percent of land in the City and 47.5 percent of residentially designated land). Many citizens express deep attachment to

their single-family homes and single-family residential neighborhoods, and express concern about and opposition to changes to their vision and the existing development conditions of those neighborhoods.

In addition to a community plan, most communities have a citizen-led community planning group. The purposes of these groups, per Council Policy 600-24, which governs their formation, recognition, and operation, are to:

- Make recommendations to the City Council, Planning Commission, City staff, and other governmental agencies on matters specifically concerning the preparation of, adoption of, implementation of, or amendment to, the General Plan or a land use plan when a plan relates to each recognized community planning group's planning area boundaries.
- Advise on other matters as requested by the City or other governmental agencies, including all elements of the General Plan and adopted community plans, Capital Improvements Program (CIP) infrastructure needs identification, etc.
- Review individual development projects that require a discretionary permit approval for conformance with the Land Development Code, adopted Community Plan, or the General Plan.

As mentioned above, the City's Planning Department is working to update older community plans through its ongoing work program. Community plan updates are intended to revisit and reconsider community goals and priorities; to implement the City's 2008 General Plan, including its City of Villages smart growth strategy; and incorporate other City policies and actions, such as those in the City's CAP. The City of Villages strategy and the CAP promote compact mixed use villages and employment centers that are located near transit services and support walking, bicycling, and transit as attractive and viable transportation options.

A challenge in updating community plans in many communities is balancing the need for new housing with a variety of community interests, including historic preservation, building height concerns, parks, open space, peak travel period single-occupancy vehicle congestion (see Mobility constraint), and perceived stress on infrastructure and facilities. Concerns are often expressed about increasing residential development and densities by community members and community planning groups, even in communities with existing multifamily development, due to feared and perceived negative impacts. These concerns also result in community opposition to individual development projects that are consistent with community plans or that seek affordable housing density bonuses.

To address these concerns, the City works proactively to educate planning group members and residents about the need for more housing, and about how planning and travel choices relate to issues of community concern; to identify areas to focus high-intensity development within a community in a manner that addresses housing needs and community preferences; and to develop neighborhood-specific design guidance for new development.

Since 2014, City Council has adopted 14 community plans, two community plan amendments, and two specific plans, which added planned and zoned capacity for more than 74,000 new housing units in urban or urbanizing areas. The City needs to continue to update community plans and adopt additional density bonus and incentive programs to add capacity and incentivize construction. Doing so will ensure that the City addresses future housing and employment needs.

LAND, LABOR, AND CONSTRUCTION COSTS

The price of land in San Diego remains high due to scarcity, the City's desirability, and topographical constraints. High land prices are a leading contributor to high housing prices, which make it difficult for developers to build housing for the lower- and middle-income households. According to local economists, land values are difficult to track citywide because land value is assessed on a project-by-project basis. Land costs range between \$200 to \$350 per square foot in some urban neighborhoods, and are roughly 15 percent to 16 percent of a project's total costs. Due to San Diego's size, land costs can differ significantly by community. Land values vary by community because of how much money a developer and its lender believe a project can recoup in rent prices. If a project cannot sustain a minimum return on investment, low land values do not make up the cost of building a project in a low-demand neighborhood. Land in high-demand neighborhoods goes for a higher price, but the ability to charge a higher rent allows for construction. This value-cost ratio cannot address middle- and low-income housing, since high land values, high construction costs, and therefore high rents only provide for housing construction that meets the needs of above-moderate households.

San Diego, like Los Angeles, has considerably higher land costs than other Southern California jurisdictions. According to the University of California Riverside Center for Economic Forecasting and Development, "higher land costs drive up the cost of other components." The UC Riverside study found that "total financing cost is higher in Los Angeles than in the other (comparison) cities for an otherwise identical project with the same direct and indirect costs." The proportion of land cost to total project cost in San Diego is the same as in Los Angeles at around 15 percent. Projects in other Southern California jurisdictions spend about 2 percent of project budget on land costs. In addition, the report finds "transit-oriented communities can and often do command a higher land cost premium because of their proximity to major transit stops."⁴² While cities cannot control costs driven by market conditions, policymakers can develop density bonus programs and reduce parking minimums. The City has done both and will continue to bring forward incentive programs designed to reduce development costs and produce more housing across all affordability levels.

As the City changes planned land uses and zoning in communities through the community plan update process, land values and development yields can change. Such changes can potentially result in cost-to-value (return on investment) ratios that make new development more financially viable. Incentives such as those offered under the City's Affordable Housing Density Bonus program can also improve development financial viability and affordable housing supplies.

Labor costs impact the total cost for construction. Labor costs have risen, especially in expensive, unionized metro areas in California, since the Great Recession in 2008. Following the recession, housing development in San Diego took several years to recover. Construction costs dropped 15 percent due to the low demand, and the construction labor force dropped considerably during the recession, which led to a shortage of construction workers that exists today.

Materials costs have increased faster than inflation in recent years. This has been a particular problem for higher-density residential development, which can require more costly building materials, such as concrete and steel, per the construction type standards in the California Building Code. In the past three years (2017-2020), the cost of raw materials (i.e., concrete, lumber, and steel) increased by 20 percent. Increasing labor costs—due to the shortage of qualified workers—and increasing materials costs are leading developers to build projects below permitted densities because building larger or taller buildings cannot currently offset the costs to construct such projects. Currently, typical construction costs for multi-family residential projects are between \$200 to \$375 per square foot depending upon construction type.⁴³ The construction costs related to the provision of amenities in new development, such as gyms, pools, and community rooms, can also increase the costs of construction and ultimately the costs passed onto customers (i.e., in rents or home prices).

MACROECONOMY

One constraint to housing construction that is frequently cited by economists and developers is the large gap between household income and housing costs. San Diegans on average earn wages that are perilously close to or well below the expected annual cost of living. According to research by the San Diego Regional Economic Development Corporation, the expected annual cost of living (including housing and transportation costs) for an owner-occupied household is an estimated \$96,000 and the same household's median income is also \$96,000. The expected annual cost of living for a renter-occupied household is \$61,000 while the renter household's median income is only \$50,000. While San Diego's economy includes many well-paying jobs in technology and biotechnology, it also includes many low-paying jobs in retail, services, and tourism.

PROPERTY OWNERS' DECISIONS

The decision to develop a property remains with the property owner, though the City controls land use through zoning and related regulations. Private property owners can constrain the market when they wait to develop or sell their land in anticipation of an increase in value through market changes or up-zoning. The City provides incentives to induce certain types of construction, such as the Affordable Housing Density Bonus Program, the Affordable/Infill Housing and Sustainable Buildings Expedite Program, the Moderate Income Density Bonus Program (awaiting adoption as of March 2020) and the Voluntary Accessibility Program. The City cannot require residential development on land permitted for other uses, unless an applicant wishes to use a housing density bonus.

CLIMATE CHANGE

The State legislature has passed a variety of legislation to address climate change challenges and impacts, including legislation to reduce greenhouse gas (GHG) emissions (SB 32, AB 32); to require renewable energy procurement by the State (SB 100, SB 350); to fund efficient and emissions-reducing transportation improvements (SB 1); to prepare a state adaptation strategy (AB 1482, SB 246, SB 379, AB 2800); and to set regional GHG emissions reduction targets for passenger vehicles (SB 375), among others. Many of these goals and targets are captured within the CAP, which was adopted in December 2015. The CAP outlines five strategies the City will pursue to reduce GHG emissions.

The City will continue to implement the CAP and the General Plan City of Villages Strategy, which focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to a regional transit system. This strategy helps to reduce encroachment into areas that are becoming more wildfire-prone due to climate change and continues to preserve vulnerable ecosystems.

Despite local and State efforts to curb GHG emissions, slowing the effects of climate change requires global action. California and San Diego, specifically, must prepare for rising sea levels, ocean acidification, more wildfires (fueled by stronger Santa Ana winds), stronger El Ninos, and less rainfall. These issues are already present and will continue to grow despite many ongoing local efforts to prevent them and prepare for them.

SEISMIC HAZARDS AND GEOLOGICAL CONSTRAINTS

The Rose Canyon Fault, the largest fault underneath the City, poses potential risks to public health and safety if an earthquake should occur. The City and the County of San Diego have mapped faults and geologic hazards, and in 2001, the City identified 858 buildings that were subject to the City's Retrofit Ordinance, which ensures buildings constructed before 1939 are demolished or retrofitted to better withstand an earthquake.⁴⁴ The City is considered to be at a lower risk of an earthquake by the Rose Canyon Fault than cities with more active faults, such as San Francisco and Los Angeles, but an earthquake along the San Andreas Fault could have implications for San Diego.

Steep slopes and coastal bluffs can experience landslides, debris flows, mudslides, and erosion. These effects impact where development can occur throughout the City and can result in damages to existing development. The San Diego Seismic Safety Study takes into account the geologic constraints and risks within the City, in addition to mapping all known faults and areas of seismic activity.⁴⁵ The City has regulations in place to reduce the potential for slope failure, erosion, and mudslides when new development is proposed in areas subject to geological risks.⁴⁶

WILDFIRES AND THE WILDLAND-URBAN INTERFACE

Homes are increasingly being built within the wildland-urban interface, which are areas where homes are built near or among lands prone to wildland fires. As climate change leads to less rainfall, decreased snowpack, warmer temperatures, and higher winds, these areas are becoming more susceptible to larger, faster wildfires.⁴⁷ The County has implemented numerous Fire and Building Code changes to better protect residents from the effects of wildfires, but wildfires are becoming more dangerous and destructive. The City, in coordination with should continue to implement the City of Villages strategy to add growth to dense urban environments, which reduces reliance on single occupancy vehicles and prevents further encroachment into suburban and rural areas where wildfires are more likely to occur.

WATER SUPPLY

The effects of climate change are continuing to constrain the region's ability to supply water. Conservation efforts following droughts across California in 2015 reduced demand significantly, but future anticipated growth will increase demand for water. This demand will coincide with reduced rainfall and snowpack, which fills the City's largest water source—the Colorado River. The San Diego County Water Authority's 2015 Urban Water Management Plan estimates water demand will increase gradually starting in 2020 but will be 12 percent lower in 2035 compared to projections in the Water Authority's 2010 plan.⁴⁸ Assuming conservation behaviors continue among the population, and the Water Authority continues to identify new, cost-effective ways to supply water, San Diego should be able to supply the water needed for the City's anticipated growth.⁴⁹ However, natural disasters, such as earthquakes, tsunamis, wildfires, and droughts can put stress on, or sever, the City's water supply.

Table C-3. City of San Diego Fees by Community Plan Area and Financing Type Per Single Dwelling Unit

Community	Transportation	Park	Library
			FBA Com
Black Mountain Ranch	\$16,501	\$11,706	\$4,735
Black Mountain Ranch - Senior Housing	-	-	-
Carmel Valley	\$7,985	\$24,343	\$0
Del Mar Mesa -AR-2	\$85,202	\$29,072	\$4,028
Mira Mesa	\$13,315	\$23,351	\$0
North University City	\$26,288	\$0	\$0
Otay Mesa	\$25,167	\$11,749	\$1,304
Pacific Highlands Ranch	\$20,684	\$26,296	\$2,740
Pacific Highlands Ranch-Del Mar Highlands Estates Only	\$14,065	\$17,882	\$1,863
Rancho Encantada	\$0	\$4,753	\$0
Rancho Peñasquitos	\$19,509	\$16,046	\$0
Sabre Springs	\$7,395	\$0	\$0
Scripps Miramar Ranch	\$1,502	\$15,824	\$8,162
Torrey Highlands	\$102,058	\$13,604	\$5,792
			DIF Com
Barrio Logan	\$1,127	\$11,848	\$384
Clairemont Mesa	\$357	\$3,827	\$891
College Area	\$2,177	\$11,731	\$846
Downtown	\$1,396	\$5,808	\$0
Encanto Neighborhoods	\$2,170	\$7,141	\$39
Golden Hill	\$1,743	\$11,550	\$0
Kearny Mesa	\$525	\$8,102	\$509
La Jolla	\$958	\$4,363	\$358
Linda Vista (Per 1,500 Sq. Ft. for Non-Residential Fire Component)	\$840	\$754	\$359
Mid-City	\$616	\$11,976	\$396
Midway-Pacific Highway	\$3,731	\$3,726	\$0
Mission Beach	\$3,647	\$0	\$0
Mission Valley	\$1,057	\$11,430	\$410
Navajo	\$3,255	\$3,477	\$1,014

t

	Fire	Police	Water	Per Single Dwelling Unit
Communities				
	\$6,785	\$0	\$0	\$39,723
	-	-	-	-
	\$0	\$0	\$0	\$32,328
	\$0	\$0	\$3,747	\$122,048
	\$475	\$0	\$0	\$37,142
	\$5,514	\$0	\$0	\$31,802
	\$838	\$1,425	\$0	\$40,487
	\$0	\$0	\$3,179	\$52,899
	\$0	\$0	\$2,162	\$35,972
	\$0	\$0	\$0	\$4,753
	\$0	\$0	\$0	\$35,555
	\$0	\$0	\$0	\$7,395
	\$2,016	\$0	\$0	\$27,500
	\$0	\$0	\$3,924	\$125,378
Communities				
	\$559	\$0	\$0	\$13,918
	\$128	\$0	\$0	\$5,203
	\$553	\$0	\$0	\$15,306
	\$1,234	\$0	\$0	\$8,438
	\$467	\$0	\$0	\$9,818
	\$270	\$0	\$0	\$13,563
	\$81	\$0	\$0	\$9,216
	\$181	\$0	\$0	\$5,861
	\$230	\$0	\$0	\$2,184
	\$285	\$0	\$0	\$13,273
	\$164	\$0	\$0	\$7,621
	\$0	\$0	\$0	\$3,647
	\$245	\$0	\$0	\$13,142
	\$131	\$0	\$0	\$7,877

Community	Transportation	Park	Library
North Park	\$749	\$5,853	\$422
Ocean Beach	\$868	\$5,869	\$794
Old Town San Diego	\$1,897	\$1,810	\$0
Otay Mesa-Nestor	\$889	\$12,175	\$237
Pacific Beach	\$392	\$2,219	\$210
Peninsula	\$1,505	\$2,404	\$0
Rancho Bernardo	\$1,351	\$843	\$668
San Pasqual-Single Dwelling Unit	\$2,054	\$0	\$0
San Pasqual-Multiple Dwelling Unit	\$1,438	\$0	\$0
San Ysidro	\$1,442	\$9,118	\$276
Serra Mesa	\$1,932	\$4,830	\$484
Skyline/Paradise Hills	\$1,050	\$4,525	\$1,027
Southeastern San Diego	\$980	\$8,840	\$10
South University City (Per ADT for Non-Residential)	\$252	\$609	\$711
Tierrasanta	\$13,090	\$3,016	\$877
Torrey Pines	\$567	\$10,491	\$0
Uptown	\$1,092	\$10,572	\$263
Via de la Valle	\$1,277	\$1,448	\$537

	Fire	Police	Water	Per Single Dwelling Unit
	\$77	\$0	\$0	\$7,101
	\$415	\$0	\$0	\$7,945
	\$448	\$0	\$0	\$4,155
	\$494	\$0	\$0	\$13,795
	\$147	\$0	\$0	\$2,968
	\$154	\$0	\$0	\$4,063
	\$19	\$0	\$0	\$2,881
	\$0	\$0	\$0	\$2,054
	\$0	\$0	\$0	\$1,438
	\$94	\$0	\$0	\$10,931
	\$718	\$0	\$0	\$7,964
	\$281	\$0	\$0	\$6,883
	\$53	\$0	\$0	\$9,883
	\$724	\$0	\$0	\$2,295
	\$768	\$0	\$0	\$17,750
	\$0	\$0	\$0	\$11,058
	\$106	\$0	\$0	\$12,033
	\$141	\$505	\$0	\$3,907

Table C-4. City of San Diego Fees by Community Plan Area and Financing Type Per Multi-Family Dwelling

Community	Transportation	Park	Library	FBA Component
Black Mountain Ranch	\$11,551	\$8,194	\$3,314	
Black Mountain Ranch - Senior Housing	\$6,270	\$4,448	\$1,799	
Carmel Valley	\$5,590	\$17,040	\$0	
Del Mar Mesa -AR-2	-	-	-	
Mira Mesa	\$9,321	\$16,346	\$0	
North University City	\$18,402	\$0	\$0	
Otay Mesa	\$22,370	\$10,443	\$1,159	
Pacific Highlands Ranch	\$14,479	\$18,408	\$1,918	
Pacific Highlands Ranch-Del Mar Highlands Estates Only	-	-	-	
Rancho Encantada	\$0	\$3,326	\$0	
Rancho Peñasquitos	\$13,657	\$11,232	\$0	
Sabre Springs	\$5,177	\$0	\$0	
Scripps Miramar Ranch	\$1,051	\$11,076	\$5,713	
Torrey Highlands	\$71,443	\$9,523	\$4,055	
				DIF Component
Barrio Logan	\$1,127	\$11,848	\$384	
Clairemont Mesa	\$357	\$3,827	\$891	
College Area	\$2,177	\$11,731	\$846	
Downtown	\$1,396	\$5,808	\$0	
Encanto Neighborhoods	\$2,170	\$7,141	\$39	
Golden Hill	\$1,743	\$11,550	\$0	
Kearny Mesa	\$525	\$8,102	\$509	
La Jolla	\$958	\$4,363	\$358	
Linda Vista (Per 1,500 Sq. Ft. for Non-Residential Fire Component)	\$840	\$754	\$359	
Mid-City	\$616	\$11,976	\$396	
Midway-Pacific Highway	\$3,731	\$3,726	\$0	
Mission Beach	\$3,647	\$0	\$0	

ing Unit

	Fire	Police	Water	Per Multiple Dwelling Unit
Communities				
	\$4,749	\$0	\$0	\$27,806
	\$2,578	\$0	\$0	\$15,095
	\$0	\$0	\$0	\$22,630
	-	-	-	-
	\$333	\$0	\$0	\$25,999
	\$3,860	\$0	\$0	\$22,262
	\$745	\$1,267	\$0	\$35,987
	\$0	\$0	\$2,226	\$37,031
	-	-	-	-
	\$0	\$0	\$0	\$3,326
	\$0	\$0	\$0	\$24,889
	\$0	\$0	\$0	\$5,177
	\$1,411	\$0	\$0	\$19,250
	\$0	\$0	\$2,747	\$87,768
Communities				
	\$559	\$0	\$0	\$13,918
	\$128	\$0	\$0	\$5,203
	\$553	\$0	\$0	\$15,306
	\$1,234	\$0	\$0	\$8,438
	\$467	\$0	\$0	\$9,818
	\$270	\$0	\$0	\$13,563
	\$81	\$0	\$0	\$9,216
	\$181	\$0	\$0	\$5,861
	\$230	\$0	\$0	\$2,184
	\$285	\$0	\$0	\$13,273
	\$164	\$0	\$0	\$7,621
	\$0	\$0	\$0	\$3,647

Community	Transportation	Park	Library
Mission Valley	\$1,057	\$11,430	\$410
Navajo	\$3,255	\$3,477	\$1,014
North Park	\$749	\$5,853	\$422
Ocean Beach	\$868	\$5,869	\$794
Old Town San Diego	\$1,897	\$1,810	\$0
Otay Mesa-Nestor	\$889	\$12,175	\$237
Pacific Beach	\$392	\$2,219	\$210
Peninsula	\$1,505	\$2,404	\$0
Rancho Bernardo	\$1,351	\$843	\$668
San Pasqual-Single Dwelling Unit	\$2,054	\$0	\$0
San Pasqual-Multiple Dwelling Unit	\$1,438	\$0	\$0
San Ysidro	\$1,442	\$9,118	\$276
Serra Mesa	\$1,932	\$4,830	\$484
Skyline/Paradise Hills	\$1,050	\$4,525	\$1,027
Southeastern San Diego	\$980	\$8,840	\$10
South University City (Per ADT for Non-Residential)	\$252	\$609	\$711
Tierrasanta	\$13,090	\$3,016	\$877
Torrey Pines	\$567	\$10,491	\$0
Uptown	\$1,092	\$10,572	\$263
Via de la Valle	\$1,277	\$1,448	\$537

Fire	Police	Water	Per Multiple Dwelling Unit
\$245	\$0	\$0	\$13,142
\$131	\$0	\$0	\$7,877
\$77	\$0	\$0	\$7,101
\$415	\$0	\$0	\$7,945
\$448	\$0	\$0	\$4,155
\$494	\$0	\$0	\$13,795
\$147	\$0	\$0	\$2,968
\$154	\$0	\$0	\$4,063
\$19	\$0	\$0	\$2,881
\$0	\$0	\$0	\$2,054
\$0	\$0	\$0	\$1,438
\$94	\$0	\$0	\$10,931
\$718	\$0	\$0	\$7,964
\$281	\$0	\$0	\$6,883
\$53	\$0	\$0	\$9,883
\$724	\$0	\$0	\$2,295
\$768	\$0	\$0	\$17,750
\$0	\$0	\$0	\$11,058
\$106	\$0	\$0	\$12,033
\$141	\$505	\$0	\$3,907

This page is intentionally left blank