

**Staff Recommended Corrections/Edits  
To the Public Hearing Draft General Plan**

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## Staff Recommended Edits Updated 2/14/08

### Overall

*Prior to final printing, staff will:*

- correct any typographical, formatting, grammatical and terminology errors that have no influence on plan content;
- include a table of contents for each element; and,
- add/edit graphics as needed to enhance final document.

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### Table of Contents and Acknowledgments

*Update Table of Contents.*

*Update Staff Acknowledgments.*

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### General Plan Introduction and Strategic Framework

*San Diego Fast Facts was revised as follows:*

*The title of the forecast table (page V) was changed from "2030 Regional Growth Forecast Update" to "2030 Forecast"*

*Change reference to 2008 from 2007 on p. ii.*

*The following corrections were made to Fast Facts section:*

City of San Diego Jurisdictional Facts

2030 Population, Housing, and Employment Regional Forecast Update

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*Edit to Discussion text p. SF-3 in response to CPC motion:*

SANDAG plays a key role in regional coordination efforts. SANDAG is the region's transportation and planning agency (see also the Mobility Element discussion) comprised of member agencies from the region's 19 local governments. City of San Diego interests are represented at SANDAG through the votes of the City's elected officials serving on the SANDAG Board of Directors, staff participation on SANDAG advisory committees, and direct public participation in the process. Working with SANDAG and as an independent jurisdiction, the City of San Diego must plan for, and implement transportation projects which are essential to the growth and evolution of a major urban center, and are critical to progressive land use planning decisions.

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*P. SF- 4, Edit to Guiding Principle #5, per Planning Commission comments.*

5. An integrated regional transportation network of walkways, bikeways, transit,

**Staff Recommended Edits**  
**Updated 2/14/08**

roadways, and freeways that efficiently link communities and villages to each other and to employment centers;

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*Table SF-1 –*

*Under Waste Management add:*  
(Including Recycling)

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*Page SF-20 edits:*

San Diego faces a severe housing affordability crisis. Not only are low-income people and special needs populations having difficulty finding adequate affordable housing, but now many middle-income working people are finding it difficult to remain in San Diego due to the high cost of housing.

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*At the advice of the City Attorney, add to page SF-22:*

A Mitigation, Monitoring, and Reporting Program (MMRP) has been prepared and is incorporated by reference in the General Plan.

*And,*

The State of California General Plan Guidelines indicate that a general plan is typically implemented through zoning, subdivisions, and capital improvements. In the City of San Diego, General Plan policies are also implemented through community plan recommendations and actions. In addition, there are many specific actions or programs that the City initiates or completes consistent with General Plan direction. In order to identify and monitor a wide variety of actions found within the General Plan, community plans, and beyond, the City has created the General Plan Action Plan. The [General Plan] Action Plan is a companion item to the General Plan which identifies action items intended to implement General Plan policies. The Action Plan will be periodically updated, as needed, to indicate implementation progress, identify new initiatives designed to implement General Plan policies, or reflect shifting priorities over time. Upon City Council approval of a General Plan Action Plan, the Action Plan will be deemed incorporated into the General Plan by reference. However, because an implementation measure, by its nature, must be consistent with what it is implementing, Action Plan items that are updated or changed and remain consistent with the General Plan are not an amendment to the General Plan. Changes to implementing actions will be 'tracked' to assure a clear record is maintained.

## Staff Recommended Edits Updated 2/14/08

*At the advice of the IBA, add to page SF-23:*

### City Budget Process

Implementation of the General Plan is accomplished through a broad range of legislative and regulatory actions that are outlined in the Action Plan. Each policy in the General Plan corresponds with an Action Plan item which identifies the implementation tool, such as a community plan update, master plan, or modification to regulations and ordinances, to help implement the policy. Although the Action Plan provides anticipated timeframes for implementing plan policies, many of the work program items are dependent on budget decisions. A Five Year Financial (Outlook) was developed in 2007 and updated in 2008 to examine the City's long range fiscal condition and establish funding priorities over the next five years. In addition, the Outlook established the framework for the development of the City of San Diego's Annual Budgets. Eight significant initiatives were identified that require immediate City attention and resources and these initiatives as well as core city services are reflected in the Annual Budgets. It is during the budget process that new programs or additional funding for existing programs is allocated for the upcoming year. The General Plan Action Plan will be monitored to track the progress of General Plan implementation measures and help inform the budget process.

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Per Planning Commission recommendations: *second paragraph on page SF-23 edited to read as follows:*

### *City of Villages Strategy*

...Many of San Diego's communities already have districts of different scales with village-like neighborhoods that will continue to evolve. A common feature of all the villages will be the addition of vibrant public places and the increased ease of walking between residences, transit stops, public facilities, and basic commercial uses. An emphasis within villages will be on improving the overall walkability between local destinations through the provision of safe and convenient pedestrian connections, traffic calming measures, landscape, pedestrian-scale lighting, public plazas, wayfinding programs, and other measures. As the villages become more fully developed, their individual personalities will become more defined and their development patterns will become more varied and distinctive. ....

## Staff Recommended Edits

### Land Use Element

*Edits to address mapping corrections and illustrative refinements:*

Figure LU-2 Make the following revisions to the map:

- *Change planned land use areas shown as residential and open space to agricultural in Sub-Area 2. Note: The inclusion of the residential uses in Sub-Area 2 was a mapping error since the area subject to Proposition A.*
- *Change planned land use areas shown as commercial to Institutional, Public, and Semi Public Facilities in San Pasqual. Note: The inclusion of the Wild Animal Park site as a planned commercial use was a mapping error.*
- *Renamed Water Reclamation Facilities and Sewage Treatment Plants to Existing and Proposed Wastewater Treatment Plants*
- *Removed Major Attractions, Government Centers, Universities and Colleges, High Schools, Post Offices, SDG&E Facilities, Fire Stations, Police Stations, Regional Shopping Centers, Hospitals and Public Library points. Note: these features are shown on other map figures in the General Plan.*

*Table LU-2 Update the planned land use acres and percent of total based on changes made to Figure LU-2*

**TABLE LU-2 Adopted Community Plan Land Uses (May 2006)**

General Plan Land Use Category	Existing Uses	
	Acres	% of Total
Agriculture	<del>3,670</del> <u>3,809</u>	1.7
Commercial Employment, Retail, and Services	<del>6,114</del> <u>5,475</u>	<del>2.8</del> <u>2.5</u>
Industrial Employment	12,278	5.6
Institutional, Public and Semi-Public Facilities <sup>1</sup>	<del>36,545</del> <u>37,184</u>	<del>16.7</del> <u>17.0</u>
Multiple Use	4,534	2.1
Park, Open Space and Recreation <sup>2</sup>	<del>62,686</del> <u>62,666</u>	<del>28.5</del> <u>28.6</u>
Residential	<del>55,987</del> <u>55,868</u>	25.5
Roads / Freeways / Transportation Facilities <sup>3</sup>	30,495	13.9
Water Bodies <sup>3</sup>	6,932	3.2
Vacant <sup>3</sup>	—	—
<b>Total</b>	<b>219,241</b>	<b>100.0</b>

## Staff Recommended Edits

Table LU-3 Update the planned land use acres and percent of total based on changes made to Figure LU-2

**TABLE LU-3 Breakdown of Vacant Developable Land  
in Terms of Existing Community Plan Land Use Designations (May 2006)**

General Plan Land Use Category Planned Land Uses	Vacant Developable Acres	% of Total
Commercial Employment, Retail, and Services	617	<del>9.1</del> <u>9.3</u>
Industrial Employment	2,107	<del>31.2</del> <u>31.7</u>
Institutional, Public and Semi-Public Facilities	702	<del>10.4</del> <u>10.6</u>
Multiple Use	423	<del>6.3</del> <u>6.4</u>
Residential	<del>2,907</del> <u>2,788</u>	<del>43.0</del> <u>42.0</u>
<b>Total Acres (Vacant Developable)</b>	<b>6,756</b>	<b>100.0</b>

Edits to address Downtown, at the request of CCDC:

*P. LU-9 Revised Village Types and Mixed-Use Locations*

**Downtown** - Downtown San Diego has a unique role to play in the 21<sup>st</sup> century development of the San Diego region. In addition to being the administrative, legal, cultural and entertainment center in the region, Downtown also offers the most convenient and extensive transit connections and has emerged as an exciting pedestrian environment. The Downtown Community Plan provides detailed site specific land use recommendations. Due to its unique role in the region, the Downtown community will continue to have a planning framework that is specialized to its context.

Added a new land use designation to Table LU-4

<u>Downtown</u>	<u>None</u>	<u>Provides a range of single and multiple uses in setting of high intensity appropriate to downtown's unique role as the regional center. Integration of commercial, residential, civic, institutional, and open space uses is emphasized.</u>	<u>Density range to be determined by the adopted land use plan and associated implementing ordinances.<sup>5</sup></u>
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## Staff Recommended Edits

*Revised Open Space land use designation in Table LU-4 to clarify its applications*

Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space is generally non-urban in character and may have utility for: primarily passive park and recreation use purposes, primarily passive; conservation of land, water, or other natural resources; or historic or scenic purposes; visual relief; or landform preservation.
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*Revised the Business and International Trade land use designation in Table LU-4 to allow for its application throughout the City, and to revise the name of the designation.*

<del>Business and International Business and Trade</del>	Office Use Permitted	Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single and multi-tenant office, research & development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries. <del>not characterized by light manufacturing uses.</del>	N/A
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*Revise the order that the Industrial Employment land use designations appear in the Table LU-4 as follows:*

*1) Scientific Research, 2) Technology Park, 3) Business Park, 4) Business Park-Residential, 5) International Business and Trade 6) Light Industrial, and 7) Heavy Industrial*

*Policy LU-A.5 has been revised to read: ~~Require~~ Conduct environmental review and focused additional study during the Community Plan Update Process of ~~for~~ potential village locations, with input from recognized community planning groups and the general public, to determine if these locations are appropriate for mixed-use development and village design.*

*Policy LU-A.6 has been revised to read: Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature.*

## Staff Recommended Edits

*Add a new subpolicy “c” in response to planning group recommendations:*

LU-A.7.

- c. Evaluate the quality of existing and planned transit service.

-----  
*Add to Section B Discussion (additional edits occurred since the LU&H hearing):*

Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community. This can be attributed to each community’s development patterns, household size, and population. SANDAG prepares and maintains long term demographic forecasts for population, housing and employment. Each community plan contains existing and forecasted demographic data. As the recommended community plan land use designations and implementing zoning are applied to each community during the community plan update process, associated population density and building intensity standards will be established.

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*Add subpolicy:*

LU-B.1.a.

4. Establish standards for population density and building intensity for each land use designation as community plans are updated.

-----  
*Edited to provide guidance on previously conforming uses in community plans, in response to public comment at the Planning Commission hearing:*

*p. LU-22*

### *Preparation and Format of Community Plans*

Community plans are to be updated on a regular basis. Community plans are to apply the land use designations discussed in Section B (see Table LU-4, General and Community Plan Land Use Categories) and provide community-specific designated land uses and on-the-ground recommendations that will make possible the implementation of community goals and the General Plan. In some communities, existing land use designations and implementing zoning may change as a result of the update process. As a result, established structures or uses that were in compliance with the applicable regulations at the time of their development may no longer comply with existing regulations. When this occurs, the community plans should provide direction on whether there are specific nonconforming structures or uses that could be retained or expanded without adversely affecting the community plan. The Land Development Code describes such uses or structures as “previously conforming” and includes procedures to address how they are regulated.

## Staff Recommended Edits

*Edited to provide more clarity on the role of the community plans, as suggested by planning groups.*

- LU-C.1. Establish each community plan as an essential and integral component of the City's General Plan Land Use Element with clear implementation recommendations and links to General Plan goals and policies.
- a. ~~Build upon and/or refine citywide policies as needed to reflect community and neighborhood specific issues.~~
  - a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the general plan as needed (see also LU-C.1.c. and LU-C.2).
  - b. Rely on community plans for site-specific land use and density designations and recommendations
  - c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles.

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*Policy LU-C.2.a.1 has been revised to read: Include a variety of residential densities; including mixed use, to increase the number of housing types and provide affordable housing opportunities. ~~provide locational choices and affordable housing opportunities.~~*

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*Edited per Planning Commission comments:*

- LU-D.12. Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve long term community goals, as well as any additional community-specific amendment evaluation factors
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*The following edit was made in the first paragraph of the discussion on page LU-29: Replace "North City Future Urbanizing Area" with "Proposition A Lands – formerly known as "North City Future Urbanizing Area" (See page LU-41, Section J)."*

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*The following was added to the Section G discussion: The City evaluates the siting and*

## Staff Recommended Edits

expansion of public and private-use airports, heliports, and helipads/helistops.

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*The following corrections were made to Policy LU-G.7. Evaluate the siting and expansions of airports, ~~and~~ heliports, and helipads/helistops on the basis of aviation and land use need and ~~the~~ potential safety and noise impacts on existing and planned surrounding land uses.*

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*In response to public comment at the Planning Commission hearing, edit:*

LU-H.1

- f. Provide a full range of senior housing from active adult to convalescent care in an environment conducive to the specific needs of the senior population.
- 

*Figure LU-3 Made the following revisions to the map:*

- *Added prospective annexation areas*
  - *Added military installations*
- 

*Figure LU-4 Made the following revisions to the map:*

- *Added military installations*
  - *Added Prospective Annexation Areas*
  - *Renamed Centre City to Downtown*
-

## Staff Recommended Edits

### Mobility Element

*Discussion text edit to p. ME-6 per CPC motion:*

The Mobility Element, the RTP and the CMP all highlight the importance of integrating transportation and land use planning decisions, and using multi-modal strategies to reduce congestion and increase travel choices. However, the Mobility Element more specifically plans for the City of San Diego's (City) transportation goals and needs. ~~City interests are represented in the development and adoption of SANDAG documents through the votes of our elected officials serving on the SANDAG Board of Directors, staff participation on SANDAG advisory committees, and direct citizen participation in the process.~~ The City recognizes that regional planning necessitates close working relationships between City and SANDAG staff, and that optimum transportation infrastructure planning must be coordinated through state agencies such as Caltrans. To this end, City participation on SANDAG's advisory committees is critical. The Mobility Element, Section K, and Public Facilities Element, Section B, contain policies on how to work effectively with SANDAG to help ensure that City of San Diego transportation priorities are implemented.

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*Figure ME-1 Made the following revisions:*

- *Updated Regional Transportation Plan Transit Routes*
- *Updated library locations*
- *Added military installations*
- *Modified the type of map symbols used*

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*Policy reference added to ME-B.7.*

ME-B.7. Support efforts to develop additional transportation options for non-driving older adults and persons with disabilities, including: ...

See also Land Use Element, Policy LU-I.10.

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*Figure ME-2 Made the following revisions:*

- *Combined Existing and Proposed Bicycle Facilities into:*
  - *Bikeways- City of San Diego*
  - *Bikeways- Other Jurisdictions*
- *Change "Centre City" to "Downtown"*

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*The following was added to the Section H, Airports, discussion:* The Land Use Element, Section G addresses the airports expansions, development, and Master Plans.

## Staff Recommended Edits

*Heliports and Helipads/Helistops subsection was added to the Section H with the following:*

Refer to the Noise Element, Section D and the Land Use Element, Section G for discussion regarding aircraft operations within the City.

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### *Section A – Walkable Communities*

The pedestrian environment affects us all whether we are walking to transit, a store, school, or simply walking ~~getting~~ from a parked car to a building. Pedestrian activity is more likely in areas where destinations are nearby. People enjoy walking in places where there are sidewalks shaded with trees, lighting, interesting buildings or scenery to look at, other people outside, neighborhood destinations, and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also help promote use of alternatives to automobile travel and contribute to the overall quality, vitality, and sense of community of our neighborhoods. Policies designed to support walking and pedestrians are also intended to benefit overall accessibility.

Walkable communities offer public health benefits by providing opportunities for people to be active as a part of their everyday lives. There have been numerous studies that demonstrate a strong link between public health and the built environment, with the healthiest communities exhibiting many of the same types of features that are central to the City of Villages strategy and addressed throughout the General Plan, including:

- Compact, mixed-use neighborhoods linked by public transportation<sup>1</sup> (see Land Use and Community Planning Element, Section A; and Mobility Element Sections A and B).
- Residences within close proximity of parks, schools, shopping, employment, and transit stops<sup>2</sup> (see Land Use and Community Planning Element, Section A; and Recreation Element, Section C).
- A safe and accessible walking environment<sup>3</sup> (see Mobility Element Section A).
- Neighborhood streets designed for pedestrian safety (Mobility Element Sections A and C and Urban Design Element Section B);
- Neighborhoods where residents have easy and convenient access to healthy food choices<sup>4</sup> (see Conservation Element Section L).

<sup>1</sup> Lawrence F, Sallis J, Conway T, et al. *Many Pathways from Land Use to Health*. Journal of the American Planning Association. 2006;72:75-87.

<sup>2</sup> McGinnis M, Williams-Russo P, Knickman J. *The Case for more active policy attention to health promotion*. Health Affairs. 2002;21:78.

<sup>3</sup> Saelens BE, Sallis JF, Black JB, et al. *Neighborhood-based differences in physical activity: an environmental scale evaluation*. American Journal of Public Health. 2003;93:1552-8.

<sup>4</sup> Flournoy R, Treuhaft S. *Healthy Food, Healthy Communities: Improving Access and Opportunities Through Food Retailing*. PolicyLink 2005. Accessed at <http://www.policylink.org/pdfs/HealthyFoodHealthyCommunities.pdf>.

## Staff Recommended Edits

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### *Section C – Street and Freeway System*

ME-C.2. ~~Increase~~ Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.

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*Replaced the illustrative diagram associated with ME-C.6, as recommended by the Planning Commission.*

---

*ME-C.6.a edited per the Planning Commission's recommendation*

ME-C.6.

- a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. This could be accomplished through use of a modified or truncated grid system.

---

### *Project Review Considerations*

*ME-C.8 and ME-C.8 c edited in response to public comment.*

ME-C.8. ~~Maintain innovative~~ Implement Traffic Impact Study Guidelines ~~with flexibility to that~~ address site and community specific issues.

ME-C.8.c ~~Use~~ Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.

ME-C.9. ~~Use~~ Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.

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*Edited per Planning Commission comments*

### *Section E – Transportation Demand Management*

ME-E.1. Support and implement TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework.

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## Staff Recommended Edits

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*Section F – Bicycling, revise 3<sup>rd</sup> goal as follows in response to the Planning Commission, and Policy ME-F.4 per the Attorney General’s comments:*

- ◆ Environmental quality, public health, recreation and mobility benefits through increased bicycling.

ME-F.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.

- a. Continue to require bicycle parking in commercial and multiple unit residential zones.
- b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.

-----

*Section G – Parking Management – revise Parking Toolbox and Policy ME.G.1c as follows in response to public comment:*

Shared parking	Sharing parking facilities among multiple users <u>including off-site shared parking arrangements.</u>
<del>Parking meters</del> <u>payment technology</u>	Device to charge for and place time limits on parking.
Parking information <u>and wayfinding</u>	Provide information on parking availability and price.

ME.G.1.c

Optimize parking prices to reflect an equilibrium between supply and demand. Recognize that parking demand is influenced by the users’ (drivers) cost to park; Consider the positive and negative implications of parking pricing when developing solutions to parking problems.

-----

*p. ME 43 Table ME-4*

**TABLE ME-4 Airports Within and Near the City of San Diego**

Name	Uses
<i>Airports Within the City</i>	
San Diego International Airport – Lindbergh Field	Air Carrier, General Aviation
Brown Field - Municipal Airport	General Aviation, Military
Montgomery Field - Municipal Airport	General Aviation

## Staff Recommended Edits

Marine Corps Air Station Miramar	Military
<i>Airports Adjacent the City</i>	
Naval Air Station North Island	Military
Naval Outlying Field Imperial Beach	Military
Gillespie Field	General Aviation
Tijuana International Airport	Air Carrier, <u>General Aviation</u>

---

*p. ME -43 San Diego International Airport*

The City works with the Airport Authority, SANDAG, and ~~the~~ other regional agencies in planning efforts to improve multi-modal ground connections and maximize the passenger, cargo, and flight capacity of SDIA.

---

*p. ME -44 Municipal Airports*

Airport Master Plans help to identify the challenges and opportunities associated with development of aviation and aviation related activities, typically over a 20-year period. By identifying the facilities necessary to meet near and long-term aviation demand and providing guidelines for future aviation development, airport master plans help the City receive grant funding assistance from the Federal Aviation Administration (FAA) to maintain and improve airport operations. The Land Use Element, Section G addresses airport expansions, development, and Master Plans.

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*p. ME -44 Military Aviation Installations*

In response to concerns about noise and safety, the Marines have changed flight patterns and hours of operation and ~~are updating~~ have updated Miramar's Air Installations Compatible Use Zones Study to address existing and projected aircraft operations.

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*p. ME-45 Airports Outside of the City*

Commercial air carriers and general aviation aircraft operate at the Tijuana International Airport in Mexico adjacent to the international border.

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*p. ME-45 Add the following subsection:*

*Heliports and Helipads/Helistops*

Refer to the Noise Element, Section D and the Land Use Element, Section G for discussion regarding aircraft operations within the City.

## Staff Recommended Edits

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*p. ME-46 Figure ME-3  
Add map label for Ramona Airport*

---

*p. ME-47 discussion text edits in response to planning group comments.  
Add a new sentence to the end of the last paragraph as follows:*

Additional project-level environmental analysis, and other approvals, would take place prior to implementation.

---

### *Section J. Goods Movement/Freight*

ME-J.8. Work with the San Diego Unified Port District, Caltrans, and SANDAG to maximize capitalize on potential economic and mobility benefits and identify and mitigate potential environmental and public health impacts of goods movement to the San Diego region.

---

*Section K – Regional Coordination and Financing – Add a new sentence to the end of the first paragraph as follows:*

Transportation funding sources and strategies, and a process for prioritization must be in place to assure that needed transportation facilities will be provided in a manner that supports General Plan policies. .... The term “transportation” refers to all types of surface transportation, including pedestrian, bicycle, automobile, and transit.

## Staff Recommended Edits

### Urban Design Element

*As a part of a package of edits addressing wildfires, Policy UD-A.3.p added. Added the word “ ignition” since LU&H:*

- p. Design structures to be ignition and fire-resistant. Incorporate fire-resistant exterior building materials and architectural design features to minimize the risk of structure damage or loss due to wildfires
- 

*Edited per Planning Commission comments.*

*Add subpolicy:*

- UD-A.5.k Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.
- 

*Deleted subpolicy UD-A.8.k as not all landscaped areas areas are designed for active uses.*

- ~~k. Consider landscaped areas as useable and functional amenities for people activities.~~
- 

*Edited per planning group comments:*

- UD-A.9. Incorporate existing and proposed transit stops or stations into project design. (See also Mobility Element, Policies ME-B.3 and ME-B.8.)
- a. Provide attractively designed transit stops and stations that are adjacent to active uses, ~~and~~ recognizable by the public, and reflect desired neighborhood character. (See also Land Use Element, Policy LU-I.11.)
- 

*Merged subpolicy UD-A.11.a, with the UD-A.11.g (renumber accordingly in final print):*

- UD-A.11 g: Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets.
- 

*Edited subpolicy for consistency with storm water regulations:*

- UD-A.12.h Promote the use of pervious surface materials to reduce runoff and infiltrate storm water. ~~improve groundwater recharge.~~
- 

*Edited policy to address PC and planning group issues.*

- UD-A.14. Design project signs to ~~Provide comprehensive project sign plans~~ effectively utilize sign area and complement the character of the structure and setting.

## Staff Recommended Edits

- a. ~~Design signs as a means to communicate a unified theme and identity for the project.~~ Architecturally integrate signs into project design.
- b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation.
- c. Post signs to provide directions and rules of conduct where appropriate behavior control is necessary.
- d. Design signs to minimize negative visual impacts.
- e. Address community-specific sign issues in community plans, where needed.

---

*UD-A.16 subpolicies a, b, & c have been revised as follows, per Planning Commission comments:*

- a. Convert overhead utility wires and poles, and ~~associated~~ overhead structures such as those associated with ~~for~~ supplying electric, communication, community antenna television, or similar services to underground.
- b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventors, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fence-like elements.
- c. Traffic operational features such as ~~Street~~ streetlights, traffic signals, control boxes, street signs and similar ~~operational features~~ facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access,.....

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*Edited subpolicies per public comments:*

UD-C.1.d.

2. Where multiple property owners are involved in a village development, develop incentives or other mechanisms to help ~~achieve equity in the distribution of development rights and the provision~~ well-located of public spaces

*Edit subpolicy:*

UD-C.1.e

- e. Utilize existing or create new Land Development Code zone packages or other regulations as needed ~~Create new zoning categories~~ for mixed-use development.

## Staff Recommended Edits

*Add subpolicy per Planning Commission comments, and renumber subsequent bullets accordingly:*

### UD-C.5

- a. Establish build-to lines to frame and define village center public space and pedestrian streets.
- 

*Section UD-F edits, related to public art, as follows:*

UD-F.1. ~~Integrate~~ ~~Incorporate~~ public art and cultural amenities that respond to the nature and context of ~~correspond, in complementary or contrasting way~~ their surroundings. Consider the unique qualities nature of the community and the special character of the area in the development of public art and programming for cultural amenities. ~~artworks.~~

*Changed UD-F.1.b:* Use public art and cultural amenities to improve the design and public support for public infrastructure projects."

*Eliminated UD-F.1.c. (This idea is effectively captured in UD-F.1.f.)*

*Edited UD-F.1.g.:* "Encourage involvement of recognized community planning groups and other community stakeholders in the decision-making process regarding public art and cultural amenities."

*Replaced "cultural activities" appears, with "cultural amenities": 4th sentence in UD-F "Discussion", UD-F.1.b, UD-F.1.d, UD-F.2.c, UD-F.2.d, UD-F.3.a.*

*Eliminated UD-F.2.b. (This idea is effectively captured in UD-F.2.c.)*

*Edited UD-F.2.c:* "Support public art and cultural amenities that explore, reflect and respond to the diverse facets of historic and contemporary San Diego life.

*Edited UD-F.3.c:* "Encourage the use of public art in...."

*Edited UD-F.3.g:* "Encourage temporary public artworks to create a dynamic and...."

---

*A reference to Conservation Element policy CE-A.12 has been added to policy UD-A.12.i, in response to Planning Commission comments:*

- i. Use trees and other landscape to provide shade, screening, and filtering of storm water runoff in parking lots (See Policy CE-A.12).

## Staff Recommended Edits

### Economic Prosperity Element

*Where not otherwise noted, the edits were made for clarification purposes.*

#### *Economic Base Sector Industrial Uses*

##### *P. EP-6, Discussion Text, middle of paragraph 2*

.... High technology manufacturing, and research and development are the most significant because they support middle-income employment that is essential to preserve a healthy economic base. In San Diego, these uses are growing and becoming more internationally competitive. The retention of these uses also preserves the City's ability to maintain a stable tax base and support higher levels of municipal services for a growing population. Base sector industries primarily include the functions of manufacturing, research and development, assembly, corporate headquarters, warehousing, distribution, marketing, and certain related professional and administrative functions associated with product/process conception, development, sales, and distribution.

##### *P. EP-6, Discussion Text, paragraph 4*

Long-term changes in the economy have increasingly favored San Diego as a location for research and development functions, much most of which can be performed in an office setting or flexible industrial space.

##### *P. EP-7, Discussion Text*

#### *Industrial and Prime Industrial Land*

Prime industrial land as depicted on Figure EP-1 identifies areas that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses ~~and selected business services~~. These areas are part of even larger areas that provide a significant benefit to the regional economy and meet General Plan goals and objectives to encourage a strong economic base. There are six criteria to analyze to determine whether a particular area should be identified as prime industrial land (see Appendix C, EP-1). While not a selection criterion, some the areas depicted on the map include supportive business uses.

It is anticipated that the Industrial and Prime Industrial Land Map will be revised over time, particularly as appropriate land uses are evaluated during comprehensive community plan updates. ~~Although the identification of prime industrial lands is intended to protect valuable employment land for base sector industries, it does not re-designate or rezone property, nor does it influence the processing of ministerial permits.~~ Land identified as Prime Industrial will undergo additional scrutiny if land use amendments are proposed that could diminish their potential role for base-sector and related employment uses either before or after comprehensive community plan updates. The identification of prime industrial lands is intended to protect valuable employment

## Staff Recommended Edits

land for base sector industries. The identification of land as Prime Industrial does not change the land use designation or zoning of a property, nor influence the processing of ministerial permits.

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*P. EP-8, Figure EP-1*

*Made the following revisions:*

- *Revised the map name to: Industrial and Prime Industrial Land Identification.*
  - *Revised the legend identifiers to state: “Areas where Prime Industrial policies apply” and “Areas where Other Industrial policies apply” where appropriate.*
  - *Removed the Scripps Green Hospital site on the west side of Torrey Pines Road was removed as identified Prime Industrial. Note: The inclusion of the hospital site in PIL was a mapping error.*
  - *Replaced the hatching shown on the map with a solid color.*
  - *Removed community plan name labels.*
- 

*This change was made because the Industrial and Prime Industrial Land Map is not a land use designation map.*

- EP-A.12. Protect Prime Industrial Land as shown on the Industrial and Prime Industrial Land Map, Figure EP-1. As community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered.
- a. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments/~~rezones~~ lead to an addition of Prime Industrial Lands, or conversely, a conversion of Prime Industrial Land uses to other uses that would necessitate the removal of properties from the Prime Industrial Land ~~designation.~~ identification.
- 

*P. EP-9, Discussion Text was edited for clarification, to ensure that this discussion text is consistent with Land Use Element Table LU-4 (since office use is “limited” in four of the seven recommended Industrial/Employment community plan designations) and to ensure consistency with the related policies.*

In order to maintain an adequate supply of land to accommodate base sector employment uses; residential, ~~retail~~ and some commercial and institutional uses should be limited in prime industrial areas until, or unless, a comprehensive study is performed to demonstrate the preservation of land for industrial and other base-sector activities is no longer needed, in accordance with policies EP-A.12 through EP-A.15. The identification of prime industrial land does not preclude the future application of any of the Industrial Employment land use designations in Table LU-4, provided that residential use is not included.

---

## Staff Recommended Edits

*P. EP-12, Policy edited as requested by Planning Commission*

EP-A.15 The identification of Prime Industrial Land on any property does not preclude the development or redevelopment of such property pursuant to the development regulations and permitted uses of the existing zone and community plan designation, nor does it limit the application of any of the Industrial Employment recommended community plan land use designations in Table LU-4, provided that residential use is not included.

---

*P. EP-13, Policies*

*Insert the subtitle "All Industrial Areas" between policies EP-A.19 and EP-A.20.*

---

*Delete Policy EP-A.21 in its entirety deleted because it duplicates a provision in Policy E-A.20.*

~~For discretionary review of projects involving residential uses, require payment of the conversion/collocations project's fair share of community facilities require to serve the additional units at the time of occupancy.~~

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*P. EP-14 Discussion Text, 3<sup>rd</sup> paragraph, add a new sentence to the end of the paragraph as follows, per Planning Commission comments:*

These areas can also foster entrepreneurial opportunities and wealth creation for urban populations.

---

*P. EP-18, Figure EP-2*

*Made the following revisions:*

- *Removed subregional map labels*
  - *Changed Centre City to Downtown*
  - *Removed subregional employment area and "the" from each legend feature*
- 

*P. EP-35 Appendix C, EP-3, Guidelines for the Regional Center and Subregional Employment Areas. Add this page from the October 2006 draft which was not included due to a printing error.*

---

## Staff Recommended Edits

*P. EP-37, Policy*

*Economic Information, Monitoring, and Strategic Initiatives*

*Delete this policy in its entirety, as requested by the Land Use and Housing Committee*

~~EP L.3. — Prepare a Market and Fiscal Analysis for discretionary permits involving large retail establishments over 100,000 sq. ft. of gross floor area.~~

---

*Add pages AP-36-39 from October, 2006 Draft to the Appendix.*

*Note: The removal of these pages from the September 2007 draft was a printing error.*

## Staff Recommended Edits

### Public Facilities, Services, and Safety Element

*Figure PF-1 Make the following revisions:*

- Northern area of the University Planning Area was changed to a Facilities Benefit Assessment area. (Note: The southern area of the University Planning Area is a Development Impact Fee area).
  - The community plan name labels were removed.
- 

*Figure PF-3 Change the type of symbols used on the map*

---

*Figure PF-4 Change the type of symbols used on the map and update the police station locations.*

---

*Figure PF-6 Change the type of symbols used on the map and update the library locations.*

---

*Figure PF- Change the type of symbols used on the map.*

---

*Edit policy to consider community preferences, per CPC recommendations:*

PF-B.3.b edit first bullet:

- Conformance with community plans and public facilities financing plans (PFFPs). Additionally consider community priorities, when preferences are expressed in the community plan, PFFP, or by a vote of the recognized community planning group.

*Add to page PF-17 discussion:*

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

---

## Staff Recommended Edits

*As a part of a package of edits addressing wildfires, text added to Section D. Fire Rescue as follows:*

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

The extended droughts characteristic of the region's Mediterranean climate and increasingly severe dry periods associated with global warming results in large areas of dry, native vegetation that provides fuel for wildland fires. The most critical times of year for wildland fires are late summer and fall when Santa Ana winds bring hot, dry desert air into the region. The air temperature quickly dries vegetation, thereby increasing the amount of natural fuel. The Santa Ana conditions create wind-driven fires such as 2003 and 2007 wildfires, which require more fire-rescue assets than the City has available.

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

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

-----

## Staff Recommended Edits

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 Table PF-2 was updated to correct footnote #1, as shown below.

**TABLE PF-2 Water Treatment and Capacity**

Water Treatment Plant	Year Built	Rated 2006 Capacity (in million gallons per day)	Service Area
Miramar Water Treatment Plant	1962	140 MGD <sup>1</sup>	North San Diego (north of San Diego River)
Alvarado Water Treatment Plant	1951	120 MGD <sup>2</sup>	Central San Diego (National City to the San Diego River)
Otay Water Treatment Plant	1940	34 MGD <sup>3</sup>	South San Diego (Border area)

<sup>1</sup> Ongoing improvements will increase rated capacity to 215 MGD by 2011.

<sup>2</sup> Ongoing improvements will increase rated capacity to 200 MGD by 2011.

<sup>3</sup> Upon completion of improvements, rated capacity will increase to 40 MGD by 2011.

-----  
 Introduction on Page PF-4 revised as follows:

In response to limits on the General Fund and following a period of rapid growth in the 1980s and passage of the Mitigation Fee Act (California Government Code §66000-66025), the City Council adopted a Development Impact Fee (DIF) ~~resolution~~ordinance in 1987. The fee ~~resolution~~ordinance allowed for the establishment of DIFs in urbanized communities to collect a proportional fair-share of capital improvements needed to offset the impact of the development.

-----  
 Figure PF-5 Made the following revisions:

- 1) Added a label for National City.
- 2) Changed the Otay River Pump Station (near Imperial Beach) from a square to a circle.
- 3) Changed the legend for squares from "Proposed Facility or Under Construction" to "Proposed Facility" since there are not any under construction.
- 4) Removed the following:
  - a) The International Wastewater Treatment Plant and associated circle (not a San Diego asset)
  - b) Pump Station 77 and associated circle (one of 83 pump stations, not big enough to include)
  - c) Agua 2000 Research Center San Pasqual WRP and associated circle (no longer in use)

## Staff Recommended Edits

5) Typo corrected 'Digetsted' to "Digested" (just east of Mission Bay).

---

*Policy edited per Planning Commission recommendations:*

- PF-D.4. Provide a ~~minimum~~ 3/4-acre fire station site area and allow room for station expansion with additional considerations:
- a.—Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;
  - Acquire adjacent sites that would allow for station expansion as opportunities allow; and
  - Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.
- 

*Policy edit for clarity:*

PF-E.6. Monitor how development affects ~~Provide a mechanism for police services personnel to analyze the effects development has on average police response time goals and police facilities needs (see also PF-C.5).~~

*Policy edits to strengthen policies:*

PF-F.12. Maximize the beneficial use of sludge ~~to the extent feasible~~.

PF-G.2. Install infrastructure that, ~~where feasible~~, includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.

PF-H.3.a

- a. Plan for a water supply and emergency reserves to meet peak load demand during a natural disaster such as a fire or earthquake.
- 

*Edited to address PC comment.*

PF-I.2.

- f. Reduce and recycle Construction and Demolition (C&D) debris. ~~to the extent feasible~~. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent by weight of all other material ~~by weight~~.
-

## Staff Recommended Edits

- PF-I.3.h Use closed and inactive landfill sites for public benefits, such as provision of energy from waste generated methane, creation of wildlife habitat upon proper remediation or other land uses, such as parks, determined to be appropriate.

---

*Added to Section I Waste Management background, paragraph starting with “Even with expanded waste processing requirements and opportunities...”*

The majority of waste (that is not diverted to beneficial use) is disposed of at the Miramar Landfill, which is expected to be in operation through 2011, and with approval of pending applications, through 2016. Almost all of the remaining San Diego waste goes to other landfills, including two privately-operated landfills: the Sycamore Landfill, located within the City of San Diego, and the Otay Landfill, located in the unincorporated area of the County of San Diego. Depending on how much waste is accepted, the Otay Landfill is projected to last through 2025, and the Sycamore Landfill through 2033.

- PF I.5 Plan for sufficient waste handling and disposal capacity to meet existing and future needs.
- a. Evaluate existing waste disposal facilities for potential expansion of sites for new disposal facilities.

PF-J.1. Develop and maintain a Central Library to adequately support the branch libraries and serve ~~the~~ as a major resource library for the region and beyond.

PF-K.6. Expand and ~~C~~ontinue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section D) and community programs, and also for public facility opportunities.

---

*Section P First Goal revised as follows:*

- ◆ A city and region that, through diligent planning, organizing, and training is able to prevent, respond to, and recover from ~~prepared for~~ man-made and natural disasters.

*Background in Section P. Disaster Preparedness revised as follows:*

The countywide plan identifies risks posed by natural and manmade disasters including fires, earthquakes, landslides, and floods and ways to minimize damage from those disasters.

## Staff Recommended Edits

### Recreation Element

Figure RE-2 Make the following edits:

- Change figure title to: Planning Areas by Community Park Planning Regions
  - Add military installations to the map
  - Rename Centre City to Downtown
- 

The following edits to Section F are proposed at the request of the Centre City Development Corporation:

Section F

Discussion text, p. RE-24

Retrofitting older neighborhoods to add new parks must be achieved with solutions that balance the often competing needs of parks, housing and other land uses. The Public Facilities, Services and Safety Element provides additional goals and policies related to funding of parks and recreation facilities. Additionally, Downtown San Diego has a small block pattern and limited vacant land, and as the regional core is targeted for extensive, high-intensity vertical development, therefore necessitating creative and flexible methods for downtown to fulfill city-wide goals, policies and standards.

Section F

Table RE-5

Add “Green Streets or linear street parks” to the equivalency examples identified in Table RE-5

Add a new RE-F.9.e

- e. Use the Parks Master Plan, Downtown Community Plan, and/or a specific Downtown Parks Plan, to determine appropriate downtown population-based park and recreation facility equivalencies that consider but are not limited to the following: partnerships with publicly accessible private recreation facilities, nonprofit and educational entities; rooftop recreation facilities; green streets and linear street parks; and other similar creative ways to meet City’s goals, policies and standards.
- 

Edit as follows, per public comment:

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

---

## Staff Recommended Edits

*Per Planning Commission comments, add a new RE-F.8.c*

- c. Include military family housing populations when calculating population-based park requirements.

-----  
*Edit for clarification purposes.*

*Add a new RE-F.9.a.i*

- i. Continue the ongoing practice of developing joint use facilities utilizing a public input process; joint use facilities may be developed prior to the adoption of the Parks Master Plan.

*Revise the first sentence of RE-F.9.d:*

- d. Through the community plan, public facilities financing plan update/amendment, or Parks Master Plan processes, evaluate whether specific portions of resource-based parks and open space satisfy population-based park acreage requirements. ....

-----  
*Staff will reorder the element, in accordance with Planning Commission comments, as identified in Attachment 12.*

## Staff Recommended Edits

### Conservation Element

*Figure CE-5. Add the following to the map figure: Source: Federal Emergency Management Agency*

---

*Replace the previous CE-A5 as follows, based on NR&C's recommendation. Note that new text is underlined, but deleted text is not represented in order to provide a more legible draft policy. Please refer to the September 2007 draft if you wish to compare the proposed text with the precise language in that draft.*

- CE-A.5 Employ sustainable or “green” building techniques for the construction and operation of buildings.
- a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and strive for net zero energy consumption by 2020 for new buildings. This can be accomplished through factors including, but not limited to:
    - Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology.
    - Minimizing energy use through innovative site design and building orientation that address factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens.
    - Employing self-generation of energy using renewable technologies.
    - Combining energy efficiency measures that have longer payback periods with measures that have shorter payback periods;
    - Reducing levels of non-essential lighting, heating and cooling; and
    - Using energy efficient appliances and lighting.
  - b. Provide technical services for “green” buildings in partnership with other agencies and organizations.

---

*Edit the following policies in response to Attorney General , Planning Commission and public comments.*

*CE-A.6 is a revised version of policy CE-A.5a:*

- CE-A.6. Design new and major remodels to City buildings, and where feasible, long-term building leases for City facilities, to achieve at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design

## Staff Recommended Edits

(LEED™) Green Building Rating System to conserve resources, including but not limited to energy and renewable resources.

- CE-A.7b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Where feasible, ~~select~~ low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.
- CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings ~~where feasible~~.
- CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including such as:
- Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases.
  - Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; ~~and~~
  - Removing code obstacles to using recycled materials in buildings and for construction; and
  - Implementing effective economic incentives to recycle construction and demolition debris (see also PF-I.2).

*Edit CE-A.11 and subpolicies a, f, & i.*

- CE-A.11. Implement sustainable landscape design and maintenance, ~~where feasible~~.
- ~~Apply the Use of~~ integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.
  - f. Strive to incorporate existing mature trees and native vegetation into site designs.
  - i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible.

---

*Edit Policy CE-A.13, in response to Attorney General and NR&C comments:*

- CE-A.13 Regularly monitor and update the City's Climate Protection Action Plan, to ensure, at a minimum compliance with all applicable federal, state and local laws.

## Staff Recommended Edits

- a. Inventory greenhouse gas emissions, including emissions for the City of San Diego community-at-large and for the City of San Diego as an organization.
- b. Identify actions and programs designed to reduce the climate change impacts caused by the community-at-large and the City of San Diego as an organization.

---

*Discussion and policy edits to clarify that open space serves many purposes, per planning group comments.*

Open space may be defined as land or water areas that are undeveloped, generally free from development, or developed with low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. ~~Open space is generally non-urban in character and~~ may have utility for: primarily passive park and recreation use ~~purposes~~; conservation of land, water, or other natural biological resources; ~~or~~ historic or scenic purposes; visual relief; or landform preservation. San Diego's many canyons, valleys, mesas, hillsides, beaches, and other landforms create a unique setting that fosters biodiversity, a sense of place, and recreational opportunities. Designated parks and open spaces are shown on the General Plan Land Use and Street System Map (see Land Use Element, Figure LU-2).

*Add a new paragraph to the end of the Section B Discussion as follows:*

Open space that is designated in community plans and other land use plans is an important component of the open space system because of its value in protecting natural landforms, defining community boundaries, providing natural linkages between communities, providing visually appealing open spaces, and protecting habitat and biological systems of community importance that are not otherwise included in the MHPA.

- CE-B.1. Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities, or provide outdoor recreational opportunities.
- c. Protect ~~community~~ urban canyons and other important community open spaces including those that have been designated in community plans for the many ~~conservation~~ benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections B and E; Urban Design Element, Section A).

## Staff Recommended Edits

*Edit in response to public comment:*

CE-B.2

- a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits.
- b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased~~minimize~~ erosion and landform impacts.

-----  
*Refinements to brush management policies, in accordance with comments at the Planning Commission, and NR&C hearings.*

CE-B.6 Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures (see also UD-A.3.o). Continue to implement a citywide brush management system.

-----

*Various edits in response to public comments.*

CE-D.1.n Educate the public on wise water use.

*Move policy CE-D.1.f to CE-D.4.a.*

CE-E.2.f Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts.

CE-F.6. Encourage and ~~where feasible~~ provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.

CE-G.4. Protect~~Consider~~ important ecological resources when ~~determining where to~~ applying floodplain regulations and development guidelines.

CE-H.8. Implement a “no net loss” approach to wetlands conservation in accordance with all city, state, and federal regulations.

## Staff Recommended Edits

*Edit in response to NR&C Comments:*

- CE-I.2. Coordinate City energy planning programs with federal, state and regional agencies. Greatly enhance energy efficiency and use of clean renewable resources, and redirect more energy consumption to off-peak hours.
- CE-I.10. Use renewable energy sources to generate energy ~~needed by new development~~ to the extent feasible.
- CE-I.12. Use small, decentralized, aesthetically-designed energy efficient power generation facilities to the extent~~where~~ feasible.

## Staff Recommended Edits

### Noise Element

*Add the follow text to Section D discussion:* The City evaluates the potential aircraft noise impacts on noise sensitive land uses when considering the siting or expansion of airports, heliports, and helistops/helipads as addressed in the Land Use Element.

*Add the following underlined text in Section D, Helicopter Operations:* The noise levels associated with operations at a heliport or helipad/helistop depend upon the flight path, the helicopter types used, the number of operations, and the time of day.

---

*Make the following edit in Section E:* Day and night commercial/entertainment activities and special and sporting events in the ~~Centre City~~ Downtown and other mixed residential/commercial-use areas located citywide can generate urban noise throughout the year.

---

*Policy NE-D5 was removed.*

*Subsequent policies will be renumbered accordingly.*

---

*The corrections were made to the following sentence in Section F discussion:* Although not generally considered compatible, the City conditionally allows industrial uses except for research and development up to the 80 dBA CNEL in areas where community plans allow for industrial uses, ~~with existing surrounding~~ existing industrial uses ~~exist~~, and ~~have~~ existing noise levels ~~that~~ exceed 75 dBA CNEL, but ensure that ~~future~~ industrial uses does not generate noise levels above 75 dBA.

## Staff Recommended Edits

### Historic Preservation Element

#### *Edit to Table HP-1 Regional History*

- William Heath Davis founded the earliest American development of “New Town” in 1850

#### *Edit to Section A discussion*

Surveys are enhanced and the results are more meaningful when consultation with cultural, ethnic and racial groups, historic preservation groups, and community and neighborhood groups and leaders are included as part of the background research and context statements.

#### *Edit to HP-A.2 subpolicies*

- b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property homeowners, community and historic preservation groups, land developers, Native Americans, and the building industry.
- c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods and non-residential historical resources in the community plan update process.

#### *Edit to HP-A.4 subpolicy*

- b. Complete and regularly update a comprehensive citywide inventory of historical and cultural resources in conformance with state standards and procedures. Include community, neighborhood, cultural, and historic preservation groups, property owners, land developers, and the building industry in planning and implementing historic surveys.

#### *Edit to HP-A.5 subpolicies*

- a. Due to their importance, d~~Designate important~~ historical resources using the City's adopted designation criteria, State Register criteria, and National Register criteria.
- c. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees and other hardscape and cultural landscape elements, in addition to designated historical buildings, structures and sites that contribute to the historic character of a neighborhood.

#### *Edit to HP-B.2 subpolicy*

- c. Create incentives to encourage the protection and preservation of designated historical buildings, structures, and objects and important

## Staff Recommended Edits

archaeological sites ~~in situ on privately owned property.~~

- g. Foster preservation and adaptive reuse of designated historical buildings and structures by allowing retention of non-conforming setbacks without requiring a variance or hardship finding. Allow ~~t~~The use of a Neighborhood Development Permit with a finding that the proposed reuse does not adversely affect the community plan or General Plan ~~that calls for preservation~~ because it would be beneficial in this regard.

## Staff Recommended Edits

### Glossary

**Best Practice:** The most efficient (least amount of effort) and effective (best results) way of accomplishing a task, based on repeatable procedures that have proven themselves over time.

**Capital Improvements Program (CIP):**

A program established by a city or county government ~~and reviewed by its planning commission,~~ which schedules permanent improvements, usually for a minimum of five years in the future to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

**Congestion Management Program:** State-mandated program to monitor roadway congestion and assess the overall performance of the region's transportation system. Based upon this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system. Required of every county in California with a population of 50,000 or more to qualify for certain state and federal funds.

**Cultural Amenities:** Designated space or programming for individual and group presentations, exhibitions or public performances involving music, dance, theatre, opera, literature, visual arts or any combination of media or genres currently known or which may come to be known.

**High Occupancy Vehicle (HOV)**

**Facility:** A transportation facility reserved for vehicles with a driver and one or more passengers, including transit vehicles.

**Intelligent Transportation Systems:** Electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of the surface transportation system. See page ME-32 for more

## Staff Recommended Edits

information. Technologies that are designed to more effectively move automobiles and transit, and to convey information to the traveling public, including devices that integrate with traffic signal systems and allow transit vehicles to have priority over other vehicles; global positioning technology that provides real-time schedule information to riders and electronic fare payment for greater customer convenience.

### **Mobility**

As it relates to transportation, the ability to move. Among other things, can depend on motor skills, assistive devices, transportation infrastructure (sidewalks, roadways, bikeways, light rail, heavy rail, control devices, etc.), vehicles (bikes, cars, trucks, busses, trolleys, rail cars), transit service (hours of operation, frequency), and congestion.

### **Modes**

Different types of travel such as public transit, automobile, commuter rail, cycling, or walking.

### **Net Zero Energy**

Net zero energy use is achieved when the amount of electricity put back into the grid equals the amount used from the grid, on an annual basis. The net zero energy concept is based on the State Department of Energy's Zero Energy Homes research initiative. A net zero energy structure combines state-of-the-art, energy-efficient construction and appliances with commercially available renewable energy systems such as solar water heating and solar electricity and results in net zero consumption from the utility provider.

### **Open Space Land:**

Land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space is may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.  
Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of: (1) the preservation

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of natural resources, — (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety

### **Parking Management:**

Employing complementary policies and programs designed to optimize the use of public and private parking resources. An evolving transportation demand management technique designed to obtain maximum use from a limited number of parking spaces.

### **Pedestrian Refuge:**

Also known as a “Pedestrian Refuge Island”, is a designated area defined as an area within an intersection or between lanes of opposing traffic where pedestrians may safely wait ~~tk~~ until vehicular traffic clears, allowing them to cross a street. Pedestrian Refuges can significantly reduce delay in crossing unsignalized intersections uncontrolled locations since the pedestrian need only search for vehicles in a gap in traffic one direction at a time.

### **Public Art:**

Artworks that are created using public funds and located in public places. Artworks must be designed or specified by a professional artist, displayed on public property that reflects the local environment, cultural values, and artistic vitality of a community in which it exists.

### **Shared Parking:**

Parking spaces shared by more than one user. Allows multiple users on one site to take advantage of different parking demand peaking characteristics. Off-site shared parking arrangements can also be used to meet parking needs by utilizing available off site parking supply. For example, parking spaces that are shared among various employees at a particular worksite, or parking that is shared by customers at a variety of businesses located in a shopping center.

**Smart Growth Incentive Program:** A pilot program based on the SANDAG Regional Comprehensive Plan (RCP); using funding incentives to encourage coordinated regional planning to bring transit service, housing, and employment together in smart growth development.

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<b>Surface Transportation:</b>	<u>Means of moving persons or goods from one place to another, including by foot, bicycle, motor vehicle, transit (bus, light rail), rail, and truck.</u>
<b>Sustainable Development:</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their <del>own</del> needs. In the City of San Diego, the result would be compact, village-like development that ensures the maximum use of underutilized sites, encourages the use of public transport, <u>cycling and walking over</u> <del>discourages</del> the use of the private car, and minimizes water, air, biological and other impacts on the local environment and communities.
<b>Transit Occupancy Tax:</b>	A method of funding tourism <u>marketing</u> efforts through tax dollars collected in a Transit Occupancy Tax (TOT) which is charged as a special tax to those staying in local hotels.
<b>Trips:</b>	<u>A movement from the beginning of travel to a destination.</u> <del>A single round or tour on an errand.</del>
<b>Universal Design:</b>	<u>Strives to be a broad-spectrum solution that helps everyone, not just people with disabilities.</u>
<b>Usability</b>	<u>Used to describe how easily an entity (e.g., device, service, environment) can be used by any type of user.</u>
<b>Vehicle Trip Generation Rates:</b>	<u>Average number of one-way vehicle trips generated per unit of a specified land use type, such as per dwelling unit of multi-family residential or per 1,000 square feet of high rise office. Rates are determined by empirical data.</u> <del>Average amount of one-way vehicle trips.</del>