

RESOLUTION NUMBER R- 30347

DATE OF FINAL PASSAGE MAR 14 2008

(R-2008-685)

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THE GENERAL PLAN PEIR AND ADOPTING THE FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, in January 2003, the City of San Diego began a comprehensive General Plan Update to set out a long-range vision and comprehensive policy framework for the next 20 to 30 years of the City's projected growth and development, provision of public services, and maintenance of the qualities that define San Diego;

WHEREAS, the Draft General Plan was set for public hearings on November 1, 2007 and November 8, 2007 in order for the Planning Commission to make a recommendation to the City Council; and

WHEREAS, on November 8, 2007, after extensive public hearings, the Planning Commission of the City of San Diego recommended the adoption of the 2008 General Plan, an update to the 1979 Progress Guide and General Plan, with certain modifications, by Resolution No. XXX-PC; and

WHEREAS, the Draft General Plan was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on MAR 10 2008; and

WHEREAS, the Council of the City of San Diego considered the issues discussed in Program Environmental Impact Report [PEIR] No. 104495; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it is certified that PEIR No. 104495, on file in the office of the City Clerk, has been completed in compliance

with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of the City of San Diego as Lead Agency, and that the information contained in said report, together with any comments received during the public review process, has been reviewed and considered by this Council in connection with the approval of the comprehensive General Plan update.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the findings made with respect to the project, a copy of which is on file in the office of the City Clerk and incorporated herein by reference as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council adopts the Statement of Overriding Considerations, a copy of which is on file in the office of the City Clerk and incorporated herein by reference as Exhibit B, with respect to the project.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto, as Exhibit C, and incorporated herein by reference.

(R-2008-685)

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination [NOD] with the Clerk of the Board of Supervisors for the County of San Diego regarding the above project.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By *NMF*
Nina M. Fain
Deputy City Attorney

NMF:mm
02/15/08
Or.Dept:Planning
R-2008-685
MMS#5931

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of MAR 10 2008 .

ELIZABETH S. MALAND
City Clerk

By *Jerry Richard*
Deputy City Clerk

Approved: 3.14.08
(date)

 JSL
JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

(R-2008-685)

ATTACHMENT(S): Exhibit A, Findings
Exhibit B, Statement of Overriding Considerations
Exhibit C, Mitigation Monitoring and Reporting Program

EXHIBIT A

CANDIDATE FINDINGS REGARDING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO 2008 GENERAL PLAN UPDATE

I. INTRODUCTION

The following Findings and Statement of Overriding Considerations are made for the San Diego General Plan Update (hereinafter referred to as the "PROJECT"). The environmental effects of the PROJECT are addressed in a Program EIR (Project No. 104495 /SCH No. 2006091032), dated April 25, 2007, which is incorporated by reference herein. As stated in the Additional Information Statement (AIS) to the EIR, dated April 26, 2007, the environmental impacts associated with the implementation of the PROJECT will be significant and unavoidable.

While the PEIR analyzed Draft General Plan policies designed to promote smart growth, sustainability, and environmentally responsible development, the environmental impacts associated with the implementation of the Draft General Plan were found to be significant and unavoidable in all issue areas. This determination was made not because the policies themselves are considered harmful to the environment, but because there is uncertainty related to future implementation through community plan land use designations, applied zoning, and proposed development. Since the degree of impact and applicability, feasibility, and success of mitigation framework measures cannot be adequately known for each future specific development project at the program level of analysis, program level impacts were called out as significant and unavoidable. The PEIR concludes that the full impacts of any future specific development project under the General Plan can only be determined at the project level of analysis.

The California Environmental Quality Act (CEQA) (California Public Resources Code §21000 *et. seq.* and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 *et. seq.*) require that no public agency shall approve or carry out a project which identifies one or more significant environmental effects of a project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can or should be adopted by that other agency; or
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained

workers, make infeasible the mitigation measures or alternatives identified in the EIR (CEQA, §21081(a); Guidelines, §15091(a)).

CEQA requires that the findings made pursuant to §15091 shall be supported by substantial evidence in the record. Under CEQA, substantial evidence means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Guidelines, §15384).

CEQA also requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining whether to approve the project. If specific benefits of a proposed project outweigh the unavoidable adverse environmental effects, the effects may be considered "acceptable" (Guidelines, §15091(a)). CEQA further require that, where the decision of the public agency allows the occurrence of significant effects which are identified in the EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record and does not substitute for, and shall be in addition to, findings required pursuant to §15091. (Guidelines, §15093(b) and (c).)

The following Findings and Statement of Overriding Considerations have been submitted by the applicant as candidate findings to be made by the decision-making body. The Environmental Analysis Section of the Development Services Department does not recommend that the discretionary body adopt or reject these findings. They are attached to allow readers of this report an opportunity to review potential reasons for approving the PROJECT despite the significant and unavoidable effects identified in the Final EIR.

II. PROJECT DESCRIPTION AND PURPOSE

The City of San Diego's October 2006 Draft General Plan (Draft General Plan) is the proposed PROJECT. The PROJECT sets out a long-range vision and comprehensive policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years. The preparation of the PROJECT has been guided by the "City of Villages" growth strategy and citywide policy direction contained within the General Plan Strategic Framework Element (SFE) adopted by the City Council on October 22, 2002. Because less than four percent of the City's land remains vacant, the PROJECT represents a shift in focus from how to develop vacant land to how to reinvest in existing communities as described with the City of Villages strategy. Therefore, the City has drafted new policies and programs to support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers.

The City of Villages strategy will continue to help meet the long-term needs of the City through the

incremental redevelopment of aging buildings and sites. The City's communities already have districts of different scales, many 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. As the villages become more fully developed, their individual personalities will become more defined and their development patterns will become more varied and distinctive. By directing growth primarily toward village centers, the strategy in the PROJECT works to preserve established residential neighborhoods and manage the City's growth over the long term. The City has developed the PROJECT within the context of state planning requirements, regional plans and population projections, and the issues and needs unique to the City of San Diego. As a result, the PROJECT establishes guiding principles and primary goals and objectives to achieve:

- An open space network formed by parks, canyons, river valleys, habitats, beaches, and ocean;
- Diverse residential communities formed by the open space network;
- Compact and walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of transit, roadways, and freeways that efficiently links communities and villages to each other and to employment centers;
- High quality and well-maintained public facilities to serve the City's population, workers, and visitors;
- Historic districts and sites that respect our heritage;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- A clean and sustainable environment; and,
- A high aesthetic standard.

The rate at which the City of Villages concept can be applied throughout the City will be determined largely by market demand, public support, and the rate at which infrastructure deficiencies can be remedied. For example, as urban area transit service is improved, many potential village locations could begin to develop in accordance with the City of Villages concept. However, even if transit deficiencies and other infrastructure needs are fully addressed in the next two decades, it is likely that the transition from the current auto-oriented pattern of development to a more diversified pattern built with transit- and pedestrian-orientation will take many years to be fully achieved, which would extend beyond the lifetime of the PROJECT. Another significant factor that will influence the pace at which the City of Villages strategy will be implemented is the rate of future population growth in the San Diego region. Furthermore, specific demographic trends such as an increasing elderly population or other demographic group that cannot or prefer not to drive will increase the demand for mixed-use, mixed-income neighborhoods that are accessible by transit or walking to a full-range of services and facilities. It should also be noted that future environmental, political, and economic conditions and other factors that cannot be predicted at the present time could affect the rate and scale of San Diego's growth and development.

The PROJECT provides a broad range of citywide policies that affect land development, though these policies are only intended to provide the foundation for specific community plan updates to be used in the processing of discretionary projects and to provide direction for public projects, master plans, and other implementation programs. The PROJECT and community plans are to play complementary roles to ensure that quality of life is maintained, essential community character is respected, and that public facilities are provided. Because the City of San Diego is so large and diverse, the PROJECT does not provide location specific recommendations. It is the role of the community plans (as a part of the Land Use and Community Planning Element of the PROJECT) to provide site-specific policies and recommendations. While community plans are in the process of being updated, there may be instances where the policies of the community plan and the PROJECT are not fully aligned. However, currently there are no land use or zoning inconsistencies between the PROJECT and community plans because the PROJECT does not change community plan land use designations. The community plans are the final arbiter on issues of land use, density, and intensity.

Other major implementation initiatives include the Public Facilities Financing Strategy, Economic Development Strategic Plan, Parks Master Plan, and other master plans and strategies. Master plans and strategies offer more in depth analysis and implementation actions associated with their topic areas than is desirable in the PROJECT. However, the formation or amendment of such plans will be evaluated against the policies of the PROJECT. There are also specific legislative, regulatory, administrative, and collaborative implementation actions that will be needed. The PROJECT and the associated Action Plan will be monitored to measure its effectiveness in achieving goals. The General Plan Monitoring Report, initially prepared in 2004, measures progress through: 1) the Action Plan item implementation tracking 2) San Diego Sustainable Community Program Indicators, and 3) community economic indicators. It is expected that environmental review of future discretionary actions may tier from the Program EIR, although separate environmental analysis pursuant to CEQA will not be required for the Action Plan or Monitoring Report. Approval of the PROJECT and certification of the PEIR does not authorize any physical development beyond that allowed by existing plans and ordinances.

The PROJECT would replace the Strategic Framework Element and the *Progress Guide and General Plan* (1979). When the Strategic Framework Element was adopted, there was an associated Five-Year Action Plan that outlined specific actions needed to implement the new Element. A new Action Plan is being prepared to correspond to the elements of the updated General Plan. The PROJECT is comprised of a new Strategic Framework section and the following nine elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; and Historic Preservation. In addition to the elements listed above, the Housing Element is also a mandatory element that is part of the General Plan. However, the City of San Diego's Housing Element 2005-2010 is under separate cover and was adopted by City Council on December 5, 2006.

III. ISSUES ADDRESSED IN EIR

The EIR contains an environmental analysis of the potential impacts associated with implementing the PROJECT. All major environmental topics addressed in the EIR were determined to be significant and unavoidable based on review by the City of San Diego. These topics included: agricultural resources, air quality, biological resources, geologic conditions, health and safety, historical resources, hydrology, land use, mineral resources, noise, paleontological resources, population and housing, public services and facilities, public utilities, transportation/traffic circulation/parking, visual effects and neighborhood character, water supply and quality, growth inducement, and global warming. However, certain issues under the topics addressed in Section IV below will not result in significant environmental impacts.

IV. FINDINGS REGARDING NO SIGNIFICANT ENVIRONMENTAL IMPACTS OR LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS (PUBLIC RESOURCES CODE §21081(a)(1))

The City, having reviewed and considered the information contained in the EIR, including the AIS, finds pursuant to Public Resources Code §21081(a)(1) and Guidelines §15091(a)(1) that the PROJECT would have no significant environmental impact or an environmental impact less than significant for one or more threshold questions in the following environmental issue areas: air quality, biological resources, health and safety, land use, and public utilities.

A. Air Quality (Project-level and Cumulative)

Potential Impacts: The PROJECT would not have significant project-level or cumulative impacts to the following environmental issue:

- Results in an increased number of automobile, train, or airplane trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state and federal clean air standards, including the RAQS or SIP, for CO, ozone and hydrocarbons, NO₂ and SO₂ (project-level or cumulative) or NO_x, CO, and ROG resulting from construction emissions (cumulative).

Facts in Support of Findings: The PROJECT directs the growth and development for the City through goals and policies designed to guide future community plans and projects. The policies focus most future development into mixed-use activity centers, and would result in infill, redevelopment and new development occurring in selected built areas (areas would be identified through the community plan update/amendment process). It would also guide the development of remaining vacant land. SANDAG estimates an approximately 28 percent increase in population by the horizon year 2030 for the PROJECT area. Typically, there is a direct positive relation to new population, automobile use, construction-related activities, and resultant pollutant emissions. While transportation improvements addressed in the recently adopted EIR prepared for the Regional Transportation Plan (RTP) MOBILITY 2030 will relieve some of the increased automobile trips, a net increase of automobile, train and airplane trips is anticipated with or without implementation of the PROJECT due to the increased population.

Construction resulting from implementation of the PROJECT, as described in Section V.(B) below, will result in short-term, localized impacts to the ability to meet standards for NO_x, CO, and ROG. However, the PROJECT area and region are both anticipated to have levels of these pollutants decrease over time due to technological improvements and implementation of PROJECT policies. Therefore when considered with other anticipated development in the region, there would be no cumulative impacts associated with standards for construction-related NO_x, CO, and ROG as all impacts would be localized and temporary.

Overall, implementation of the PROJECT will benefit the region's air quality by helping to relieve traffic congestion and encouraging more efficient transportation methods. The land use (smart growth) concepts of the PROJECT reduce average trip distances and encourage transit or bicycle use. PROJECT policies and actions specifically require conformance of the transportation plans and programs with the SIP, RAQS, and TCM Plan. Other policies strengthen air quality regulations and enhance programs to help meet federal and state air quality standards. Implementing these policies will ensure that the PROJECT would not conflict with or obstruct implementation of the RAQS or other applicable air quality management plans. Furthermore, the California Air Resources Board recognizes that, through the quality improvements such as those described in PROJECT policies, harmful pollutants resulting from mobile sources will continue to decline. This analysis was performed for the entire regional air basin, and therefore impacts from other projects were considered as well for cumulative impacts. Therefore, attainment with regards to standards for CO, ozone and hydrocarbons, NO₂ and SO₂ will be reached even with implementation of the PROJECT and will have impacts below a level of significance, at both the project and cumulative levels of analysis.

B. Biological Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT would not have significant project-level or cumulative impacts to the following environmental issues:

- Affects the long-term conservation of resources by allowing encroachment by urban development into a defined resource planning area (e.g. MHPA);
- Results in a conflict with any local policies or ordinances protecting biological resources; or
- Results in noise impacts on sensitive species.

Facts in Support of Findings: The PROJECT directs the growth and development for the City through goals and policies designed to guide future community plans and projects. The policies focus most future development into mixed-use activity centers, and would result in infill, redevelopment and new development occurring in selected built areas (areas would be identified through the community plan update/amendment process). It would also guide the development of remaining vacant land. The policies of the PROJECT guide the conservation of resources to remain consistent with existing environmental regulations, goals, and policies, including the MSCP, ESL Ordinance, and the City's Biology Guidelines. Implementation of the PROJECT would also be consistent with the MHPA Land Use Adjacency Guidelines. Because specific location of development will be identified through future community plan updates, future growth

may be proposed in or near the MHPA. However, the MSCP Plan contains a provision that requires additional lands be added to the MHPA that have an equal or better biological value than those lands removed for development or impaired. Therefore, the PROJECT is not anticipated to result in any significant direct or indirect impacts on any resource planning area or local policies or ordinances protecting biological resources. Noise impacts on sensitive species habitat lands could result from construction, roadway traffic, or commercial or recreational uses from new development in or near the MHPA. However, the MSCP requires berms, walls, or other noise mitigation measures be developed to mitigate any potential noise impacts to a level below significant. All future projects and community plan updates associated with the PROJECT would incorporate these mitigation measures. Cumulative impacts of encroachment of development into a resource planning area, conflict with local regulations protecting biological resources, or noise impacts on sensitive species also would not occur because of physical location outside of the City limits.

C. Health and Safety (Project-level and Cumulative)

Potential Impacts: The PROJECT would not have significant project-level or cumulative impacts to the following environmental issues:

- Exposes people or structures to a significant risk of loss, injury or death involving flooding, including as a result of dam or levee failure.

Facts in Support of Findings: The PROJECT sets the goals and policies necessary to accommodate an anticipated growth of population and development of housing and other structures over existing levels. The policies encourage future development within mixed-use activity centers, resulting in infill, redevelopment and new development occurring in selected built areas (areas would be identified through the community plan update/amendment process). It would also guide the development of remaining vacant land. Flood hazard areas, including 100-year floodplains and dam inundation areas, exist throughout the PROJECT planning area. Mission Valley contains a variety of land uses, though development of additional residential and business-related uses in this area must comply with existing programs aimed to reduce flooding hazards. Other flood hazard areas are predominantly reserved for Open Space preservation and would not contribute to the impact of flooding hazards on people or structures. Because dams are required to undergo regular inspection for safety, including capacity to not fail during a major seismic event, and the probability of a major earthquake being low when the reservoirs are full, the impacts with dam inundation are not expected to occur.

Though the PROJECT does not specifically locate new development, and serves as a guide for future community plan updates and development projects under which environmental review specific to an area would further evaluate these hazard risks, it is unlikely that development from implementation of the PROJECT located anywhere in the planning area will result in hazard risks to people or structures as a result of flooding. Likewise, the incremental increase in population and structures in a regional context would not create a cumulatively significant impact from flooding.

D. Land Use (Project-level and Cumulative)

Potential Impacts: The PROJECT would not have significant project-level or cumulative impacts to the following environmental issue:

- Conflicts with any adopted environmental plans, including applicable habitat conservation plans.

Facts in Support of Findings: The PROJECT encourages infill and redevelopment occurring in selected built areas (areas would be identified through the community plan update/amendment process) and would guide the development of remaining developable vacant land. The PROJECT policies would be consistent with the overarching MSCP goal to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, while enabling economic growth in the region. The PROJECT requires any future modifications to the MSCP to result in equal or better biological values. Protective measures within adopted regional, state, and federal environmental plans, including applicable habitat conservation plans and compliance with the mandatory policies and regulations of state or federal agencies would ensure that physical changes to the environment associated with the incremental effect of the PROJECT on adopted regional, state, and federal environmental plans, policies and regulations is not cumulatively considerable when viewed in connection with physical changes to the environment associated with future regional development in surrounding jurisdictions. Because key PROJECT policies direct avoidance of conflict with MSCP goals, and are consistent with the MHPA Land Use Adjacency Guidelines relating to drainage, toxics, noise, barriers, invasive species and brush management, the PROJECT is not anticipated to result in any significant direct or cumulative impacts on environmental or habitat conservation plans.

E. Public Utilities (Project-level and Cumulative)

Potential Impacts: The PROJECT would not have significant project-level or cumulative impacts to the following environmental issue:

- Results in the use of excessive amounts of water beyond projected available supplies.

Facts in Support of Findings: The PROJECT directs the growth and development for the City through goals and policies designed to guide future community plans and projects. SANDAG estimates an approximately 28 percent increase in population by the horizon year 2030 for the PROJECT area, and this was used in the calculation for water demand in the County Urban Water Management Plan through 2030. The Water Plan projects reliability of the water supply to meet the needs of the projected population and guides the Water Authority to pursue other strategies to increase water supply in the event of water shortages. The ability to meet additional future water supply needs will rely on the construction of new facilities or the enhancement of existing facilities. The construction and operation of these facilities could potentially cause a significant impact, though this is addressed through a separate question below in Public Utilities Section V.(N). Urban development that may occur under the PROJECT is not expected to

exceed the projections made by SANDAG and used in the Water Plan, however if unforeseen shortages occur, contingency plans exist for addressing such an event. Reductions may result from dry or critically dry years, mandates for reduced pumping associated with endangered species habitat, water sharing agreements, or other reasons for water supply disruption. The 2005 Urban Water Management Plan provides analysis under reduced water supply conditions, and demonstrates that through a combination of programs and alternative plans, the Water Authority will be able to meet essential water demands. Furthermore, the Metropolitan Water District of Southern California is developing a comprehensive Drought Management Plan that would be coordinated throughout the San Diego region. This plan will include all aspects of drought planning including steps to avoid rationing, drought response stages, allocation methodology, pricing, and communication strategy. These actions demonstrate the steps that can be taken in the event the current supply is reduced or disrupted for any reason and will assist in keeping impacts related to water supply below a level of significant.

The PROJECT emphasizes the need to provide and maintain essential water supply infrastructure to serve existing and future development, to continue to participate in watershed planning efforts, and to coordinate land use planning and water infrastructure planning with local, state, and regional agencies. Policies and programs of the PROJECT also call for an integrated approach to watershed planning, and water supply and land use studies to ensure that the City can provide adequate water supplies for present uses and accommodate future growth. The projected water supply is anticipated to meet water demands for the Year 2030, and alternatives such as the development of additional storage, use of recycled water, ground water, conservation, and canal lining have been identified to alleviate the risk of potential water shortages. Furthermore, the Drought Management Plan would identify actions to be taken by the Water Authority to minimize impacts resulting from a water shortage due to drought and include strategies to address water related emergencies. Additionally, the City has the ability to condition development with all reasonable mitigation to avoid, minimize, or offset the impact to the water supply. Therefore, no significant project-level impact has been identified.

As well, the County water demand identified in the Water Plan for existing and new development through Year 2030 is anticipated to be met, and alternatives or contingency plans are addressed in the event of a water shortage. For reasons similar to the findings above, there is no significant cumulative impact identified, and implementation of the PROJECT in combination with the anticipated development is considered a less than significant cumulative impact on regional water supply.

V. FINDINGS REGARDING SIGNIFICANT ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL LESS THAN SIGNIFICANT (PUBLIC RESOURCES CODE §21081(a)(3))

The City, having reviewed and considered the information contained in the EIR, including the AIS, finds pursuant to Public Resources Code §21081(a)(3) and Guidelines §15091(a)(3) that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, and that potentially significant and

unavoidable project- and cumulative-level environmental effects identified in the EIR will remain significant and unavoidable, for environmental issues evaluated in: agricultural resources, air quality, biological resources, geologic conditions, health and safety, historical resources, hydrology, land use, mineral resources, noise, paleontological resources, population and housing, public services and facilities, public utilities, transportation/ traffic circulation/parking, visual effects and neighborhood character, water supply and quality, and growth inducement. In addition, the City finds that the PROJECT will contribute to a cumulative environmental effect related to global warming identified in the EIR.

A. Agricultural Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in the conversion of agricultural lands to nonagricultural use or impairs the agricultural productivity of agricultural lands; or
- Conflicts with existing zoning for agricultural use, or Williamson Act contract.

Facts in Support of Findings: The City owns a 14,000-acre agricultural preserve in the San Pasqual Valley which comprises less than two percent of the City's land area. The PROJECT continues the City's existing programs for protecting the best remaining agricultural lands with lease agreements by establishing goals and policies to protect existing agricultural land. However, while no specific projects or actions have been identified with the PROJECT which would result in the direct conversion of existing agricultural land, future discretionary projects could impair the productivity of existing agricultural land with encroaching urban development. Currently, a Community Plan update program is being established to help ensure that the City's community plans are consistent with the General Plan. If a future determination is made during project review or a Community Plan update that a priority be placed on competing uses such as water resources, biological or cultural resource management, or recreation, this determination could allow development of a project which results in the conversion of agricultural land. When viewed with the direct and indirect loss of these resources to urbanization and the impairment of the productivity of existing agricultural lands elsewhere in the County, these impacts are also considered cumulatively significant and unavoidable.

There currently are no Williamson Act contracts in the City, though the PROJECT does contain policies to provide mechanisms for private land owners of prime agricultural lands to take advantage of the Williamson Act. Williamson Act contracts do exist in the County, and implementation of the PROJECT could cause an impairment of the productivity of these lands as a result of the regional effects of urbanization. Because impacts are unknown at this level of analysis, the PROJECT does not establish a mitigation framework for potential significant agricultural resources; rather, if project-level or cumulative significant impacts to agricultural resources are identified during community plan updates or future discretionary project environmental review, mitigation would be developed to lessen these impacts, though the impact after mitigation may remain significant and unavoidable.

B. Air Quality (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in an increased number of automobile, train, or airplane trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state and federal clean air standards, including the RAQS or SIP, for particulate matter and construction emissions; or
- Results in air emissions that could substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations.

Facts in Support of Findings: The PROJECT directs the growth and development for the City through goals and policies designed to guide future community plans and projects. The policies encourage most future development in mixed-use activity centers, resulting in infill, redevelopment and new development occurring in selected built areas (areas would be identified through the community plan update/amendment process). The PROJECT also guides the development of remaining vacant land. The construction activities associated with growth could impact the region's air quality, through equipment which operates on diesel fuel and emits NO_x, CO, and ROG; similarly, construction activities would generate additional vehicle trips by workers traveling to and from construction sites. This activity could exceed daily emissions standards on a project-level basis set by the Air Pollution Control District; however, these potential significant and unavoidable impacts would be short-term in nature.

PROJECT levels of particulate matter (both PM₁₀ and PM_{2.5}) could also potentially exceed daily emissions standards due to grading and earth moving activities during construction. These potential impacts would be localized and short-term in nature. Unlike other construction emissions, however, the CARB anticipates the trend for particulate matter released in the air to continue to rise and the region will be in non-attainment for particulate matter as a result, in part, of implementation of the PROJECT. Other regional development would compound the particulate matter emissions, resulting in cumulatively significant and unavoidable impacts to the ability to meet regional, state and federal clean air standards, as well as a deterioration in ambient air quality. Greenhouse gas emissions are evaluated in Section V(S) below.

Because implementation of the PROJECT places an emphasis on mixed-use development and intensification of development in village-like areas, the PROJECT allows for residential and industrial uses or residential and commercial uses on the same or adjacent parcels. This could cause criteria pollutants or other air contaminants to affect sensitive receptors. As well, severe traffic congestion at large intersections could create localized CO "hot spots", causing CO concentrations to exceed state and federal standards. Because the PROJECT does not locate specific land uses and relies on future community plan updates, the degree of impact cannot be

known for each specific project at this level of analysis, and therefore impacts related to a deterioration of ambient air quality would remain significant and unavoidable.

A mitigation framework is established to guide the development of specific mitigation measures for future plans and projects. This includes using Best Available Control Measures and a Construction Management Plan to reduce construction emissions. Entitlements would be permitted only when a project is demonstrated to apply all reasonable mitigation that would avoid, minimize or offset the impact. Project-level assessments will be made to ensure that effects from collocation of residential and industrial or commercial uses, as well as nearby CO hot spots, are minimized. Because the applicability, feasibility, and success of these measures cannot be adequately known for each specific project at this level of analysis, both project-level and cumulative impacts could remain significant and unavoidable after reasonable mitigation is employed for the deterioration of ambient air quality and ability to meet air quality standards.

C. Biological Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in the reduction in number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals;
- Results in significant impacts to important habitat, or results in interference with the movements of resident or migratory fish or wildlife species; or
- Results in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.

Facts in Support of Findings: The PROJECT places an emphasis on infill development or redevelopment of existing urban areas, includes policies consistent with the MSCP and City's Biology Guidelines, and is designed to avoid adjacency concerns with the City's planned habitat preserve, the MHPA. This development policy focuses urbanization in existing, developed areas which would minimize potential habitat fragmentation, isolation, or destruction.

However, it also guides the development of remaining vacant land or developed areas adjacent to vacant land which could have impacts to biological resources. No specific projects or actions have been identified with the PROJECT that would result in any direct or indirect physical change to the environment, though the PROJECT may allow impacts to biological resources to occur with future actions, such as community plan updates. These actions could impact important native habitat which may result in the reduction of the number or restrict the range of a rare or endangered plant or animal, affect wildlife movement corridors, or impact wetland habitat. As well, future development outside of, though adjacent or near, the City limits could cumulatively impact sensitive species, habitats, wildlife movements or wetlands.

Some impacts could be reduced through future mitigation. A mitigation framework has been established to guide the development of specific future mitigation measures for community plans, projects, or other plans or developments. This framework directs mitigation to be designed in order to minimize or eliminate impacts to natural habitats and known sensitive resources, to assess and compensate for upland impacts, to provide for continued wildlife movement through wildlife corridors, and to conform to MHPA Land Use Adjacency Guidelines, which include several measures aimed at reducing or eliminating environmental impacts to the MHPA. Additionally, the mitigation framework addresses minimization of construction noise or clearing activities on sensitive species' habitat areas, particularly during breeding seasons for sensitive or endangered species, and development of protocol to ensure appropriate monitoring by qualified biologists during project implementation.

Since no specific projects have been identified, it is infeasible at this time to provide mitigation to a level that would result in a guaranteed no net loss of endangered or threatened species, habitat, wildlife corridors, or wetlands, and project-level and cumulative impacts could remain significant and unavoidable.

D. Geologic Conditions (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in the exposure of people or property to geological hazards such as groundshaking, fault rupture, landslides, mudslides, ground failure, or similar hazards;
- Results in a substantial increase in wind or water erosion of soils; or
- Results in allowing structures to be built on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

Facts in Support of Findings: The PROJECT guides future residential, commercial, workplace, and other development for the City to accommodate future growth pressures. The entire City is susceptible to seismic activity due to known active faults in the region. Existing and future building regulations and development technologies can minimize the risk to public safety; however, implementation of the PROJECT can expose more people and structures to increased risk from seismic activity from structures which pre-date stringent regulations. Slope failure could occur due to landslides or mudslides from unstable soils and cause risk of injury, death, or structural loss for development on or downhill from these unstable areas. Similarly, the potential for erosion effects is greater where development has weakened unstable soils or removed vegetative cover. Areas within the planning area are also known to be potentially susceptible to landslides or soil limitations such as liquefaction, subsidence, or collapse. The additional development and intensity of land uses could potentially occur on soil that is unstable or would become unstable, increase the risk of erosion, and potentially result in on-site or off-site ground failure. Because the PROJECT does not propose specific siting of new buildings, it is infeasible

at this level to rule out an increase in geologic hazards, and therefore the implementation of the PROJECT could place more people or structures at risk of injury, loss, or death due to seismic activity. This is a potentially significant and unavoidable impact. Development projects and future community plan updates which are guided by the PROJECT will more accurately assess geologic hazards on a project-level basis. An incremental increase in the number of people exposed to seismic and geologic hazards cannot be precluded, and when viewed in connection with the regional exposure of people to such hazards, is considered cumulatively significant and unavoidable.

The PROJECT contains policies which address geologic hazards. Generally, these policies call for adherence to regulations in order to preclude development from significant geologic impacts. It is possible that for certain projects, adherence to regulations may not adequately protect against geologic impacts and such projects would require additional measures to avoid or reduce impacts. Consequently, a mitigation framework is established to guide the development of specific mitigation measures for future community plans, projects, or other plans or development. This framework suggests mitigation which would ensure site surveys for geologic hazards, implement state seismic and structural design requirements, and implement regulations to minimize landslides and erosion including improved grading techniques and monitoring of project implementation by a qualified geologist. However, since no specific projects have been identified, it is infeasible at this time to provide mitigation that would reduce any future seismic and geologic hazards, erosion, and unstable geology and soils impacts to a level less than significant, and potential project-level and cumulative impacts could remain significant and unavoidable.

E. Health and Safety (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Exposes people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in Industrial areas or pesticides in areas of previous agricultural uses);
- Exposes people or structures to a significant risk of loss, injury or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
- Exposes people or structures to a significant risk of loss, injury or death from seiche, tsunami, or mudflow;
- Exposes people or structures to a significant risk of loss, injury or death from aircraft operations accidents; or
- Impairs implementation of, or physically interferes with an adopted emergency response plan or emergency evacuation plan.

Facts in Support of Findings: The PROJECT guides future development to accommodate anticipated growth for the City, and would allow for additional residential, commercial, and

industrial land uses in selected areas. While goals and policies of the PROJECT express the intent to minimize incompatible land uses, collocation of residential and industrial uses could exist and therefore expose sensitive receptors in residential areas to hazardous materials produced by industrial operations. Sustainability Factors are outlined in the PROJECT which would define where these uses may be appropriately mixed. While the PROJECT encourages infill development and redevelopment of existing urban developed areas, the potential addition of structures or intensity of development near the urban/wildland interface could increase the risk of loss, injury or death involving wildfires. As well, infill development within the urbanized areas near canyons, hillsides or other natural open space areas further heightens the risk of wildfire to structures as a result of implementation of the PROJECT. Coastal development that may occur during implementation of the Project could potentially be affected by tsunami or seiche, though based on the theoretical ability and historical occurrence of a major underwater seismic event powerful enough to generate destructive waves that reach the PROJECT area, the probability is very low and current building code regulations and federal emergency notification plans lessen the risk to safety of people and structures further. Areas at the base of foothills or canyon hillsides which may be prone to mudslides and could create a potentially significant impact. Development from implementation of the PROJECT could occur in areas within an Airport Influence Area, though the ALUC would evaluate potential development for the risk from aircraft operations, and incompatibility for land uses within the influence area. However, potential development may be subjected to FAR Part 77 imaginary surfaces which extend beyond the boundaries of the Airport Influence Area, and adopted zoning ordinances and development regulations could cause intensity of development of future structures that could pose a potentially significant impact to safety from aircraft operations. Finally, the proposed growth and development under the PROJECT would result in greater demands on the successful execution of emergency response or evacuation plans and could create a potentially significant impact. Because no specific projects have been identified at this time, at the PROJECT level, these impacts to hazards related to hazardous materials exposure, wildfires, seiche, tsunami, mudslides, aircraft operations, and execution of emergency plans remain significant and unavoidable. Additionally, the population growth occurring during implementation of the PROJECT may result in an incremental increase to other population and development growth in the region exposed to these hazards, and therefore a cumulatively significant and unavoidable impact. A Community Plan update program is being established to help ensure that the City's community plans are consistent with the General Plan. The community plans will review proposed community land use maps and will further evaluate the compatibility of adjacent land uses and examine potential exposure of health hazards on sensitive receptors on specific land use areas. Likewise, the future evaluation of specific locations of intensity of development would be required to assess the potential risk of wildfires to new development and any potential increased demands on emergency services and access to and from the new development.

Because no specific projects have been identified at this time, at the PROJECT level, it is infeasible at this time to provide specific mitigation measures which would reduce a potential impact to a level less than significant. However, the PROJECT does establish a mitigation framework to guide development of specific mitigation measures under the community plans, specific plans, or other future projects which may reduce significant project-level impacts to less

than significant, or the project level impact may remain significant where no feasible mitigation exists. The framework includes using Conversion/Collocation Suitability Factors to analyze compatibility of site specific proposals, and designing future projects located in known High Fire Hazard areas to minimize the impacts of fires by creating defensible space. Still, because the degree of impact, applicability, and success of these measures cannot be adequately known for each specific project at this level of analysis, these hazards remain significant and unavoidable after mitigation at this time at the project and cumulative levels.

F. Historical Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant direct and cumulative impacts to the following environmental issues:

- Results in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites; or
- Results in impacts to existing religious or sacred uses within the City or the disturbance of any human remains, including those interred outside formal cemeteries.

Facts in Support of Findings: The City includes many areas which have sites listed on or are eligible to be included in a registry of historic places, or have the potential to contain significant archaeological or cultural artifacts. Because the PROJECT guides future residential, commercial, industrial, and other development for the City to accommodate anticipated future growth pressures, the construction or operation of new buildings have the potential to impact these resources, particularly where ground disturbing activities such as grading or excavation are required. Furthermore, there are areas within the City where prehistoric human remains have been uncovered during archeological investigations and grading activities, and tribal activities are known to have occurred.

The PROJECT includes policies to protect and preserve historic artifacts, and these protections are emulated in the existing development code and CEQA review process, both of which require extensive regulatory processes to avoid adverse impacts to these resources. Enforcing these regulations would help to reduce the potential impacts from construction and other PROJECT implementation activities, but because no specific development projects are proposed at this time, it cannot be guaranteed at this level of analysis that all impacts would be avoided, and therefore the project-level impacts to historic resources remain significant and unavoidable. Furthermore, any potential incremental impacts related to historic and archaeological resources and prehistoric human remains, when viewed in connection with historic resources impacts elsewhere in the county, are also considered cumulatively significant and unavoidable.

Beyond existing and future regulatory processes, the PROJECT establishes a mitigation framework to guide future community plans and development projects. This framework includes detailed measures that are currently applied to projects that could impact historical resources. In the future, mitigation measures may be periodically updated, and future projects would also be

subject to site-specific measures in effect at the time the projects are processed. These measures could reduce impacts to below a level of significance, however because the degree of impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known, mitigation may be infeasible for each specific future project and both project-level and cumulative impacts may remain significant and unavoidable.

G. Hydrology (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in changes in absorption rates, drainage patterns, or the rate of surface runoff.

Facts in Support of Findings: The PROJECT guides future residential, commercial, workplace, and other development for the City to accommodate anticipated future growth pressures. To accomplish this, it encourages infill development in existing urban areas but also allows for development in existing vacant lands. While development of vacant lands would increase the amount of impervious surfaces, infill development could also potentially reduce the amount of landscaped area or otherwise affect the pattern or rate of water absorption, surface drainage or runoff. The PROJECT uses a Village Propensity Map to identify areas which may be suitable for village-type development, potentially resulting in impacts to watersheds downstream. Because no specific development is proposed under the PROJECT, the severity of impacts can only be evaluated at a project or specific plan level, as such at this PROJECT level of analysis, these impacts remain significant and unavoidable. Future development associated with projected population growth in the county will result in increased impervious surfaces within the county's watersheds, which will result in hydrologic impacts. Potential incremental hydrological impacts related to absorption rates, drainage patterns, or the rate of surface runoff described here, are therefore also considered cumulatively significant and unavoidable.

The PROJECT establishes policies for management of floodplains to protect public health and safety. This includes conserving natural drainage features and limiting the alteration of existing watersheds. The PROJECT also establishes a mitigation framework to guide the development of specific mitigation measures for future community plans, projects, or other development plans. At these levels, assessments to absorption rates, drainage patterns, or the rate of surface runoff may be made to determine the level of impact. Future projects would rely on compliance with regulations and the development review process in order to establish project-specific mitigation measures, including siting, design, and additional drainage features that may reduce the level of impact to below a level of significance, or mitigation may be infeasible and the project-level and cumulative impacts to hydrology of the future project would then remain significant and unavoidable.

H. Land Use (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Conflicts with the environmental goals of adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City;
- Results in land uses that are not compatible with any applicable Airport Land Use Compatibility Plans;
- Physically divides an established community; or
- Creates substantial incompatibilities between adjacent land uses.

Facts in Support of Findings: The PROJECT would result in infill and redevelopment occurring in selected built areas (areas would be identified through the community plan update/amendment process) and would guide the development of remaining developable vacant land. Although no specific projects or actions have been identified with the PROJECT that would result in any direct or cumulative physical change in the environment, future actions and developments are anticipated that could result in conflicts with other adopted plans in the following areas: environmental policies, land use designations, coastal zone, and other agencies. Future actions and development could also have impacts not known at this time which may physically divide communities. The PROJECT supports a greater mixing of land uses as a way to reduce commute distances and to make it possible for people to access a wide variety of goods and services on foot. This mixed-use development could result in impacts related to noise, lighting, air quality, odors, facilities and public health impacts due to the adjacency of two or more incompatible land uses.

A mitigation framework has been established to guide future mitigation measures to be developed for future community plans, specific plans, projects or other plans or developments. This framework includes a Community Plan update program, implementation of new base zone use packages, and project development review. Existing and future regulations will provide development standards aimed at reducing land use incompatibilities. Currently, a Community Plan update program is being established to help ensure that the City's community plans are consistent with the General Plan, and they serve as an effective means to implement citywide environmental policies and address policies related to Airport Land Use Plans. Future projects must also be implemented to ensure that they do not conflict with the General Plan and applicable community plans resulting in a physical impact on the environment. Prior to the approval of any entitlement, the City would evaluate whether the proposed projects implement specified land use, density/intensity, design guidelines, Airport/Land Use Compatibility Plans, and other General Plan and community plan policies including open space preservation, community identity, mobility, and the timing, phasing, and provision of public facilities.

Implementation of PROJECT policies, future community plan updates and future compliance with established development standards would serve to reduce impacts to a degree, but cannot guarantee that all future project level impacts will be avoided or mitigated to a level less than significant. Furthermore, these potential incremental adverse changes to the environment associated with land use impacts, when viewed *in connection* with such adverse physical changes associated with land use impacts elsewhere in the county, are considered cumulatively significant and unavoidable. Because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this

program level of analysis, the program-level impacts related to conflicts with goals in adopted plans, incompatible land uses, and that may physically divide established communities remains significant and unavoidable at both the project and cumulative levels.

I. Mineral Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issue:

- Results in the loss of significant mineral resources (e.g. sand and gravel) that could be of value to the region and residents of the state.

Facts in Support of Findings: Areas within the City are known to contain important mineral resources such as salt, sand, and gravel, all of which have been extracted for decades. Impacts may occur when access to the resource is restricted or prohibited. The mineral production process can create substantial noise, dust, pollution, and other undesirable consequences which could be determined incompatible with nearby land uses and render the operations infeasible. The PROJECT includes a number of policies aimed at protecting mineral resources, although determination of land use compatibility between a future project and significant mineral resources and the conflicts of mining in a MSCP preserve would be addressed through a future entitlement process.

Because the PROJECT does not address specific project developments, the impacts to mineral resources cannot be known at this level of analysis. However, because there is potential through implementation of the PROJECT to result in conflicts with land uses and the loss of access to significant mineral resources, the impacts remain significant and unavoidable. Future community plans, discretionary projects, and other actions would incorporate an analysis for impacts to mineral resources, though no mitigation is known at this time which would reduce potential project-level significant impacts to important mineral resources. Furthermore, development associated with future growth in San Diego County could result in adjacent incompatible land uses that impact the extraction of mineral resources of value to the county and/or state. Therefore, potential incremental mineral resource impacts, when viewed in connection with incompatible land uses that impact the extraction of valuable mineral resources elsewhere in the county, are considered cumulatively significant and unavoidable.

J. Noise (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted *Progress Guide and General Plan*, community plans, noise ordinance, Airport Land Use Compatibility Plans (ALUCPs), or applicable standards of other agencies;

- Results in a substantial increase in the existing ambient noise levels; or
- Results in increased land use incompatibilities associated with noise.

Facts in Support of Findings: Construction activities related to implementation of the PROJECT could potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to or near construction sites. While PROJECT policies and goals, in addition to the City Noise Ordinance, encourage limitations of hours or noise-buffering methods, construction noise impacts on sensitive land uses could occur. Transportation noise impacts resulting from the anticipated increase of rail, transit, aircraft, and automobile use could potentially cause significant noise impacts on adjacent or nearby sensitive land uses. Potential collocation of commercial or industrial development near residential or other sensitive land uses could cause significant noise impacts from operations on these uses. Because the PROJECT directs the growth in population and increased economic and development activity in the City ambient noise levels by the sources described above could potentially be increased, particularly in less developed existing areas or vacant lands. This could be a potentially significant impact. The PROJECT also proposes a revision to the City's Land Use-Noise Compatibility Guidelines which includes the creation of a "conditionally compatible" category, which permits building of a particular use that would bring noise experienced by receptors down to specific, non-offensive levels. Policies such as encouraging noise attenuation structures in the design, limiting the hours of operation or truck deliveries, limiting outdoor activities that generate noise, and coordination of special events are included in the PROJECT, though they cannot guarantee that land use incompatibilities may occur for every future specific project. Finally, development intensity may be permitted by the PROJECT in areas already subjected to high noise impacts, which would heighten an existing significant impact. Therefore, the PROJECT could result in increased land use incompatibilities.

As the county develops in response to projected growth, there would be an increase in the noise generated by construction, transportation networks, and stationary sources for reasons identical to those described above. These noise impacts resulting from implementation of the PROJECT, when viewed in connection with noise impacts from sources elsewhere in the county, could cumulatively expose sensitive receptors to greater noise levels, increase the ambient noise levels, or result in greater land use incompatibilities. These would result in cumulatively significant impacts.

The PROJECT serves as a guide for future development projects and community plan updates, and at these levels specific noise studies may be made. Because the PROJECT does not propose specific locations for growth and resultant intensities of land uses, the specific noise impacts on sensitive land uses cannot be measured at this level of analysis, though impacts may occur. Therefore, the project-level impacts of increased noise on sensitive land uses, increased ambient noise levels, and increased land use incompatibilities associated with noise remain significant and unavoidable. The PROJECT establishes a mitigation framework to guide future projects in plans in the development of specific mitigation measures that would reduce the noise impacts. In addition to existing regulations and policies, these include the use of acoustical studies for proposed projects, locating or designing projects in a manner that avoids noise impacts, and the

inclusion of noise attenuation methods or architectural treatments. Because the degree of impact and applicability, feasibility, and success of these measures cannot be adequately known for each specific project at this level of analysis, the project-level and cumulative noise impacts would remain significant and unavoidable.

K. Paleontological Resources (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issue:

- Allows development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential.

Facts in Support of Findings: The City contains a number of distinct geologic rock formations that record past earth history, including marine and non-marine sedimentary rocks which record the relationship of the region with respect to the land and sea. Some layers contain significant fossil remains of varying paleontological resource sensitivity. Fossil remains, fossil sites, fossil-producing geologic formations, and potential fossil-producing geologic formations are all considered potential paleontological resources and have been discovered in the area during construction operations. These resources may be disturbed through construction or other earth-moving activities and could create a significant impact. The PROJECT does not include specific policies for the protection of paleontological resources, nor do current land development regulations. Rather, these resources are identified and protected through the environmental review process for discretionary projects. Therefore, impacts to paleontological resources remain significant and unavoidable at the project level of analysis. Additionally, there is potential for the cumulative loss of such resources throughout the county as development within the county could have similar impacts to paleontological resources. Therefore, incremental paleontological resources impacts, when viewed in connection with the mass grading, underground parking, roadway construction and other activities elsewhere in the county, are considered cumulatively significant and unavoidable.

The PROJECT establishes a mitigation framework for future community plans and discretionary projects to develop specific mitigation measures to minimize impacts to paleontological resources. This framework suggests current review and monitoring practices that could be required during construction activities. However, because specific development projects are not known at this time, and there is a lack of regulatory language in the development code requiring protection of paleontological resources, the project-level and cumulative impacts to these resources remain significant and unavoidable.

L. Population and Housing (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issue:

- Results in development, redevelopment, or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing.

Facts in Support of Findings: SANDAG projections indicate that the City's population will increase by over 360,000 people and add almost 120,000 housing units by 2030. Because of the limited amount of vacant land available, the PROJECT emphasizes infill housing in underutilized areas and policies to direct growth around mixed-use, transit-accessible locations to provide links between employment centers, housing, and villages. As well, the concepts of balanced communities and equitable development policies are designed to minimize displacement of existing residents as communities develop over time. City programs currently include affordable housing measures, redevelopment project areas, and expedited processing services for sustainable developments. Despite these programs and policies, some displacement of residents is likely to occur as older housing units are replaced. Low-income households are most likely to be adversely affected. In some instances, but possibly not all, people will have access to City programs providing housing assistance. Therefore, at the project-level of analysis, the potential for a significant and unavoidable impact remains. Future development, redevelopment or infrastructure expansion in the County also could potentially displace substantial numbers of people or housing for similar reasons, and this impact may be considered significant and unavoidable. Therefore, the potential incremental displacement of people or housing resulting in a need for replacement housing under the PROJECT, when viewed in connection with the displacement elsewhere in the county, is considered cumulatively significant and unavoidable.

The PROJECT establishes a mitigation framework to guide future community plans, discretionary projects, and other actions which is largely comprised of adherence to existing regulations and programs. However, it is possible that these would not be sufficient to adequately address the population and housing impacts and such projects would require additional site-specific mitigation measures to avoid or reduce significant impacts. Where mitigation is determined infeasible, however, project-level and cumulative impacts may remain significant and unavoidable.

M. Public Services and Facilities (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issue:

- Promotes growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

Facts in Support of Findings: SANDAG projections forecast a 28 percent growth in population and 24 percent growth in housing units by year 2030 above existing levels; this will impact

various public services and facilities. The PROJECT also calls for existing deficiencies to be remedied. This necessitates additional staff, equipment, and new or expanded facilities to serve the needs of the current and future population. In addition, the PROJECT incorporates the City of Villages strategy with densification of existing or planned mixed-use centers and corridors, which will require higher-capacity services to serve the areas. The construction of these facilities may have significant adverse environmental impacts. However, the PROJECT does not predict nor address specific development, and therefore it is infeasible at this time to project the level of impact of these facilities. As a result, the impacts would remain significant and unavoidable at the project-level of analysis. Additionally, future development in the county would require new or improved public services and facilities infrastructure in the county or city due to increased demand, and the construction of these facilities may have significant impacts. Therefore, potential incremental impacts associated with the construction of future public services and facilities infrastructure improvements, when viewed in connection with the increased regional demand for and construction of such improvements, would be considered cumulatively significant and unavoidable.

The PROJECT establishes a foundation for future community plan updates, discretionary projects, and other plans or development. Specific levels of impact to public services and facilities would be determined at the project level. The PROJECT also establishes a mitigation framework to guide future projects in the development of specific mitigation measures, which instructs mitigation to respond to the impacts to other environmental issue areas (impacts to biological, historical, or other resources as a result of implementation of the project). Mitigation may reduce the project-level and cumulative impacts to a level below significant, but if mitigation is found to be infeasible the level of impact may remain significant and unavoidable.

N. Public Utilities (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Promotes growth resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives; or
- Results in the use of excessive amounts of electrical power, fuel or other forms of energy.

Facts in Support of Findings: The PROJECT guides future residential, commercial, workplace, and other development for the City to accommodate anticipated future growth pressures. To accomplish this, it encourages infill development in existing urban areas but also allows for development in existing vacant lands. Current City public utilities include water, solid waste, storm water infrastructure, and public utilities infrastructure. Private communications and energy infrastructure is also found throughout the City, and the City is able to take a leadership role in the establishment of programs to encourage conservation of energy and reduce greenhouse gas emissions. Intensification or new development would require expansion of these utilities to meet

the needs of future users within the development. The PROJECT contains policies on how to evaluate growth, determine facilities needs, and to require development to pay its fair share of costs. It also calls for the establishment of a centralized development monitoring system to evaluate projected strain on utility systems, and cooperative planning and joint use with other agencies. Furthermore, PROJECT policies encourage best management practices for construction and operation of new development and implementation of resource conservation measures to reduce demand for water and energy, and concentrating development in infill areas will allow for efficiencies in the provision of utilities to more users. Additionally, future county development will require new or improved public utilities infrastructure due to the increased demand for water, wastewater, energy, solid waste, stormwater, and communications services associated with the development. The water supply for the PROJECT is anticipated to meet water demands for the Year 2030 and is not considered a significant impact, and is described in Section IV.E above. SANDAG is updating the Regional Energy Plan, including new energy conservation measures; without such a plan and because the specific location and intensities of development are not known at this time, implementation of future projects and actions could result in the demand for excessive amounts of energy. The impacts to these public utilities could be considered significant and unavoidable impacts. Potential incremental impacts associated with the construction of future public utilities infrastructure improvements, when viewed in connection with the increased regional demand for such improvements, may be considered cumulatively significant and unavoidable.

Because the specific location and intensities of development are not known at this time, the PROJECT does not propose any specific construction and siting of water, wastewater, storm water, solid waste, or communications infrastructure. Therefore, it remains possible that a significant impact could occur with these utilities on other environmental issue areas. The PROJECT establishes a foundation for future community plan updates, discretionary projects, and other actions; impacts of public utilities will be identified at the project level and may be found to have a significant effect on environmental issue areas. The PROJECT further establishes a mitigation framework to guide future plans and projects in the development of mitigation measures which would reduce potential significant impacts. In addition to compliance with existing and future goals and regulations, site-specific measures may reduce impacts to a level below significant. Additional mitigation measures may also be infeasible at reducing project-level or cumulative impacts to below a level of significance, and therefore the impacts could remain significant and unavoidable.

O. Transportation/Traffic/Circulation/Parking (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Increases the number of roadway miles at a Level of Service E or F on the planned transportation network;
- Increases the percent of daily vehicle miles traveled at a Level of Service E or F on the planned circulation system;
- Decreases the percent of multimodal trips in the City's transportation system; or

- Creates an average demand for parking that substantially exceeds the available supply.

Facts in Support of Findings: Transportation forecasts, demands, improvements, and levels of service are projected to the Year 2030 in the SANDAG Regional MOBILITY 2030 Plan. This plan accounts for the impacts to the transportation system due to implementation of the PROJECT as well as other county growth and development. The SANDAG model demonstrates a reduction in Citywide LOS E and F roadway miles and percent of daily vehicle miles traveled at LOS E or F as a result of proposed improvements, however there are many uncertainties associated with the multi-year implementation of the PROJECT and regional transportation plans that could result in traffic impacts at various points in time. As well, a major update to SANDAG's Plan is underway which could result in the adoption of different strategies and projects that are unknown at this time. As a result, there is a potential for an increase in the number of roadway miles or an increase in the percent of daily vehicle miles traveled at LOS E and F, a *significant impact*. When viewed in connection with future development elsewhere in the county, these could create incremental impacts, and would be considered cumulatively significant and unavoidable.

A major focus of the PROJECT is to create more walkable and transit-oriented communities. Policies address the need for multimodal system investments, an interconnected street and path system, and development of a Pedestrian Master Plan. However, the SANDAG transportation model forecasts that while transit trips will increase on the basis of both absolute number and percentage of mode travel, the percentage of all transit trips by pedestrian and bicycle trips would decrease, though the absolute number of pedestrian and bicycle trips would still increase. Furthermore, uncertainties exist in the SANDAG Plan, timing or funding of improvements, and the update which may result in different strategies, projects and outcomes. Therefore, there is a potentially significant impact to the percent of multimodal trips in the City's transportation system as a result of implementation of the PROJECT. The PROJECT allows for growth and development which may increase the amount of automobile traffic, and subsequently may result in impacts to neighborhood traffic and parking. While policies and existing regulations are designed to minimize parking impacts, there may still be localized parking impacts in the future. Therefore, impacts to parking are considered significant and unavoidable at the project-level of analysis. Project-level impacts related to excessive parking demand and decreased multimodal trips in the City's transportation system are specific to the PROJECT and not a cumulative concern.

The PROJECT serves as a guide for future development projects and community plan updates, and at these levels specific traffic or parking studies may be made. Because the PROJECT does not propose specific locations for growth and resultant intensities of land uses, the specific traffic and parking impacts cannot be measured at this level of analysis, though impacts may occur. Therefore, the project-level impacts of increased traffic congestion, use of multimodal trips, or parking demand remain significant and unavoidable. A mitigation framework has been established to guide future mitigation measures to be developed for future community plans, specific plans, projects or other plans or developments. In addition to existing regulations and

policies, the framework includes project-specific mitigation to enhance walkable communities, the street and freeway system, transportation demand management plans, bicycling, and parking management, although the project level impact may remain significant and unavoidable where no feasible mitigation exists. Because the degree of impact and applicability, feasibility, and success of these measures cannot be adequately known for each specific project at this level of analysis, the project-level and cumulative traffic, circulation and parking impacts would still remain significant and unavoidable.

P. Visual Effects and Neighborhood Character (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in a substantial change in the topography or ground surface relief features of any areas of the City;
- Allows development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways or to any significant visual landmarks or scenic vistas (e.g. mountains, bays, rivers, ocean) would be substantially blocked; or
- Result in projects that would negatively and substantially alter the existing character of the City's distinct neighborhoods.

Facts in Support of Findings: The PROJECT anticipates future growth to be focused into mixed-use activity centers, and encourages infill development in selected areas to be identified through future community plan updates. As well, the PROJECT guides the development of remaining vacant, developable land. Because of this, development may require changes to landforms through site-specific grading. Furthermore, development could result in a change in building mass, form and intensity in many areas of the City which may be significantly different from other neighboring development in its proximity and considered incompatible with surrounding neighborhood character. New and greater intensity or mass of development could also block a view from a designated open space, view corridor or scenic highway to any significant visual landmark or scenic vista. Significant views are typically those that overlook a body of water, canyons and open space, and/or the Centre City skyline.

The PROJECT does provide policies to help reduce the potential for significant impacts to visual effects, such as preserving open space, targeting growth into compact villages with strong urban form and design policies, reducing visual impacts to scenic areas or viewsheds through design guidelines like setbacks and screening, and addressing development adjacent to natural features. As well, the City identifies Environmentally Sensitive Lands to help protect, preserve and restore the quality of hillside, canyon and other significant landforms for habitat, flood control, visual aesthetic, and other purposes. Despite these policies, there is a possibility that implementation of the PROJECT could change the landscape of the built environment and result in grading or a change in ground surface relief in order to maximize the development potential of a particular site, or could allow development to occur which would alter the character of existing

neighborhoods and/or block scenic viewsheds from public spaces. Because the PROJECT area constitutes a large portion of San Diego county, incremental impacts related to substantial blocking of public views from designated open space areas, scenic highways or to any significant visual landmarks or scenic vistas, substantial changes in topography or to ground surface relief features, and negative and substantial alteration of the existing character of the plan area are also considered cumulatively significant and unavoidable.

Because the PROJECT does not propose specific developments, it is infeasible at this time to determine the level of impact to topography or visual resources, including compatibility with surrounding development or public views to a significant visual landmark. This assessment would be made at the community plan, discretionary project, or other level. Because significant impacts to topography or visual resources could occur, at the PROJECT level the impact remains significant. Furthermore, no specific mitigation is proposed at this time which would reduce and project-level impacts to a level below significant. Rather, the PROJECT establishes a framework which focuses on compliance with existing regulations, development standards and the environmental review process. Future projects will develop site-specific mitigation measures around this framework to lessen the impacts of individual plans or projects. Still, mitigation could prove infeasible to reduce visual effects to a level below significant, and both project-level and cumulative impacts would remain significant and unavoidable.

Q. Water Quality (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Results in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
- Impacts local and regional water quality or supply, including groundwater.

Facts in Support of Findings: The PROJECT anticipates future growth to be focused into mixed-use activity centers, and encourages infill development in selected areas to be identified through future community plan updates. As well, the PROJECT guides the development of remaining vacant, developable land. Most water pollutants in the City have a man-made origin, such as chemical, roadway, or refuse pollutants, and therefore increasing the population and development could increase the amount of pollutants discharged into the aquatic ecosystem. The infill development or conversion of vacant lands could increase the amount of impervious surfaces, further exacerbating the impact of pollutants in runoff. Erosion could contribute the sediment load in downstream surface waters and affect the aquatic ecosystem. The City currently contains impaired water bodies and any development upstream of these could further exacerbate the degree of impairment. Water pollution anywhere in the system has the potential to affect groundwater or any other parts of the system. Because the PROJECT does not propose specific development, it is infeasible to determine the degree of impact to water quality, although the project-level impact may be significant. Additionally, as the county develops in response to future population growth, water quality impacts to regional watersheds, some of which are

located within both the PROJECT area and other jurisdictions, would occur. This is a significant impact. Potential incremental water quality impacts, when viewed in connection with water quality impacts from development in other jurisdictions of the county, may be considered cumulatively significant and unavoidable.

A mitigation framework has been established to guide the development of specific mitigation measures for future community plans, specific plans, projects or other plans or developments. This framework includes compliance with existing policies and regulations, including the Watershed Urban Runoff Management Program, although compliance with these may not be enough to reduce potential impacts to a level less than significant. For these projects, mitigation may be implemented to preclude impacts such as increasing on-site filtration, utilizing natural drainage systems or creating alternative drainage to direct flow away from impaired receiving bodies in the site design, directing flows away from sensitive habitat, reducing impervious surfaces or increasing use of vegetation. Because these mitigation measures will be evaluated for future plans or projects, it cannot be determined at this time whether mitigation would be sufficient to reduce impacts to a level less than significant. Therefore, project-level and cumulative impacts after mitigation could remain significant and unavoidable.

R. Growth Inducing Impacts (Project-level and Cumulative)

Potential Impacts: The PROJECT could have significant project-level and cumulative impacts to the following environmental issues:

- Directly or indirectly fosters economic growth, population growth, or additional housing;
- Removes obstacles for growth; or
- Encourages or facilitates other activities that could significantly affect the environment.

Facts in Support of Findings: By definition, the PROJECT is intended to manage and address future growth in the City through goals and policies calling for redevelopment, infill, and new growth in compact, mixed-use activity areas that are pedestrian-friendly and linked to the regional transit system. Actual centers of growth and specific mix of uses, architectural form, needed public facilities, and the types of public spaces will be determined through community plan updates following adoption of the PROJECT. As well, the PROJECT contains policies to guide the development of usable, vacant land in the City. Therefore, the PROJECT is growth accommodating because it provides this direction for the planning and management of population growth and growth inducing in that it facilitates economic expansion through an increase in livability and productivity of community centers. The expansion of infrastructure described in Public Services and Facilities and Public Utilities sections above could further remove existing obstacles to growth and would also be considered growth inducing. While it is unable to be determined at this level of analysis, additional facilities or infrastructure may cause construction or operation activities that significantly affect the environment. Because future growth in the county is similarly anticipated under regional growth plans, the PROJECT will

incrementally contribute to the cumulatively significant impact of growth inducement and growth accommodating development elsewhere in the county. Therefore, these project-level and cumulative impacts are therefore considered significant and unavoidable.

S. Global Warming (Cumulative)

Potential Impacts: The PROJECT could have significant cumulative impacts to the following environmental issues:

- Results in increased emissions of greenhouse gases which cumulatively contribute to global climate change impacts.

Facts in Support of Findings: Future discretionary development projects anticipated to occur as a result of PROJECT implementation are expected to result in increased greenhouse gas (GHG) emissions, largely due to increased vehicle miles traveled (VMT) and increased energy consumption. Projected 2020 GHG emissions associated with VMT are calculated to be approximately 24 percent higher than 1990 levels and about 16 percent higher than existing levels. In addition, energy consumption associated with population growth and development that occurs in accordance with the PROJECT will also result in substantial levels of GHG emissions in excess of existing and 1990 levels. However, the City has already reduced a sizeable portion of solid waste-related GHG emissions, and such emissions are anticipated to be a considerably lower percentage of the City's total future GHG emissions relative to existing conditions.

Although the City's Climate Protection Action Plan includes measures to reduce GHG emissions in the City by 2010, these measures would not substantially reduce GHG emissions associated with discretionary development projects under implementation of the PROJECT. In addition, emission reduction measures targeting sources of GHG called for in AB 32 have not yet been adopted, and it is unknown at this time if these measures will apply to local governments. Therefore, development under the PROJECT would result in substantial increases in GHG emissions primarily associated with increased VMT and energy consumption. Since future GHG emissions are projected to exceed existing and 1990 levels by sizeable margins, the incremental GHG emissions associated with development under the PROJECT would cause a cumulatively considerable incremental contribution to the significant cumulative (worldwide) impacts when viewed in connection with worldwide GHG emissions. By generating increased levels of GHG emissions that exceed 1990 levels by a substantial margin, the PROJECT could potentially conflict with the state's requirement under AB 32 to reduce statewide emissions to 1990 levels by 2020.

In response to comments received on the October 2006 Draft General Plan, revisions were made to emphasize policies and programs which would reduce the greenhouse gas emissions by the PROJECT. In addition, a mitigation framework has been established to guide specific mitigation included in the General Plan Action Plan. This framework includes a comprehensive set of policies to reduce the GHG emissions of future development, the existing community-at-large and City operations including: (1) focusing PROJECT-related development into transit-oriented

mixed-use activity centers that promote increased walking, bicycling, and use of public transit; (2) supporting alternative modes of transportation through compatible land use development and supportive funding; (3) improving energy efficiency in the transportation sector and in buildings and appliances; (4) reducing the Urban Heat Island effect; (5) minimizing GHG emissions associated with landfills; (6) using sustainable or "green" building techniques and self-generation of energy using renewable energy sources; (7) minimizing energy use through site design, building orientation, and tree-planting; ((8) maximizing waste reduction and diversion; (9) implementing water conservation measures; and (10) implementing parking strategies that are designed to help reduce the number and length of automobile trips. Mitigation framework measures identified under Air Quality and Public Utilities impact sections will also be implemented to avoid or reduce GHG emissions associated with specific future projects.

Since these mitigation measures will be applied to specific future plans or projects that are not proposed at this time, a determination that mitigation would be sufficient to reduce cumulatively significant global warming impacts to a level less than significant cannot be made. Therefore, cumulative global warming impacts could remain significant and unavoidable after mitigation.

VI. FINDINGS REGARDING ALTERNATIVES (PUBLIC RESOURCES CODE §21081(a)(3))

The City, having reviewed and considered the information contained in the EIR, including the AIS, finds pursuant to Public Resources Code §21081(a)(3) and Guidelines §15091(a)(3) that (i) the EIR considers a reasonable range of Project alternatives which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and (ii) specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the EIR as well as other alternatives which would reduce the environmental impacts to below a level of significance. The EIR for the PROJECT considered the following alternatives: (1) No Project; (2) Enhanced Sustainability; (3) Increased Parking Management; (4) Concentrated Growth; (5) Alternative Location; (6) City of Villages Increased Growth Alternative; (7) General Intensification Alternative; (8) Reduced Density/Maintain Existing Neighborhood Character; and (9) Reduced Industrial Lands Protections. Alternatives 5-9 were determined to be infeasible and rejected from further analysis as described below in Section VI(E).

A. No Project Alternative

This alternative is required under CEQA Guidelines sec 15126.6(e)(2). Under this alternative, the PROJECT would not be implemented and projected future growth would occur in accordance with the *1979 Progress Guide and General Plan*, the 2002 Strategic Framework Element, and the 2006 Housing Element. This alternative would only partially implement project objectives pertaining to implementing the City of Villages strategy and qualifying for regional transportation funds in the absence of a coordinated General Plan framework. It also would place industrial/employment lands at greater risk than under the PROJECT due the lack of development of new industrial lands protection policies. The objective of updating public

facilities guidelines and strategies for deficiencies not addressed in the 1979 General Plan would likely not be met, though other Project objectives would likely be met.

Potential Impacts: A summary of the environmental impacts of the No Project alternative is provided in Table 7.4-1 of the EIR. Similar to the PROJECT, this alternative would result in significant and unavoidable impacts to all issue topics and areas. The degrees of impact for the issue areas would be similar to or greater than the impacts under the PROJECT. Specifically, air quality, land use, and traffic impacts would be greater than under the PROJECT.

Facts in Support of Findings: The existing General Plan primarily addresses development of vacant land and provision of adequate public facilities in new communities. Because current, developable vacant land only accounts for 3.6 percent of the City's total acreage, a majority of projected population growth would need to be accommodated through infill development or redevelopment of existing urbanized areas. The existing General Plan is therefore out-of-date and largely irrelevant for guiding projected growth through Year 2030. While community plans could still be updated in the absence of an updated General Plan, there would not be a framework in place to implement citywide policies and to achieve citywide goals, and the Strategic Framework Element would not be fully implemented.

Growth under the No Project Alternative would be less likely to result in walkable, transit-oriented developments. Thus, this alternative would likely result in a higher proportion of automobile trips and greater traffic congestion than under the PROJECT. Therefore, this alternative would result in greater air quality impacts, including CO hot spots at intersections in the City, associated with increased vehicular emissions when compared to the PROJECT. Furthermore, there would be greater traffic impacts because of the greater percentage of daily vehicle miles traveled at LOS E or F, and reduced multi-modal trips. Furthermore, without the policies which encourage infill and redevelopment and minimize the potential for associated land use incompatibilities, environmental impacts related to land use incompatibilities associated with infill and redevelopment could be greater over the long-term.

B. Enhanced Sustainability Alternative

This Alternative would add mandatory policies to the PROJECT to enhance the sustainability of future development within the plan area by reducing effects related to energy and water consumption. Policies would include requirements for builders/owners to employ sustainable building techniques in private developments, the installation of recycled water systems for large development projects, and reductions in water consumption associated with existing and future development in the plan area. Language in this alternative is generally stronger than the October 2006 PROJECT which encourages, but does not require, sustainable development. This alternative furthermore would meet all objectives of the PROJECT. Since development of the October 2006 PROJECT, changes have been made to incorporate the principal objectives of this alternative, such as plans and policies directed at limiting emissions of greenhouse gases, reducing water or energy demands, providing incentives or other methods of ensuring sustainable development methods in development projects into the Draft General Plan.

Potential Impacts: A summary of the environmental impacts of the Enhanced Sustainability alternative is provided in Table 7.4-1 of the EIR. Similar to the PROJECT, this alternative would result in significant and unavoidable impacts to all issue topics and areas at the program level of analysis. However, there could be lesser impacts to air quality, hydrology, mineral resources, public utilities, or water quality relative to the PROJECT.

Facts in Support of Findings: Relative to the PROJECT, as long-term development occurs under the Enhanced Sustainability Alternative, the prevalence of sustainable buildings could increase the use of energy efficient designs, the use of recycled building materials, landscaped “green roofs”, and renewable energy production such as installation of solar panels, as well as requirements for recycled water systems, and reduced water consumption. These techniques could (1) significantly decrease the amount of air pollution associated with the burning of fossil fuels as consumption of nonrenewable energy decreases, (2) significantly decrease the rate and amount of runoff and significantly increase the absorption rates of runoff through landscaping technology, (3) result in reuse of building materials, thereby reducing demand for raw mineral resources, (4) significantly reduce the need for construction of new or physically altered public utilities infrastructure associated with water, energy, storm water and solid waste, and significantly reduce consumption of available water supplies, and (5) significantly reduce the amount of storm water and pollutants that enter the storm drain system and eventually the aquatic environment. All other environmental issues would be expected to have the same impact per the facts identified in Sections IV and V.

C. Increased Parking Management

This alternative expands upon the currently available parking management tools by expanding implementation of Community Parking Districts and residential permit parking districts throughout the City, and would also increase parking meter fees and extend the hours of operation for existing parking meters. Under this alternative, there would be a substantial reduction of free on-street parking in the City and an increase in parking-related revenue. Though the PROJECT incorporates the principal environmental objectives of this alternative in a revised Draft General Plan, the Increased Parking Management alternative is analyzed as a means for further reducing the environmental effects of the PROJECT related to air quality and traffic. This alternative furthermore would meet all project objectives of the PROJECT.

Potential Impacts: A summary of the environmental impacts of the Increased Parking Management alternative is provided in Table 7.4-1 of the EIR. Similar to the PROJECT, this alternative would result in significant and unavoidable impacts to all issue topics and areas at the program level of analysis. However, there could be lesser impacts to air quality or traffic relative to the PROJECT.

Facts in Support of Findings: Increased parking meter fees and enforcement hours will increase the cost of parking, and this alternative would further reduce the availability of free on-street parking. This would serve to reduce the number of automobile trips and vehicle miles traveled and increase in the number of multi-modal trips as some trips would be replaced by alternative modes of travel. In addition to the direct benefits on transportation, the reduction in

vehicular trips would reduce emissions associated with vehicular use, which would have a corresponding reduction in air quality impacts. All other environmental issues would be expected to have the same impact per the facts identified in sections IV and V.

D. Concentrated Growth

This alternative intends to focus projected growth into four sub-areas of the City that are served by high quality transit. The infill and redevelopment would be focused on the Downtown San Diego and Uptown communities, and in Urban Village Centers within the Mission Valley/Morena/Grantville, University/Sorrento Mesa, and Midway-Pacific Highway sub-areas to a greater extent than is envisioned under the PROJECT. This alternative would only partially implement the PROJECT objectives designed to create compact and walkable mixed-use villages of different scales, as there would be more concentrated growth in fewer communities, and integrating a regional transportation network that links communities to each other as fewer communities would observe the transportation benefits under the alternative. Furthermore, PROJECT objectives such as creating balanced communities that offer opportunities for all San Diegans and share citywide responsibilities, and offering high quality, affordable, and well-maintained public facilities would be difficult to meet for similar reasons.

Potential Impacts: A summary of the environmental impacts of the No Project alternative is provided in Table 7.4-1 of the EIR. Similar to the PROJECT, this alternative would result in significant and unavoidable impacts to all issue topics and areas at the program level of analysis. However, there could be lesser impacts to population and housing, and greater impacts to geologic conditions, health and safety, historic resources, or land use relative to the PROJECT.

Facts in Support of Findings:

Environmental impacts would be greater in the four identified sub-areas, but would likely decrease in other areas of the City. This would be contrary to the proposed PROJECT land use recommendations that call for the development of compact, mixed-use centers in other communities (communities outside of the four sub-areas). Overall secondary environmental impacts associated with this alternative would result in greater land use impacts when compared to the PROJECT.

This alternative would result in less land area being targeted for infill and redevelopment as compared to the PROJECT, so there would be fewer older housing units affected, and reduced construction impacts to provide replacement housing. However, there would be greater concentrations of people living in areas identified as a "Moderate to High" or "Low to Moderate" geo-technical relative risk area, which could result in a greater number of people or property exposed to geologic hazards such as groundshaking, fault rupture, landslides and others, and there could be greater numbers of people exposed to health and safety impacts. Because proposed sub-areas contain a greater proportion of the City's historical resources, infill and redevelopment of these areas in greater amounts than proposed under the PROJECT would have a corresponding greater risk to historical resources under this alternative. Due to the high cost of land and the scarcity of vacant developable land in the four sub-areas, it would be more difficult

to secure the population-based park lands needed to provide public facilities in accordance with the General Plan, as compared to the PROJECT.

All other environmental issues would be expected to have the same impact per the facts identified in sections IV and V. Some impacts such as an increase in transit trips and related decrease in vehicular trips in targeted areas of the City, and the associated benefit of lesser air quality and traffic impacts, would be offset by the increase in vehicular-related emissions or congested roadway miles projected for non-targeted areas of the City. Likewise, the environmental effects from more intense development in some sub-areas would be offset by the decrease in development in other sub-areas of the City.

E. Alternatives Considered but Rejected From Further Analysis

1. Alternative Location

According to the State CEQA Guidelines, the range of alternatives should include evaluation of alternative "locations that would avoid or substantially lessen any of the significant effects of the project" (Guidelines §15126.6(f)(2)(A)). The PROJECT is a General Plan, which guides the future development of the City. Since the PROJECT is specific to the City, no feasible alternative location exists that could be used for meaningful analysis.

2. City of Villages Increased Growth Alternative

This alternative proposes 17,000 to 37,000 multifamily dwelling units to be added to areas of the City with a high propensity for village development as shown in Figure LU-1 of the PROJECT. This analysis would be similar to the analysis undertaken for the Strategic Framework Element (SFE) Final EIR, which identified citywide impacts of these additional units, but not site-specific analysis. During the comment period for the 2002 SFE FEIR, members of the public recommended that village sites be designated through the community plan update process, with attention to public facilities, traffic and neighborhood character issues among others.

Mandating the addition of units to specific areas of the City with high village propensity would be inconsistent with the City's established community planning program, which identifies community plans as the appropriate vehicle for determining land use designations. Furthermore, the alternative would be unlikely to be implemented since the similar proposal under the SFE faced intense public opposition and was rejected by the City Council in 2002.

3. General Intensification Alternative

This alternative would add approximately 17,000 to 37,000 residential units to the City similar to the City of Villages Increased Growth Alternative, except that the units would be distributed equally across the city irrespective of village propensity.

This alternative was rejected from further analysis because accommodating future growth equally through the communities of the City irrespective of village propensity would not meet several of the primary PROJECT objectives. Most importantly, this alternative would not facilitate the

growth strategy of developing walkable, mixed-use villages, an efficient regional transportation network, a clean and sustainable environment, and other objectives of a smart growth plan. Under this alternative, all communities would be forced to accommodate their proportion of the new residential units regardless of environmental considerations. This could lead to greater pressures on environmentally sensitive lands, less efficient provision of infrastructure and public services, and likely increases to environmental impacts associated with traffic, air quality, biological resources, land use, public facilities, and possible other topics, particularly within communities largely with a designated low-propensity for village development. As with the City of Villages Increased Growth Alternative, there is a strong desire by members of the public for locating growth during the community plan update process, and therefore this alternative would be rejected at PROJECT level of analysis.

4. Reduced Density/Maintain Existing Neighborhood Character

This alternative was designed to reduce citywide growth across all neighborhoods in order to maintain existing neighborhood character. Residential density reductions would be determined under the community plan update process. However, the number of residential units permitted under any community plan, particularly villages identified in Figure 2.4-1 with a high-propensity for smart growth development (village areas that already exhibit higher-density, transit-oriented village characteristics, and areas that may have a propensity to develop as village areas), would be limited to be consistent with the alternative.

This alternative would reduce the City's overall housing stock and increase the demand for housing. Because population growth and demand for housing would continue to increase over time, the alternative would likely force needed housing units development and projected population outside of the City into other jurisdictions, and result in the overcrowding of existing units or the division of existing single-family homes into multiple units, or other changes to existing neighborhoods as a result of increased demand and limited housing supply. Over the long-term, this pattern of growth would likely increase the environmental impacts associated with agricultural resources, air quality, biological resources, hydrology, paleontological resources, noise, traffic, water quality, and possibly others. Furthermore, this alternative would reduce the City's housing capacity which would be inconsistent with the City's adopted housing element and state requirements. For these reasons, this alternative was rejected from further analysis as infeasible and inconsistent with PROJECT goals and policies.

5. Reduced Industrial Lands Protections.

This alternative would eliminate the policies of the PROJECT prohibiting (1) the conversion of lands to non-industrial uses, (2) the collocation of residential or non-industrial uses into industrial uses on Prime Industrial Lands, and (3) discretionary projects for public assembly or sensitive receptor land uses on Prime Industrial Lands. Because this alternative is analyzed as an alternative to the Prime Industrial Lands policies of the PROJECT, and half of goals associated with industrial lands would not be achieved with limited or no benefit to the achievement of other policies and goals under the PROJECT, this alternative was rejected from further analysis.

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS (PUBLIC RESOURCES CODE §21081(b))

Public Resources Code §21081(b) prohibits approval of a project with significant, unmitigable adverse impacts resulting from infeasible mitigation measures or alternatives unless the agency finds that specific overriding economic, legal, social, technological, or other benefits of the PROJECT outweigh the significant effects on the environment. The PROJECT could have significant, unmitigable, adverse impacts, as described above. However, the City Council finds that those impacts are outweighed by the following specific overriding economic, legal, social, technological, or other benefits of the PROJECT.

The City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits of the PROJECT outweigh the aforesaid significant, unmitigable effects on the environment. The City Council expressly finds that the following benefits would be sufficient to reach this conclusion:

1. The PROJECT protects the quality of life for existing and future residents through goals and policies designed to achieve a desired vision for the City that incorporates smart growth principles, concepts of sustainable development and resource management, and environmental protection.
2. The PROJECT guides the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, recognizes and encourages technological innovations, and generates sufficient revenue to support various local programs and services.
3. The PROJECT promotes development which accommodates anticipated population growth and guides physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City.
4. The PROJECT provides a guiding framework for the completion of community plan updates which will allow individual communities and neighborhoods to provide direction for their future growth and successful economic development while maintaining their unique characters.
5. The PROJECT provides mitigation frameworks to guide community plan updates and development projects in order to reduce environmental impacts of future plans and projects.
6. The PROJECT supports the policies and goals of the most recent Housing Element adopted by the City in 2006, and allows the City to meet future housing needs for the growth in population, including affordable housing.

7. The PROJECT improves mobility through development of a more balanced, multi-modal transportation network, encouraging residential and workplace development near transit centers, and supports the goals and policies of adopted regional transportation plans.
8. The PROJECT provides for public facilities and services needed to serve the existing and future population and establishes goals and policies to enhance public safety.
9. The PROJECT allows the City to become an international model of sustainable development and provide for the long-term conservation and management of the rich natural resources that help to define the City's identity, contribute to its economy, and improve its quality of life.
10. The PROJECT guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources, improves the quality of the built environment, maintains the character and identity of communities, and contributes to the City's economic vitality.
11. The PROJECT addresses expected impacts of global climate change by facilitating sustainable development, reducing greenhouse gas emissions within the City, and participating in the worldwide efforts to reduce effects such as extreme weather phenomena, sea level rise, and destruction of ecosystems.

EXHIBIT C

Mitigation Monitoring and Reporting Program

for

City of San Diego General Plan Final Program EIR

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Program Environmental Impact Report No. 104495 shall be made conditions of approval as may be further described below.

Lead Agency:

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

September 28, 2007

R. 303472

City of San Diego General Plan Mitigation Monitoring and Reporting Program

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

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

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

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

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

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

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

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

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

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
Agricultural Resources	<p>Mitigation for impacts to agricultural resources would occur at the project level and may involve preservation of important agricultural lands or buffers between new uses and existing adjacent agricultural uses. See the following Draft General Plan policies:</p> <ul style="list-style-type: none"> CE-L.1 Manage agricultural activity to minimize soil erosion and minimize the release of contaminants into surface and groundwater resources. CE-L.2 Limit retail activity in agriculturally-designated areas to uses that are reasonably related to agriculture (e.g., sale of locally grown farm products). CE-L.3 Encourage agricultural operations such as community farms and gardens (especially on City-leased lands) to provide for educational experiences which demonstrate the history, importance and value of agricultural operations. CE-L.4 Continue water reclamation research programs to develop realistic methods of providing inexpensive means of leaching soils, irrigating crops and preventing salt water intrusion. CE-L.5 Integrate agriculture and sustainability principles that promote clean air, water, healthy soils, and healthy habitats and ecosystems. <ul style="list-style-type: none"> a. Encourage sustainable agricultural and water quality best management practices, such as tillage, use of grass filter strips, runoff detention basins, and organic farming, on all private land and require BMPs on new or renewed City land leased for agricultural purposes. Provide the minimum amount of flood control/channelization. b. Encourage sustainable agricultural operations, especially on City-leased lands, to offer more sustainable, local food choices. CE-L.6 Provide mechanisms to permit private land owners of prime agricultural lands to take advantage of the Williamson Act. CE-L.7 Balance the economic benefits provided by agricultural uses with the competing water resource, biological and cultural resource management and recreation priorities.
Air Quality	<p>For projects that may exceed daily construction emissions established by the City of San Diego, Best Available Control Measures (BACMs) would be incorporated to reduce construction emissions to below daily emission standards established by the City.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>Development that could significantly impact air quality, either individually or cumulatively, would receive entitlement only if conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects may be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques. See the following Draft General Plan policies:</p> <p>CE-F.1. Develop and adopt a fuel efficiency policy to reduce fossil fuel use by City departments, and support community outreach efforts to achieve similar goals in the community.</p> <p>CE-F.2. Continue to upgrade energy conservation in City buildings and support community outreach efforts to achieve similar goals in the community.</p> <p>CE-F.3. Continue to use methane as an energy source from inactive and closed landfills.</p> <p>CE-F.4. Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.</p> <p>CE-F.5. Promote technological innovations to help reduce automobile, truck, and other motorized equipment emissions.</p> <p>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.</p> <p>CE-F.7. Influence the development of state, federal, and local actions to increase the use of alternative fuels.</p>
<p>Biological Resources</p>	<p>Development projects must be designed to minimize impacts to natural habitats consistent with City plans and ordinances. See the following Draft General Plan policies:</p> <p>CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.</p> <ol style="list-style-type: none"> a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space. <p>CE-G.2. Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity.</p> <p>CE-G.3. Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas.</p> <p>CE-G.4. Consider important ecological resources when determining where to apply floodplain regulations and development guidelines.</p> <p>CE-G.5. Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.</p> <p>Biological mitigation for upland impacts must be in accordance with the City's Biology Guidelines, Table 3.3.4.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	Development projects must provide for continued wildlife movement through wildlife corridors as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other openings to allow wildlife movement.
	<p>For all projects adjacent to the MHPA, development must conform to all applicable MHPA Land Use Adjacency Guidelines (Section 1.4.3) of the MSCP Subarea Plan. See the following Draft General Plan policy:</p> <p>CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.</p> <ul style="list-style-type: none"> a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space.
	Schedule the construction of projects to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable.
	Future projects must implement appropriate noise attenuation measures as it affects sensitive avian species, post construction, to reduce noise levels at the edge of occupied habitat.
	<p>Future projects must protect wetlands and vernal pools to the extent feasible. See the following Draft General Plan policies:</p> <p>CE-C.1. Protect, preserve, restore and enhance important coastal wetlands and habitat (tide pools, lagoons and marine canyons) for conservation, research, and limited recreational purposes.</p> <p>CE-C.2. Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also, Land Use Element, Policy LU-E-1).</p> <p>CE-C.3. Minimize alterations of cliffs and shorelines to limit downstream erosion and to ensure that sand flow naturally replenishes beaches.</p> <p>CE-C.4. Manage wetland areas as described in Section H, Wetlands, for natural flood control and preservation of landforms.</p> <p>CE-C.5. Limit the use of beaches and shorelines to appropriate coastal dependent and ocean-oriented recreational/educational uses as identified in local coastal/community plans.</p> <p>CE-H.1. Use a watershed planning approach to preserve and enhance wetlands.</p> <p>CE-H.2. Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management.</p> <p>CE-H.3. Seek state and federal legislation and funding that supports efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures.</p> <p>CE-H.4. Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values.</p> <p>CE-H.5. Support research and demonstration projects that use created wetlands to</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats.</p> <p>CE-H.6. Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process.</p> <p>CE-H.7. Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands.</p> <p>CE-H.8. Implement a “no net loss” approach to wetlands conservation in accordance with state and federal regulations.</p> <p>CE-H.9. Consider public health, access, and safety, including pest and vector control, on wetland creation and enhancement sites.</p>
	<p>Future projects must limit the disturbance to native vegetation to the extent practicable. See the following Draft General Plan policies:</p> <p>CE-G.1. Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.</p> <ul style="list-style-type: none"> a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space. <p>CE-G.4. Consider important ecological resources when determining where to apply floodplain regulations and development guidelines.</p> <p>CE-G.5. Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
Geologic Conditions	<p>The City may require general measures be implemented to preclude impacts, including:</p> <ul style="list-style-type: none"> • Preparation of soil and geologic conditions surveys. • Implementation of state seismic and structural design requirements • <i>Grading techniques that reduce landslide and erosion hazard impacts.</i> <p>See the following Draft General Plan policies:</p> <p>PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations.</p> <ol style="list-style-type: none"> a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City. e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area. f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and <i>implement measures to reduce any vulnerability.</i> g. Adhere to state laws pertaining to seismic and geologic hazards. <p>PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.</p> <ol style="list-style-type: none"> a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements. c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.
Health and Safety	<p>Future projects locating non-residential employment uses in proximity to residential development or vice versa must be sited and designed in a manner that reduces or avoids potential health and safety incompatibility impacts. Prior to the approval of any entitlement, the City would evaluate the project in light of the Conversion/Collocation Suitability Factors</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>(located in Appendix C of the Draft General Plan) would be used to analyze compatibility of site specific proposals. See the following Draft General Plan policies:</p> <p>EP-A.20. Meet the following requirements in all industrial areas as a part of the discretionary review of projects involving residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses:</p> <ul style="list-style-type: none"> • Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2. • Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk connections to adjacent properties, activity centers, and transit. • Require payment of the conversion/collocation project's fair share of community facilities required to serve the project (at the time of occupancy). <p>EP-A.21. For discretionary review of projects involving residential uses, require payment of the conversion/collocation project's fair share of community facilities required to serve the additional units at the time of occupancy.</p>
	<p>Future projects located in known High Fire Hazard Areas must be sited and designed to minimize impacts to fire. Prior to approval of any entitlement for a future project, the City would ensure that any impacts from wildfire or landslides will be reduced and, if necessary, mitigated in accordance with the requirements of the City of San Diego. See the following Draft General Plan policies:</p> <p>PF-D.1. Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.</p> <ul style="list-style-type: none"> • Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time. • Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time. <p>PF-D.2. Deploy to advance life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows:</p> <ul style="list-style-type: none"> • Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> • Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents. <p>PF-D.3. Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services.</p> <p>PF-D.4. Provide a minimum 3/4-acre fire station site area and allow room for station expansion.</p> <ol style="list-style-type: none"> a. Consider the inclusion of fire station facilities in development projects as an alternative method to the acreage guideline. b. Acquire adjacent sites that would allow for station expansion as opportunities allow. c. 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. <p>PF-D.5. Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.</p> <ol style="list-style-type: none"> a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities. <p>PF-D.6. Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.</p> <p>PF-D.7. Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A).</p> <p>PF-D.8. Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively.</p> <p>PF-D.9. Provide and maintain a training facility and program to ensure fire-rescue personnel are properly trained.</p> <p>PF-D.10. Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.</p>
	<p>Future discretionary projects located in an airport influence area will be submitted to the ALUC for consistency determinations with the adopted ALUCPs up until the time when the ALUC adopts the updated ALUCPs. After the ALUC adoption of the updated ALUCPs, the City will submit future projects located in an airport influence area until the ALUC determines that the City's affected land use plans, development regulations, and zoning ordinances are consistent with the ALUCPs. Amendments to land use plans, development regulations, and zoning ordinances that are within an airport influence area must be submitted the ALUC prior to adoption. See the following Draft General Plan policies:</p> <p>LU-G.1. Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors.</p> <p>LU-G.2. Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.</p> <p>LU-G.3. Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC.</p> <p>LU-G.4. Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.</p> <p>LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.</p> <p>LU-G.6. Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.</p> <ol style="list-style-type: none"> a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval. b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied. <p>LU-G.7. Evaluate the siting and expansions of airports and heliports on the basis of aviation and land use need and the impacts on surrounding land uses.</p>
<p>Historical Resources</p>	<p>Specific mitigation at the Program EIR level is not available. However, measures incorporated into future projects can reduce potential impacts to historical resources. Steps are taken to identify and mitigate significant impacts to historical resources, as part of the discretionary review of development projects. See the following Draft General Plan policies:</p> <p>HP-A.1. Strengthen historic preservation planning.</p> <ol style="list-style-type: none"> a. Maintain Certified Local Government (CLG) status ensuring San Diego's direct participation in federal and state historic preservation programs. b. Utilize benefits of the CLG program including grant funding available from the California Office of Historic Preservation. c. Update the Comprehensive Historic Preservation Plan. The plan is intended to guide, with specificity, historic preservation efforts in future years, including implementation measures, inventories, incentives, education and regulations. d. Participate in regional efforts to strengthen historic preservation planning. <p>HP-A.2. Fully integrate the consideration of historical and cultural resources in the larger land use planning process.</p> <ol style="list-style-type: none"> a. Promote early conflict resolution between the preservation of

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>historical resources and alternative land uses.</p> <ul style="list-style-type: none"> 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 homeowners, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic neighborhoods and non-residential historical resources in the community plan update process. d. Conservation areas that are identified at the community plan level, based on historical resources surveys, may be used as an urban design tool to complement community character. (see also Urban Design Element, Policy UD-A.7.) e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible. <p>HP-A-3. Foster government-to-government relationships with the Kumeyaay/Diegueño tribes of San Diego.</p> <ul style="list-style-type: none"> a. Regularly meet with local Tribal governments to discuss issues of mutual concern. b. Formally consult with identified California Native American tribes prior to the adoption or amendment of the General Plan or specific plan or the designation of open space. c. Maintain confidentiality concerning locations of traditional cultural places that are identified through the consultation process and otherwise. d. Support Tribal governments holding conservation easements over land voluntarily set aside for the protection of cultural places. <p>HP-A.4. Actively pursue a program to identify, document and evaluate the historical and cultural resources in the City of San Diego.</p> <ul style="list-style-type: none"> a. Develop context statements specific to areas being surveyed. b. Complete and regularly update a comprehensive citywide inventory of historical and cultural resources in conformance with state standards and procedures. c. Require that archaeological investigations be guided by appropriate research designs and analytical approaches to allow recovery of important prehistoric and historic information. d. Require the permanent curation of archaeological artifact collections and associated research materials, including collections held by the City. Support the permanent archiving of primary historical records and documents now in public institutions. e. Include Native American monitors during all phases of the investigation of archaeological resources including survey, testing, evaluation, data recovery and construction monitoring. f. Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws. <p>HP-A.5. Designate and preserve significant historical and cultural resources for current and future generations.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> a. Designate important historical resources using the City's adopted designation criteria, State Register criteria, and National Register criteria. b. Establish historical districts where concentrations of buildings, structures, sites, landscapes, and objects are identified. Adopt guidelines when necessary to guide preservation and rehabilitation of the overall district character and significance and apply the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties for review of alterations and new construction in designated historical districts. c. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees and other hardscape and landscape elements that contribute to the historic character of a neighborhood. d. Enforce the Historical Resources Regulations and Guidelines of the Land Development Code that are aimed at identifying and preserving historical resources. Update these regulations and guidelines as needed to maintain adequate protection of historical resources. e. Encourage continued use and adaptive reuse of designated historical resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction, and restoration. f. Require that all City-owned designated historical resources be maintained in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. <p>HP-B.1. Foster greater public participation and education in historical and cultural resources.</p> <ul style="list-style-type: none"> a. Encourage public attendance at monthly Historical Resources Board meetings through increased notification of agenda items on the City's website. b. Encourage the participation of the City's rich diversity of ethnic groups in efforts to preserve historical and cultural resources through outreach to historical societies, interviews to document oral histories, and inclusion of ethnic resources on the City's Register of Designated Historical Resources. c. Engage the public when creating "context statements" by adopting an oral history component of historical survey work. d. Participate in National Historic Preservation Week and California Archaeology Month. Each year in May recognize those individuals, groups or businesses that have made a significant contribution to the preservation, protection or restoration of historical or cultural resources. e. Foster educational opportunities using designated historical and cultural resources, including placement of plaques as a way to identify important historical resources throughout the City. f. Encourage the involvement of educational institutions in preservation programs and activities. g. Encourage the use of local history themes in some public art projects. h. Encourage active community involvement in preservation efforts through resource sponsorship programs. <p>HP-B.2. Promote the maintenance, restoration and rehabilitation of historical</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives.</p> <ol style="list-style-type: none"> a. Encourage owners of historical resources to utilize federal incentives including Federal Rehabilitation Tax Credits, façade and conservation easements and others. b. Encourage preservation, maintenance, rehabilitation and restoration of designated historical resources through use of available incentives offered by the state of California for achieving this goal. These incentives include the Mills Act, the California Cultural and Historical Endowment, and others. c. Create incentives to encourage the protection and preservation of important archaeological sites in situ on privately-owned property. d. Use the flexibility provided in the California State Historical Building Code Title 24 in meeting code requirements for historically-designated buildings. e. Encourage the use of Transfer of Development Rights to preserve historical and cultural resources in situ, particularly in areas zoned for high-density development. f. Take advantage of the Conditional Use Permit (CUP) process for historical resources, to gain flexibility in the application of some development regulations. g. Foster preservation and adaptive reuse of designated historical buildings and structures by allowing retention of non-conforming setbacks without requiring a variance or hardship finding. 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 would be beneficial in this regard. h. Provide architectural assistance service to help owners design rehabilitation and/or adaptive reuse plans, or feasibility studies for historically-designated buildings, structures and objects. Maintain the City's current façade improvement program for historic commercial properties. i. Continue to provide design assistance for owners of historical resources through the Historical Resources Board. <p>HP-B.3. Develop a historic preservation sponsorship program.</p> <ol style="list-style-type: none"> a. Create a historic preservation fund that provides a monetary source for local preservation incentives such as an architectural assistance program and archaeological site protection plan. The fund may be supported through grants, private or public donations, or other sources. b. Create a "receiver site" program that provides relocation sites for historical resources (buildings, structures or objects) that cannot be preserved on site. Receiver sites should be located within the community in which the resource was originally located and should maintain a context and setting comparable to the original location. This method of preservation should be limited and used when other on-site preservation techniques are found not to be feasible. c. Establish an "adopt a resource" program that encourages the public

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

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

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>materials, site planning, and street design where possible.</p> <ul style="list-style-type: none"> d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. <p>CE-E.3. Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.</p> <ul style="list-style-type: none"> a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. <p>CE-E.4. Continue to participate in the development and implementation of Watershed Management Plans for water quality and habitat protection.</p>
	<p>The generalized Hydrology and Water Quality mitigation measures provided in the EIR may be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws.</p>
<p>Land Use</p>	<p>A Community Plan update program is being established to help ensure that the City's community plans are consistent with the General Plan, and that they serve as an effective means to implement citywide environmental policies and address policies related to Airport Land Use Plans. See the following Draft General Plan policies:</p> <p>LU-A.1. Designate a hierarchy of village sites for citywide implementation.</p> <ul style="list-style-type: none"> a. Affirm the position of Downtown San Diego as the regional hub by maintaining and enhancing its role as the major business center in the region and encouraging its continued development as a major urban residential center with the largest concentration of high-density multifamily housing in the region. b. Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high- density residential uses with employment uses (see also Economic Prosperity Element). c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. d. Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and higher density-residential development. <p>LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>community character, with input from recognized community planning groups and the general public.</p> <p>LU-A.3. Identify and evaluate potential village sites considering the following physical characteristics:</p> <ul style="list-style-type: none"> • Shopping centers, districts, or corridors that could be enhanced or expanded; • Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; • Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; • Areas that have significant remaining development capacity based upon the adopted community plan; and • Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints.LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services. <p>LU-A.5. Require environmental review and additional study 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.</p> <p>LU-A.6. Recognize that various villages 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.</p> <p>LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.</p> <ul style="list-style-type: none"> a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H). b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). <p>LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.</p> <p>LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1).</p> <p>LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.</p> <p>LU-A.11. Design and evaluate mixed-use village projects based on the design goals and policies contained in the <i>Urban Design Element</i>.</p> <p>LU-C.1. Establish each community plan as an essential component of the Land Use Element with clear links to General Plan goals and policies.</p> <ul style="list-style-type: none"> a. Build upon and/or refine citywide policies as needed to reflect

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>community and neighborhood-specific issues.</p> <ul style="list-style-type: none"> 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. <p>LU-C.2. Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone).</p> <ul style="list-style-type: none"> a. Apply land use designations at the parcel level to guide development within a community. <ul style="list-style-type: none"> 1. Include a variety of residential densities; including mixed use, to provide locational choices and affordable housing opportunities. 2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements. 3. Evaluate employment land and designate according to their role in the community and in the region. b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future. c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning. d. Provide detailed, site-specific recommendations for village sites. e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations. f. Establish a mobility network to effectively move workers and residents. g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities. <p>LU-C.3. Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.</p> <p>LU-C.4. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.</p> <p>LU-C.5. Draft, update and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved.</p> <ul style="list-style-type: none"> a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision.</p> <p>c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or provision of public facilities and common constraints such as traffic congestion.</p> <p>LU-C.6 Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations, (see also Section F).</p>
	<p>Existing and future regulations will also provide development standards aimed at reducing land use incompatibilities. See the following Draft General Plan policies:</p> <p>LU-A.6. Recognize that various villages 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.</p> <p>LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.</p> <p>a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H).</p> <p>b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9).</p> <p>LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.</p> <p>LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1).</p> <p>LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.</p> <p>Future projects must be reviewed to ensure that they do not conflict with the General Plan and applicable community plans resulting in a physical impact on the environment. Prior to the approval of any entitlement, the City would evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, Airport Land Use Compatibility Plans, and other General Plan and community plan policies including open space preservation, community identity, mobility, and the timing, phasing, and provision of public facilities. See the following Draft General Plan policies:</p> <p>LU-D.1. Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>development phasing schedule; or a change in plan policies, maps, and diagrams. (Note: state law mandates that General Plan and community plan amendments are not to be required for projects utilizing state mandated housing density bonuses.)</p> <p>LU-D.2. Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.</p> <p>LU-D.3. Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.</p> <p>LU-D.4. During a community plan update process, community plan amendments will be accepted until the final land use scenarios have been established.</p> <p>LU-D.5. Maintain and update on a regular basis a database of land use plan amendments approved by the City in order to create an annual report for tracking of land use plan amendments.</p> <p>LU-D.6. Initiate a technical amendment without the need for a public Planning Commission hearing when the City determines, through a Single Discipline Preliminary Review, that the proposed amendment is appropriate in order to:</p> <ol style="list-style-type: none"> a. Correct a map or text error, and/or omission made when the land use plan was adopted or during subsequent amendments and/or implementation; b. Address other technical corrections discovered during implementation; c. Ensure the public health, safety, and welfare; d. Establish the location and design of a public facility already identified in the adopted Capital Improvements Program; e. Comply with changes in state or federal law or applicable findings of a court of law; and f. Revise language concerned solely with a process or procedural matter or an appendix to update information. <p>LU-D.7. Subject technical amendments to the processing procedures identified in the General Plan Amendment Manual.</p> <p>LU-D.8. Require that General Plan and community plan amendment initiations (except those determined to be technical as specified in LU-D.6 and LU-D.11) be decided by the Planning Commission with the ability for the applicant to submit a request to the City Clerk for the City Council to consider the initiation if it is denied.</p> <p>LU-D.9. Recognize the ability of the City Council to initiate a General Plan and community plan amendment when direction is received through a vote of the City Council without demonstration of meeting the initiation criteria to prepare a plan amendment.</p> <p>LU-D.10. Require that the recommendation of approval or denial to the Planning Commission be based upon compliance with all of the three initiation criteria as follows: a) the amendment request appears to be consistent with the goals and policies of the General Plan and community plan and any community plan specific amendment criteria; b) the proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	design; and c) public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process.
	LU-D.11. Acknowledge that initiation of a plan amendment in no way confers adoption of a plan amendment, that neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and that the City Council is not committed to adopt or deny the proposed amendment.
	LU-D.12. Evaluate specific issues that were identified through the initiation process as well as any additional community-specific amendment evaluation factors.
	LU-D.13. Address the following standard plan amendment issues prior to the Planning Commission decision at a public hearing related to level and diversity of community support: appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values and City of Villages strategy; and provision of public facilities.
	LU-D.14. Consider consolidating multiple concurrent land use plan amendment proposals to analyze and assess the impacts of the development projects and the land use changes cumulatively.
	LU-G.1. Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors.
	LU-G.2. Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
	LU-G.3. Submit the General Plan, community plans, and specific plans affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent or have the City Council take steps to overrule the ALUC.
	LU-G.4. Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.
	LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.
	LU-G.6. Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.
	a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>project approval.</p> <p>b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.</p> <p>LU-G.7. Evaluate the siting and expansions of airports and heliports on the basis of aviation and land use need and the impacts on surrounding land uses.</p>
Mineral Resources	<p>No Mitigation Measures are available at the Program EIR level of review that could reduce significant impacts to important mineral resources. See the following Draft General Plan policies:</p> <p>CE-K.1. Promote the recycling and reclamation of construction materials to provide for the City's current and future growth and development needs (see also Public Facilities, Policy PF-I.1 and Conservation Element, Policy CE-A.8).</p> <p>CE-K.2. Permit new or expanding mining operations within the MHPA in accordance with MSCP policies and guidelines.</p> <p>CE-K.3. Produce sand and gravel with minimal harm and disturbance to adjacent property and communities.</p> <p>CE-K.4. Plan rehabilitation of depleted mineral areas to facilitate reuse consistent with state requirements, the Surface Mining and Reclamation Act (SMARA), and local planning goals and policies, including the MSCP.</p> <p>CE-K.5. Consider local evaporative salt production for future economic value, open space use, and for important ecological habitat.</p>
Noise	<p>Future development projects in areas where the existing or future noise level exceeds or would exceed the compatible noise level thresholds as indicated in the Land Use Compatibility for Community Noise Environment Table (Table 3.10-7) must perform an acoustical study consistent with Acoustical Study Guidelines (Table NE-4 in the Draft General Plan), so that appropriate noise mitigation measures are included in the project design to meet the noise guidelines. See the following Draft General Plan policies:</p> <p>NE-A.1. Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.</p> <p>NE-A.2. Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.</p> <p>NE-A.3. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.</p> <p>NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.</p> <p>Future projects must be sited and designed in a manner that avoids noise impacts to noise-sensitive land uses (e.g., residences, hospitals, schools, and libraries) and sensitive receptors. Prior to approval of any entitlement for a future project, the City will identify any noise impacts and measures to reduce and avoid such impacts in accordance with the City's Noise</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>Ordinance and state regulations. This may require preparation of a noise analysis. See the following Draft General Plan policies:</p> <p>NE-A.1. Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.</p> <p>NE-A.2. Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.</p> <p>NE-A.3. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.</p> <p>NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.</p>
	<p>Where uses, particularly habitable structures, are planned near noise-generating sources, future projects must use a combination of architectural treatments or alternative methods to bring interior noise levels to below 45 dBA or 50 dBA for specified uses as indicated in Table 3.10-7. See the following Draft General Plan policies:</p> <p>NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.</p> <p>NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.</p> <p>NE-I.3. Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.</p> <p>NE-I.4. Support state regulation streamlining to allow standardized noise attenuation building and construction materials as an option to current requirements for acoustical evaluation.</p> <p>Future development projects that are located in an Airport Influence Area must use appropriate noise attenuation methods recommended in the appropriate Airport Land Use Compatibility Plans in order to meet acceptable interior noise levels for the use and aviation easements where required. See the following Draft General Plan policies:</p> <p>NE-D.1. Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.</p> <p>NE-D.2. Limit future residential uses within airport influence areas to the 65 dBA CNEL airport noise contour, except for multiple-unit, mixed-use, and live</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>work residential uses within the San Diego International airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.</p> <p>NE-D.3. Ensure that future multiple-unit, mixed-use, and live work residential uses within the San Diego International airport influence area that are located greater than the 65 dBA CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.</p> <p>a. Limit the amount of outdoor areas subject to exposure above the 65 dBA CNEL; and</p> <p>b. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dBA CNEL.</p> <p>NE-D.4. Discourage outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dBA CNEL airport noise contour.</p> <p>NE-D.5. Study single event noise levels in areas exposed to aircraft noise levels greater than the 60 dBA CNEL for discretionary development projects with residential and other noise-sensitive uses.</p> <p>NE-D.6. Minimize excessive aircraft noise from aircraft operating at Montgomery Field to surrounding residential areas.</p> <p>a. Implement a noise-monitoring program to assess aircraft noise.</p> <p>b. Implement nighttime aircraft noise limits and a weight limit for aircraft using the airport.</p> <p>NE-D.7. Encourage civilian and military airport operators, to the extent practical, to monitor aircraft noise, implement noise-reducing operation measures, and promote pilot awareness of where aircraft noise affects noise-sensitive land uses.</p>
	<p>All non-emergency construction activity for future projects must comply with the limits (maximum noise levels, hours and days of activity) established in state and City noise regulations. See the following Draft General Plan policies:</p> <p>NE-G.1. Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.</p> <p>NE-G.2. Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.</p>
Paleontological Resources	<p>At this time, mitigation is accomplished through monitoring, recovery, and curation of fossils. Steps are taken to identify and mitigate significant impacts to paleontological resources as part of the discretionary review of development projects.</p>
Population and Housing	<p>Specific mitigation at the Program EIR level is not available. However, measures incorporated into future projects may reduce any potential impacts.</p>
Public Facilities	<p>The need for new or upgraded facilities is addressed through the various means the City uses to fund the capital and operating expenses related to public facilities (e.g., developer fees and City Council budget decisions). However, the analysis of public services and facilities in this document focuses on the physical environmental impacts that could result from the construction of new facilities or the alteration of existing facilities. It is anticipated that many of these activities would result in physical impacts. Therefore, the framework for the</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>mitigation of public services and facilities projects will vary, depending on the type of physical impacts resulting from each project. For instance, if the construction of a new park would impact biological and historical resources, the project's mitigation measures would be developed using the mitigation framework in the Biological and Historical Resources sections contained in this document. In other words, the Public Facilities and Services mitigation framework is contained in the relevant impact issue area chapters of this document. See the following Draft General Plan policies:</p> <p>PF-C.1. Require development proposals to fully address impacts to public facilities and services.</p> <ol style="list-style-type: none"> a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period. <p>PF-C.2. Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance.</p> <p>PF-C.3. Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities</p> <p>PF-C.4. Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services.</p> <p>PF-C.5. Develop a centralized citywide monitoring system, accessible to the public, to document and report on the following:</p> <ul style="list-style-type: none"> • New Development - development proposals, fiscal impacts, operations and maintenance requirements, required plan amendments, exactions, service level and capacity impacts; • Capital Improvements Program (CIP) - funding sources, project and funding schedules, project amendments, project costs, project locations, project status; and • Existing Conditions - facility inventory, service and capacity levels, repair and replacement schedules, facility records (size, age, location, useful life, value, etc.). <p>PF-D.4. Provide a minimum 3/4-acre fire station site area and allow room for station expansion.</p> <ol style="list-style-type: none"> a. Consider the inclusion of fire station facilities in development projects as an alternative method to the acreage guideline. b. Acquire adjacent sites that would allow for station expansion as

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	opportunities allow.
	c. Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.
PF-D.6.	Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.
PF-D.9.	Provide and maintain a training facility and program to ensure fire-rescue personnel are properly trained.
PF-D.10.	Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.
PF-D.11.	Space oceanfront seasonal lifeguard towers every 1/10 of a mile or ten towers per mile.
PF-E.3.	Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible.
PF-E.4.	Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff.
PF-E.5.	Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A).
PF-F.5.	Construct and maintain facilities to accommodate regional growth projections that are consistent with sustainable development policies (see also Conservation Element, Section A).
PF-F.6.	Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.
PF-H.2.	Provide and maintain essential water storage, treatment, and supply facilities and infrastructure to serve existing and future development.
PF-I.3.	Provide environmentally sound waste disposal facilities and alternatives. <ul style="list-style-type: none"> a. Design and operate disposal facilities located within the City, or that serve as a destination for City waste, to meet or exceed the highest applicable environmental standards. b. Identify and investigate alternatives to standard disposal practices as fiscally and environmentally-sound technologies become available. c. Ensure efficient, environmentally-sound refuse and recyclable materials collection and handling through appropriate infrastructure, alternative fuel use, trip coordination, and other alternatives. d. Ensure environmentally and economically sound disposal options for materials that cannot be effectively reduced, reused, recycled, or composted. e. Plan for disposal needs considering factors such as trip distance and environmentally sound disposal capacity. f. Cooperate on a regional basis with local governments, state agencies, and private solid waste companies to find the best practicable, environmentally safe, and equitable solutions to solid and hazardous waste management. g. Maximize environmental benefit in landfill-based waste diversion and effective load check programs by ensuring that recyclable or hazardous materials do not end up in the landfill. h. Use closed and inactive landfill sites for public benefits, such as provision of energy from waste generated methane, creation of wildlife habitat upon proper remediation or other land uses

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	determined to be appropriate.
	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-J.2. Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area.
	PF-J.3. Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies.
	PF-J.4. Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element, Section A).
	PF-J.5. Plan new library facilities to maximize accessibility to village centers, public transit, or schools.
	PF-K.3. Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.).
	PF-K.4. Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Table NE-3, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions.
	PF-K.5. Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities.
	PF-K.6. Continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section D) and community programs, and also for public facility opportunities.
	PF-K.7. Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian and cycling friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A.9).
	PF-K.8. Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities.
	PF-M.3. Integrate the design and siting of safe and efficient public utilities and associated facilities into the early stages of the long range planning and development process, especially in redevelopment/urban areas where land constraints exist.
	PF-M.4. Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits.</p> <ol style="list-style-type: none"> Use transmission corridors to enhance and complement wildlife movement areas and preserved open space habitat as identified in the City's Multiple Species Conservation Program (MSCP). Provide adequate buffering and maintained landscaping between utility facilities and residential and non-residential uses, including the use of non-building areas and/or rear setbacks. Maximize land use and community benefit by locating compatible/appropriate uses within utility easements/right-of-ways (e.g., passive parkland, natural open space, wildlife movement, urban gardens, plant nurseries, parking, access roads, and trails). Trails can be allowed in these easement/right-of-ways, provided proper indemnification, funding and maintenance is set forth in a written agreement between the public utility, the City and project developer. For projects, in particular large-scale developments (such as those requiring redevelopment plans, community plan updates, general plan amendments), consult and coordinate with all appropriate public utilities early on to determine the type, size, and location of facilities that are needed to accommodate the project's increased demand. Incorporate public art with public utility facilities, especially in urban areas. Ensure utility projects account for maintenance of community streetscape elements and street trees. Coordinate projects in the public right-of-way with all utility providers. <p>PF-O.2. Coordinate with providers so that the expansion or construction of new healthcare facilities addresses General Plan and community plan goals.</p>
<p>Public Utilities</p>	<p>Innovative project design, construction and operations to reduce stormwater pollution, and energy use, and waste generation. The City's Sustainable Building Policy (900-14) allows an expedited review time for the private sector who presents building projects meeting LEED silver criteria. See the following Draft General Plan policies:</p> <p>CE-A.1. Influence state and federal efforts to reduce greenhouse gas emissions so that implementation requirements are equitably applied throughout the state, and to address actions that are beyond the jurisdiction of local government.</p> <p>CE-A.2. Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:</p> <ul style="list-style-type: none"> • Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space; • Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency; • Improve energy efficiency, especially in the transportation sector and buildings and appliances; • Reduce the Urban Heat Island effect through sustainable design and

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration;</p> <ul style="list-style-type: none"> • Reduce waste by improving management and recycling programs; • Plan for water supply and emergency reserves; and <p>Refer to Table CE-1, Issues Related to Climate Change Addressed in the General Plan, for a comprehensive list of policies related to each of the above issues.</p> <p>CE- A.3. Collaborate with climate science experts on local climate change impacts, mitigation, and adaptation, including sea level changes, to inform public policy decisions.</p> <p>CE- A.4. Pursue the development of “clean” or “green” sector industries that benefit San Diego’s environment and economy.</p> <p>CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings, where feasible.</p> <ol style="list-style-type: none"> a. Design new and major remodels to City buildings to achieve, at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design (LEED™) Green Building Rating System to conserve resources, including but not limited to energy and renewable resources. b. Incorporate green building components into all City-funded construction projects to incorporate “green” building components, including self-generation of energy to the extent feasible. c. Provide technical services for “green” buildings in partnership with other agencies and organizations. d. Improve the energy efficiency of commercial buildings. <p>CE-A.6. Design and build energy efficient buildings where feasible using “green” technology and principles such as:</p> <ul style="list-style-type: none"> • Designing mechanical and electrical systems that achieve maximum 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; and • Reducing levels of non-essential lighting, heating and cooling. • Using energy efficient appliances and lighting. <p>CE-A.7. Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins.</p> <ol style="list-style-type: none"> a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>building systems.</p> <p>b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.</p> <p>CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-1-2, or by renovating or adding on to existing buildings, rather than constructing new buildings where feasible.</p> <p>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 such as:</p> <ul style="list-style-type: none"> • 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.
	<p>Implementation of water and energy conservation measures beyond what is required by local, state, and federal regulations. See the following Draft General Plan policies:</p> <p>CE-I.1. Maintain a centralized Energy Conservation and Management Program and Comprehensive Plan for all City of San Diego operations.</p> <p>CE-I.2. Coordinate City energy planning programs with federal, state and regional agencies.</p> <p>CE-I.3. Pursue state and federal funding opportunities for research and development of alternative and renewable energy sources.</p> <p>CE-I.4. Maintain and promote water conservation and waste diversion programs to conserve energy.</p> <p>CE-I.5. Support the installation of photovoltaic panels, and other forms of renewable energy production.</p> <p>a. Seek funding to incorporate renewable energy alternatives in public buildings.</p> <p>b. Promote the use and installation of renewable energy alternatives in new and existing development.</p> <p>CE-I.6. Develop emergency contingency plans, in cooperation with other local agencies and regional suppliers, to assure essential energy supplies and reduce non-essential consumption during periods of energy shortage.</p> <p>CE-I.7. Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.</p> <p>CE-I.8. Improve fuel-efficiency to reduce consumption of fossil fuels.</p> <p>CE-I.9. Implement local and regional transportation policies that improve mobility and increase energy efficiency and conservation.</p> <p>CE-I.10. Use renewable energy sources to generate energy needed by new development to the extent feasible.</p> <p>CE-I.11. Collaborate with others to develop incentives to increase the use of renewable energy sources or reduce use of non-renewable energy sources.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>CE-I.12. Use small, decentralized, aesthetically-designed energy efficient power generation facilities where feasible.</p> <p>CE-I.13. Promote and conduct energy conservation education.</p> <p>CE-N.2. Maintain educational programs to sustain public awareness of the importance of resource conservation (e.g., energy, water, open space), the continued existence of long-term resource demand challenges, and specific conservation tactics that are recommended.</p> <p>CE-N.4. Publicize voluntary water and energy conservation measures that focus on reducing waste and decreasing the possibility of rationing and other undesirable restrictions.</p>
	<p>Project siting, mix of land uses, and design that reduces the need to drive, thus reducing vehicle miles traveled compared to what would occur through conventional development. See the following Draft General Plan policies:</p> <p>LU-A.1. Designate a hierarchy of village sites for citywide implementation.</p> <ol style="list-style-type: none"> a. Affirm the position of Downtown San Diego as the regional hub by maintaining and enhancing its role as the major business center in the region and encouraging its continued development as a major urban residential center with the largest concentration of high-density multifamily housing in the region. b. Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high- density residential uses with employment uses (see also Economic Prosperity Element). c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. d. Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and higher density-residential development. <p>LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.</p> <p>LU-A.3. Identify and evaluate potential village sites considering the following physical characteristics:</p> <ul style="list-style-type: none"> • Shopping centers, districts, or corridors that could be enhanced or expanded; • Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; • Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; • Areas that have significant remaining development capacity based upon the adopted community plan; and • Areas that are not subject to major development limitations due to

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>topographic, environmental, or other physical constraints.LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services.</p> <p>LU-A.5. Require environmental review and additional study 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.</p> <p>LU-A.6. Recognize that various villages 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.</p> <p>LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.</p> <p>a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H).</p> <p>b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9).</p> <p>LU-A.8. Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.</p> <p>LU-A.9. Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1).</p> <p>LU-A.10. Design transit corridor infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.</p>
Traffic	<p>Strategic planting of trees in quantities and locations that maximizes environmental benefits such as shading.</p> <p>Walkable Communities – See the following Draft General Plan policies:</p> <p>ME-A.1. Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.</p> <p>ME-A.2. Design and implement safe pedestrian routes.</p> <p>a. Collaborate with appropriate community groups, and other interested private and public sector groups/ individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations.</p> <p>b. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.</p> <p>c. Promote "Walking School Bus" efforts where parents or other</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>responsible adults share the responsibility of <i>escorting children to and from school</i> by foot or bicycle.</p> <ul style="list-style-type: none"> d. When new schools are planned, work with school districts and affected communities to locate schools so that the number of students who can walk to school safely is maximized. e. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17). f. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. g. Provide adequate levels of lighting for pedestrian safety and comfort. <p>ME-A.3. Engage in a public education campaign to increase drivers' awareness of pedestrians and bicyclists, and to encourage more courteous driving.</p> <p>ME-A.4. Make sidewalks and street crossings accessible to pedestrians of all abilities.</p> <ul style="list-style-type: none"> a. <i>Meet or exceed all federal and state requirements.</i> b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards. <p>ME-A.5. Provide adequate sidewalk widths and clear path of travel, as determined by street classification, adjoining land uses, and expected pedestrian usage.</p> <ul style="list-style-type: none"> a. Minimize obstructions and barriers that inhibit pedestrian circulation. b. Consider pedestrian impacts when designing the width and number of driveways within a street segment. <p>ME-A.6. Work toward achieving a complete, functional and interconnected pedestrian network.</p> <ul style="list-style-type: none"> a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1. <ul style="list-style-type: none"> 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. b. <i>Link sidewalks, pedestrian paths and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-C.6).</i> c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed. d. Address pedestrian needs as an integral component of community and public facilities financing plan updates and amendments, other planning studies and programs, and the development project review process.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.</p> <p>ME-A.7. Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.</p> <p>a. Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element, Policy UD-A.10).</p> <p>b. Design site plans and structures with pedestrian-oriented features (see also Urban Design, Policies UD-A.6, UD-B.4, and UD-C.6).</p> <p>c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.</p> <p>d. Enhance alleys as secure pathways to provide additional pedestrian connections.</p> <p>e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.</p> <p>f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.</p> <p>ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.</p> <p>ME.A.9. Continue to collaborate with regional agencies, school districts, community planning groups, community activists, public health professionals, developers, law and code enforcement officials, and others, to better realize the mobility, environmental, social, and health benefits of walkable communities.</p>
	<p>Street and Freeway System – (see Draft General Plan policies ME-C.1 thru ME-C.10) See the following Draft General Plan policies:</p> <p>ME-C.1. Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans.</p> <p>a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities through the planning and development review process.</p> <p>b. Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time.</p> <p>c. Identify streets or street segments where special design treatments are desired to achieve community goals.</p> <p>d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable in order to achieve vibrant</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives.</p> <p>e. Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries.</p> <p>ME-C.2. Increase capacity and reduce congestion on the street and freeway system.</p> <p>a. Identify the City of San Diego's priorities for transportation infrastructure projects.</p> <p>b. Provide the City's identified priorities for transportation infrastructure projects to SANDAG and Caltrans for funding purposes.</p> <p>c. Work with SANDAG and Caltrans towards the implementation of the City's identified priorities for transportation infrastructure projects (see also Public Facilities Element, Policy PF-B.3).</p> <p>d. Collaborate with SANDAG and Caltrans to ensure that relevant General Plan policies and community plan identified street network are reflected in regional and state plans and programs.</p> <p>e. Provide rights-of-way for designated HOV facilities and transit facilities on City streets where feasible.</p> <p>f. Evaluate RTP proposals for new or redesigned streets and freeways on the basis of demonstrated need and consistency with General Plan policies and community plan facility recommendations.</p> <p>ME-C.3. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.</p> <p>a. Identify locations where the connectivity of the street network could be improved through the community plan update and amendment process, the Regional Transportation Plan update process, and through discretionary project review (see also Urban Design Element, Policy UD-B.5).</p> <p>b. Use local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and village centers. This network should also be designed to control traffic volumes and speeds through residential neighborhoods.</p> <p>1. In newly developing areas or in large-scale redevelopment/infill projects, strive for blocks along local and collector streets to have a maximum perimeter of 1,800 feet.</p> <p>2. When designing modifications/improvements to an existing street system, enhance street or pedestrian connections where possible.</p> <p>c. Provide direct and multiple street and sidewalk connections within development projects, to neighboring projects, and to the community at large.</p> <p>d. Where possible, design or redesign the street network, so that wide arterial streets do not form barriers to pedestrian traffic and community cohesiveness.</p> <p>ME-C.4. Improve operations and maintenance on City streets and sidewalks.</p> <p>a. Regularly optimize traffic signal timing and coordination to improve circulation. Implement new signal and intersection technologies that improve pedestrian, bicycle, and vehicular safety while improving</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>overall circulation.</p> <ul style="list-style-type: none"> b. Adequately maintain the transportation system through regular preventative maintenance and repair, and life cycle replacement. c. Encourage community participation in planning, assessing, and prioritizing the life cycle management of the circulation system. d. When new streets and sidewalks are built and as existing streets and sidewalks are modified - design, construct, operate, and maintain them to accommodate and balance service to all users/modes (including walking, bicycling, transit, high occupancy vehicles (HOVs), autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles). e. Continue to pursue adequate maintenance of sidewalks by property owners and investigate new approaches to facilitate improved sidewalk maintenance citywide. <p>ME-C.5. Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include but are not limited to those identified on Table ME-2, to increase the safety and enhance the livability of communities.</p> <ul style="list-style-type: none"> a. Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic. b. Choose traffic calming devices to best fit the situations for which they are intended. c. Place traffic calming devices so that the full benefit of calming will be realized with little or no negative effect upon the overall safety or quality of the roadway. d. Design traffic calming devices appropriately, including consideration for accessibility, drainage, underground utilities, adequate visibility, the needs of emergency, sanitation, and transit vehicles, and landscaping. e. <i>Weigh any potential undesired effects</i> of traffic calming devices (such as increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits. <p>ME-C.6. Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and meet safety standards.</p> <ul style="list-style-type: none"> a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. b. Design roadways and road improvements to maintain and enhance neighborhood character. c. Design streets and highways that incorporate physical elements to improve the visual aspects of roadways. d. Provide adequate rights-of-way for scenic lookouts, and obtain scenic easements to ensure the preservation of scenic views. e. Preserve trees and other aesthetic and traffic calming features in the median and along the roadside. f. Avoid or minimize disturbances to natural landforms. g. Contour manufactured slopes to blend with the natural topography. h. Promptly replant exposed slopes and graded areas to avoid erosion.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> i. Employ landscaping to enhance or screen views as appropriate. j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements. k. Utilize signs, lights, furniture, and other accessories suitable for the location. l. Place utility lines underground. m. Emphasize aesthetics and noise reduction in the design, improvement, and operation of streets and highways. n. Avoid frequent driveway curb cuts that create conflict points between autos and pedestrians. <p>ME-C.7. Preserve and protect scenic vistas along public roadways.</p> <ul style="list-style-type: none"> a. Identify state highways where the City desires to preserve scenic qualities and work with Caltrans to pursue official scenic highway designation. b. Designate scenic routes along City streets to showcase scenic vistas and to link points of visitor interest. c. Adopt measures to protect aesthetic qualities within scenic highways and routes. <p>ME-C.8. Maintain innovative Traffic Impact Study Guidelines with flexibility to address site and community specific issues.</p> <ul style="list-style-type: none"> a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts. b. Consider the results of site-specific studies or reports that justify vehicle trip reductions. (See also Policy ME-E.7.) c. Use multimodal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective. <p>ME-C.9. Use multimodal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.</p> <p>ME-C.10. Provide transportation facilities to serve new growth in accordance with Policies ME-K.4-K.6, and Public Facilities Element, Sections A-C.</p>
	<p>Transportation Demand Management (TDM) – See the following Draft General Plan policies:</p> <ul style="list-style-type: none"> ME-E.1. Support TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework. ME-E.2. Maintain and enhance personal mobility options by supporting public and private transportation projects that will facilitate the implementation of Transportation Demand Management (TDM) strategies. ME-E.3. Emphasize the movement of people rather than vehicles. ME-E.4. Promote the most efficient use of the City's existing transportation network. ME-E.5. Support SANDAG's efforts to market TDM benefits to employers and identify strategies to reduce peak period employee commute trips.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>ME-E.6. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.</p> <p>ME-E.7. Consider TDM programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts.</p> <p>ME-E.8. Monitor implementation of TDM programs to ensure effectiveness.</p>
	<p>Bicycling – (see Draft General Plan policies ME-F.1 thru ME-F.6) See the following Draft General Plan policies:</p> <p>ME-F.1. Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.</p> <ul style="list-style-type: none"> a. Update the plan periodically as required by Caltrans, in a manner consistent with General Plan goals and policies. b. Coordinate with other local jurisdictions, SANDAG, schools, and community organizations to review and comment on bicycle issues of mutual concern. c. Reference and refine the plan, as needed, in conjunction with community plan updates. d. Improve connectivity of the multi-use trail network, for use by bicyclists and others as appropriate. <p>ME-F.2. Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, schools, commercial districts, transit stations, and institutions.</p> <ul style="list-style-type: none"> a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations. b. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input. c. Recognize that bicyclists use all City roadways. <ul style="list-style-type: none"> 1) Design future roadways to accommodate bicycle travel; and 2) Upgrade existing roadways to enhance bicycle travel, where feasible. <p>ME-F.3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.</p> <p>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.</p> <p>ME-F.5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops/stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.</p> <p>ME-F.6. Develop and implement public education programs promoting bicycling</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>and bicycle safety.</p> <ul style="list-style-type: none"> a. Increase public awareness of the benefits of bicycling and the availability of resources and facilities. b. Increase government and public recognition of bicyclists' right to use public roadways.
	<p>Parking Management – See the following Draft General Plan policies:</p> <p>ME-G.1. Provide and manage parking so that it is reasonably available when and where it is needed.</p> <ul style="list-style-type: none"> a. Where parking deficiencies exist, prepare parking master plans to inventory existing parking (public and private), identify appropriate solutions, and plan needed improvements. b. Implement strategies to address community parking problems using a mix of parking supply, management, and demand solutions, including but not limited to those described on Table ME-3, Parking Strategies Toolbox. c. 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-G.2. Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.</p> <ul style="list-style-type: none"> a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking. <p>ME-G.3. Manage parking spaces in the public rights-of-way to meet public need and improve investment of parking management revenue to benefit areas with most significant parking impacts.</p> <ul style="list-style-type: none"> a. Continue and expand the use of Community Parking Districts (CPD). The CPDs can be formed by communities to implement plans and activities designed to alleviate parking impacts specific to the community's needs. The CPDs also improve the allocation and investment of parking management revenue by providing the Community Parking Districts with a portion of the revenue generated within their boundaries for the direct benefit of the district. b. Implement parking management tools that optimize on-street parking turnover, where appropriate. c. Judiciously limit or prohibit on-street parking where needed to improve safety, or to implement multi-modal facilities such as bikeways, transitways, and parkways. <p>ME-G.4. Support innovative programs and strategies that help to reduce the space required for, and the demand for parking, such as those identified in</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>Section E.</p> <p>ME-G.5 Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include, but are not limited to those described on Table ME-3.</p>
<p>Visual Effects- Neighborhood Character</p>	<p>No feasible specific mitigation has been identified at this program level. Future discretionary actions and proposals will be analyzed pursuant to CEQA and project level mitigation required. See the following Draft General Plan policies:</p> <p>CE-B.1. Protect and conserve the landforms 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.</p> <ol style="list-style-type: none"> a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands. b. Support the preservation of rural lands and open spaces throughout the region. c. Protect community urban canyons and other important open spaces 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). d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirection of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan. g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation. <p>CE-B.2. Apply the appropriate zoning and Environmentally Sensitive Lands (ESL) regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands.</p> <ol style="list-style-type: none"> a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. b. Limit grading and alterations of steep hillsides, cliffs and shoreline to minimize erosion and landform impacts. <p>CE-B.3. Use natural landforms and features as integrating elements in project design to complement and accentuate the City's form (see Urban Design Element, Section A).</p> <p>UD-A.1. Preserve and protect natural landforms and features.</p> <ol style="list-style-type: none"> a. Protect the integrity of community plan designated open spaces (see also Conservation Element, Policy CE-B.1).

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>b. Continue to implement the Multiple Species Conservation Program (MSCP) to conserve San Diego's natural environment and create a linked open space system. Preserve and enhance remaining naturally occurring features such as wetlands, riparian zones, canyons, and ridge lines.</p> <p>UD-A.2. Use open space and landscape to define and link communities.</p> <p>a. Link villages, public attractions, canyons, open space and other destinations together by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate.</p> <p>b. Preserve and encourage preservation of physical connectivity and access to open space.</p> <p>c. Recognize that open spaces sometimes prevent the continuation of transportation corridors and inhibit mobility between communities. Where conflicts exist between mobility and open space goals, site-specific solutions may be addressed in community plans.</p> <p>UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.</p> <p>a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography.</p> <p>b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain.</p> <p>c. Utilize variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to slab foundations to minimize the amount of grading.</p> <p>d. Consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas.</p> <p>e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized.</p> <p>f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized.</p> <p>g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.</p> <p>h. Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas.</p> <p>i. Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or open space system could be used to determine compliance with this policy.</p> <ul style="list-style-type: none"> j. Design and site buildings to permit visual and physical access to the natural features from the public right-of-way. k. Encourage location of entrances and windows in development adjacent to open space to overlook the natural features. l. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas. m. Preserve views and view corridors along and/or into waterfront areas from the public right-of-way by decreasing the heights of buildings as they approach the shoreline, where possible. n. Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource protection, in natural resource open space areas. o. Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as "quiet pavement" in noise sensitive locations, and bridge or roadway designs that respect the natural environment. <p>UD-A.4. Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.</p> <p>UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.</p> <ul style="list-style-type: none"> a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well established, distinctive character. c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments.</p> <p>i. Maximize natural ventilation, sunlight, and views.</p> <p>j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.</p> <p>UD-A.6. Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.</p> <p>a. Locate buildings on the site so that they reinforce street frontages.</p> <p>b. Relate buildings to existing and planned adjacent uses.</p> <p>c. Ensure that building entries are prominent, visible, and well-located.</p> <p>d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern.</p> <p>e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.</p> <p>UD-A.7. Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify "conservation areas" that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district.</p> <p>a. Create guidelines in community plans to be used for new development, so that a neighborhood's historic character is complemented within the conservation areas where appropriate. (See also Historical Preservation Element, Policy HP-A.2.)</p> <p>b. Review the redevelopment of property within conservation areas to maintain important aspects of the surviving community character that have been identified as characteristics of a neighborhood that could be preserved.</p> <p>UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.</p> <p>a. Maximize the planting of new trees, street trees and other plants for their shading, air quality and livability benefits. (See also Conservation Element, Policies CE-A.11, CE-A.12, and Section J.)</p> <p>b. Encourage water conservation through the use of drought-tolerant landscape.</p> <p>c. Use landscape to support storm water management goals for filtration, percolation and erosion control.</p> <p>d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas.</p> <p>e. Landscape materials and design should complement and build upon the existing character of the neighborhood.</p> <p>f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.</p> <p>g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>character.</p> <ol style="list-style-type: none"> 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. <p>h. Shade paved areas, especially parking lots.</p> <p>i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.</p> <p>j. Use landscaped walkways to direct people to proper entrances and away from private areas.</p> <p>k. Consider landscaped areas as useable and functional amenities for people activities.</p> <p>l. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies.</p> <p>m. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.</p> <p>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.)</p> <ol style="list-style-type: none"> a. Provide attractively designed transit stops and stations that are adjacent to active uses and recognizable by the public. (See also Land Use Element, Policy LU-I.11.) b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network. (See also Land Use Element, Policy LU-I.10.) c. Provide generous rights-of-way for transit, transit stops or stations. d. Locate buildings along transit corridors to allow convenient and direct access to transit stops/stations. <p>UD-A.10. Design or retrofit streets to improve walkability, bicycling, strengthen connectivity, transit integration, and enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element. (See also Mobility Element, Sections A, B, C, and F.)</p> <p>UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (See also Mobility Element, Section G.)</p> <ol style="list-style-type: none"> a. Provide a tall, largely transparent ground floor along pedestrian active streets, functional for commercial uses. b. Design safe, functional, and aesthetically pleasing parking structures. c. Design structures to be of a height and mass that are compatible with the surrounding area. d. Use building materials, detailing and landscape that complement the surrounding neighborhood. e. Provide well-defined, dedicated pedestrian entrances. f. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>buildings.</p> <p>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.</p> <p>h. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.</p> <p>UD-A.12. Reduce the amount and visual impact of surface parking lots. (See also Mobility Element, Section G.)</p> <p>a. Encourage placement of parking along the rear and sides of street-oriented buildings.</p> <p>b. Avoid blank walls facing onto parking lots by promoting treatments that use colors, materials, landscape, selective openings or other means of creating interest. For example, the building should protrude, recess, or change in color, height or texture to reduce blank facades.</p> <p>c. Design clear and attractive pedestrian paseos/pathways and signs that link parking and destinations.</p> <p>d. Locate pedestrian pathways in areas where vehicular access is limited.</p> <p>e. Avoid large areas of uninterrupted parking especially adjacent to community public viewsheds.</p> <p>f. Build multiple small parking lots in lieu of one large lot.</p> <p>g. Retrofit existing expansive parking lots with street trees, landscape, pedestrian paths, and new building placement.</p> <p>h. Promote the use of pervious surface materials to improve groundwater recharge.</p> <p>i. Use trees and other landscape to provide shade, screening, and filtering of storm water runoff in parking lots.</p> <p>j. Design surface parking lots to allow for potential redevelopment to more intensive uses. For example, through redevelopment, well-placed parking lot aisles could become internal project streets that provide access to future parking structures and mixed land uses.</p> <p>UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.</p> <p>a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.</p> <p>b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.</p> <p>c. Use lighting to convey a sense of safety while minimizing glare and contrast.</p> <p>d. Use vandal-resistant light fixtures that complement the neighborhood and character.</p> <p>e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.</p> <p>UD-A.14. Provide comprehensive project sign plans to effectively utilize sign area.</p> <p>a. Design signs as a means to communicate a unified theme and identity for the project.</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> 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. <p>UD-A.15. Minimize the visual impact of wireless facilities.</p> <ul style="list-style-type: none"> a. Conceal wireless facilities in existing structures when possible, otherwise use camouflage and screening techniques to hide or blend them into the surrounding area. b. Design facilities to be aesthetically pleasing and respectful of the neighborhood context. c. Conceal mechanical equipment and devices associated with wireless facilities in underground vaults or unobtrusive structures. <p>UD-B.1. Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.</p> <ul style="list-style-type: none"> a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development. b. Design new construction to respect the pedestrian orientation of neighborhoods. c. Provide innovative designs for a variety of housing types to meet the needs of the population. <p>UD-B.2. Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element).</p> <ul style="list-style-type: none"> a. Incorporate a variety of unit types in multifamily projects. b. Incorporate a variety of single-family housing types in single-family projects/subdivisions. c. Provide transitions of scale between higher-density development and lower-density neighborhoods. d. Identify sites for revitalization and additional housing opportunities in neighborhoods. <p>UD-C.1. In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.</p> <ul style="list-style-type: none"> a. Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development. b. Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households. c. Encourage placement of active uses, such as retailers, restaurants, services, cultural facilities and amenities, and various services, on the

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>ground floor of buildings in areas where the greatest levels of pedestrian activity are sought.</p> <p>d. Encourage the provision of approximately ten percent of a project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Public space may be provided in the form of plazas, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services. (See also UD-C.5 and UD-E.1.)</p> <ol style="list-style-type: none"> 1. When public space is provided in the form of public parks in accordance with Recreation Element, Policy RE-F.9, the public park space may be used to meet population-based park requirements. 2. Where multiple property owners are involved in a village development, develop incentives or other mechanisms to help achieve equity in the distribution of development rights and the provision of public spaces. <p>e. Create new zoning categories for mixed-use development.</p> <ol style="list-style-type: none"> 1. Provide standards that address the particular design issues related to mixed-use projects, such as parking, noise attenuation and security measures, and minimize negative impacts on the community. 2. Provide standards that address bulk, mass, articulation, height, and transition issues such as the interface with surrounding or adjacent development and uses, and minimize negative impacts on the community. <p>f. Encourage location of mixed-use projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context.</p> <p>UD-C.2. Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.</p> <p>UD-C.3. Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.</p> <ol style="list-style-type: none"> a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers. <p>UD-C.4. Create pedestrian-friendly village centers (see also Mobility Element, Sections A and C).</p> <ol style="list-style-type: none"> a. Respect pedestrian-orientation by creating entries directly to the street and active uses at street level. b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level. c. Orient buildings in village centers to commercial local streets, or to internal project drives that are designed to function like a public street, in order to create a pedestrian-oriented shopping experience, including provision of on-street parking. d. Provide pathways that offer direct connections from the street to

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>building entrances.</p> <ul style="list-style-type: none"> e. Break up the exterior facades of large retail establishment structures into distinct building masses distinguished by offsetting planes, rooflines and overhangs or other means. f. Where feasible, use small buildings in key locations to create a human scale environment in large retail centers. Incorporate separate individual main entrances directly leading to the outside from individual stores. <p>UD-C.5. Design village centers as civic focal points for public gatherings with public spaces. (See also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces.)</p> <ul style="list-style-type: none"> a. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities and limitations. . b. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space. <p>UD-C.6. Design project circulation systems for walkability.</p> <ul style="list-style-type: none"> a. Extend existing street grid patterns into development within existing fine-grained neighborhoods. b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as the organizing framework for development in village centers. c. Diagonal or "on-street" parallel parking may be appropriate along driveways in order to contribute to a "main street" appearance. d. Provide pedestrian shortcuts through the developments to connect destinations where the existing street system has long blocks or circuitous street patterns. e. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings. f. Design new connections, and remove any barriers to pedestrian and bicycle circulation in order to enable people to walk or bike, rather than drive, to neighboring destinations (see also Mobility Element, Sections A and F). g. Lay out streets to take advantage of and maximize vistas into public viewsheds. h. Share and manage commercial, residential and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G). i. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multi-modal pathways through projects to transit stops. <p>UD-C.7. Enhance the public streetscape for greater walkability and neighborhood aesthetics. (see also UD-A.10 and Section F.)</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> a. Preserve and enhance existing main streets. b. Establish build-to lines, or maximum permitted setbacks on designated streets. c. Design or redesign buildings to include architecturally interesting elements, pedestrian-friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level. d. Implement pedestrian facilities and amenities in the public right-of-way including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, and street furniture. e. Relate the ground floor of buildings to the street in a manner that adds to the pedestrian experience while providing an appropriate level of privacy and security. f. Design or redesign the primary entrances of buildings to open onto the public street. <p>UD-C.8. Retrofit existing large-scale development patterns, such as “superblocks” or “campus-style” developments, to provide more and improved linkages among uses in the superblock, neighboring developments, and the public street system.</p> <ul style="list-style-type: none"> a. Coordinate the redesign of roads, sidewalks, and open spaces of adjacent developments. b. Locate new infill buildings in a manner that will promote increased pedestrian activity along streets and in public common areas. c. Implement exterior improvements such as public art, pedestrian-scale windows and entrances, signs, and street furniture. <p>UD-E.1. Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces).</p> <ul style="list-style-type: none"> a. Locate public spaces in prominent, recognizable, and accessible locations. b. Design outdoor open areas as “outdoor rooms,” developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. c. Develop each public space with a unique character, specific to its site and use. d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. f. Use landscape, hardscape, and public art to improve the quality of public spaces. g. Encourage the active management and programming of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>j. Address maintenance and programming.</p> <p>UD-E.2. Treat and locate civic architecture and landmark institutions prominently.</p> <p>a. Where feasible, provide distinctive public open space, public art, greens and/or plazas around civic buildings such as courthouses, libraries, post offices and community centers to enhance the character of these civic and public buildings. Such civic and public buildings are widely used and should form the focal point for neighborhoods and communities.</p> <p>b. Incorporate sustainable building principles into building design (see also Conservation Element, Section A).</p> <p>c. Civic buildings at prominent locations, such as canyon rims, sites fronting open space, sites framing a public vista, and those affording a silhouette against the sky should exhibit notable architecture.</p> <p>d. Encourage innovative designs that distinguish civic and public buildings and landmarks from the surrounding neighborhood as a means of identifying their role as focal points for the community.</p> <p>e. Support the preservation of community landmarks.</p>
<p>Water Quality</p>	<p>Increasing on-site filtration. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <p>a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design.</p> <p>b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas.</p> <p>c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.</p> <p>d. Increase the use of vegetation in drainage design.</p> <p>e. Maintain landscape design standards that minimize the use of pesticides and herbicides.</p> <p>f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts.</p> <p>g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.</p> <p>h. Enforce maintenance requirements in development permit conditions.</p> <p>Preserving, restoring or incorporating natural drainage systems into site design. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>runoff.</p> <ul style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
	<p>Directing concentrated flows away from MHPA and open space areas. If not possible, drainage must be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ul style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. <p>Reducing the amount of impervious surfaces through selection of materials, site planning,</p>

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<p>and the narrowing of street widths, where possible. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ol style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
	<p>Increasing the use of vegetation in drainage design. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ol style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts.

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	<ul style="list-style-type: none"> g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
	<p>Maintaining landscape design standards that minimize the use of pesticides and herbicides. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ul style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. <p>To the extent feasible, avoiding development of areas particularly susceptible to erosion and sediment loss. See the following Draft General Plan policy:</p> <p>CE-E.2. Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ul style="list-style-type: none"> a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of

San Diego General Plan PEIR Mitigation Monitoring and Reporting Program

Impact Area	Mitigation Framework
	pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
Global Warming	The City has undertaken the following actions to reduce the GHG emissions of future development under the General Plan and meet its obligations under CEQA to mitigate the cumulatively significant global warming impacts of the General Plan: (1) modified the policy language of the October 2006 General Plan ("General Plan") to expand and strengthen climate change polices; (2) ensured that policies to reduce GHG emissions are imposed on future development and City operations; and (3) identified measures such as new or amended regulations, programs and incentives to implement the GHG reduction policies as part of a General Plan Action Plan. Key new Conservation Element policies include policy CE-A.2 is to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs and incentives as appropriate to implement the goals and policies set forth" related to climate change and policy CE-A.13 to "regularly monitor and update the City's Climate Protection Action Plan (CE-A.13)." Strengthened policies that reduce the City's carbon footprint through sustainable land use patterns, development and funding that supports alternative modes of transportation, improved energy efficiency in the transportation sector and in buildings and appliances, reducing the Urban Heat Island effect, and minimizing GHG emissions associated with landfills. The policy language of the General Plan also calls on the City to employ sustainable or "green" building techniques and self-generation of energy using renewable energy sources, minimize energy use through site design, building orientation, and tree-planting, eliminate the use of chlorofluorocarbon-based refrigerants, maximize waste reduction and diversion, and implement water conservation measures. See Draft General Plan policies identified in Table CE-1:

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

Issues	General Plan Policy		
	Element	Section	Policy
City of Villages Strategy	Conservation	A. Climate Change and Sustainable Development	CE-A.2
		B. Open Space and Landform Preservation	CE-B.1 through CE-B.5
	Land Use and Community Planning	A. City of Villages Strategy	LU-A.1 through LU-A.11
		H. Balanced Communities and Equitable Development	LU-H.6; LU-H.7
		I. Environmental Justice	LU-I.9 through LU-I.11
	Mobility	A. Walkable Communities	ME-A.1 through ME-A.9
		B. Transit First	ME-B.1 through ME-B.10
		F. Bicycling	ME-F.2; ME-F.4; ME-F.5
		K. Regional Coordination and Financing	ME-K.2; ME-K.6
	Urban Design	A. General Urban Design	UD-A.1; UD-A.2; UD-A.3; UD-A.9; UD-A.10

	Element	Section	Policy
		B. Distinctive Neighborhoods and Residential Design	UD-B.5d; UD-B.6
		C. Mixed-Use Villages and Commercial Areas	UD-C.1; UD-C.4; UD-C.6; UD-C.7
Greenhouse Gas (GHG) Emissions and Alternative Modes of Transportation	Conservation	A. Climate Change and Sustainable Development	CE-A.1; CE-A.2; CE-A.13
		F. Air Quality	CE-F.1 through CE-F.8
		J. Urban Forestry	CE-J.4
		N. Environmental Education	CE-N.3; CE-N.5
	Land Use and Community Planning	I. Environmental Justice	LU-I.11
	Mobility	A. Walkable Communities	ME-A.8; ME-A.9
		B. Transit First	ME-B.1; ME-B.8; ME-B.9; ME-B.10
		C. Street and Freeway System	ME-C.2e; ME-C.4c
		E. Transportation Demand Management	ME-E.1 through ME-E.8;
		G. Parking Management	ME-G.5
		F. Bicycling	ME-F.5
(GHG) (continued)	Urban Design	A. General Urban Design	UD-A.9; UD-A.10; UD-C.4; UD-C.7
Energy Efficiency	Conservation Element	A. Climate Change and Sustainable Development	CE-A.5; CE-A.6; CE-A.8; CE-A.9; CE-A.11; CE-A.13
		F. Air Quality	CE-F.2; CE-F.3
		I. Sustainable Energy	CE-I.1 through CE-I.13
	Urban Design	A. General Urban Design	UD-A.4; UD-A.5i
Urban Heat Island Effect	Conservation	A. Climate Change and Sustainable Development	CE-A.2; CE-A.6; CE-A.11; CE-A.12
		E. Urban Runoff Management	CE-E.2c; CE-E.d
		J. Urban Forestry	CE-J.1
	Recreation	F. Park and Recreation Guidelines	RE-F.8
	Urban Design	A. General Urban Design	UD-A.8e; UD-A.12
Waste Management and Recycling	Conservation	A. Climate Change and Sustainable Development	CE-A.2; CE-A.8; CE-A.9; CE-A.10
		C. Coastal Resources	CE-C.7
		D. Water Resources Management	CE-D.1; CE-D.3
		E. Urban Runoff Management	CE-E.6
		F. Air Quality	CE-F.3
	N. Environmental Education	CE-N.4; CE-N.5; CE-N.7	
	Public Facilities, Services and Safety	F. Wastewater	PF-F.5
		I. Waste Management	PF-I.1 through PF-I.4
Water Management and Supply	Conservation	A. Climate Change and Sustainable Development	CE-A.2
		D. Water Resources Management	CE-D.1; CE-D.2; CE-D.4
		I. Sustainable Energy	CE-I.4; CE-I.6
		Public Facilities, Services and Safety	H. Water Infrastructure

Passed by the Council of The City of San Diego on MAR 10 2008, by the following vote:

Council Members	Yeas	Nays	Not Present	Recused
Scott Peters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kevin Faulconer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Toni Atkins	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anthony Young	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brian Maienschein	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Donna Frye	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim Madaffer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ben Hueso	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage MAR 14 2008

AUTHENTICATED BY:

JERRY SANDERS

Mayor of The City of San Diego, California.

ELIZABETH S. MALAND

City Clerk of The City of San Diego, California.

(Seal)

By  , Deputy

Office of the City Clerk, San Diego, California

Resolution Number R-

303472