

Appendix B			
General Plan Policies Consistent with Complete Communities: Housing Solutions and Mobility Choices			
Element	Page	Heading	Policy Text
Strategic Framework	SF-9	Balanced Communities and Equitable Development	<p>“Balanced communities” have a diverse mix of housing types that are suitable for households of various income levels. Balanced communities can contribute toward achievement of a fair and equitable society, and have the additional advantage of providing more people with the opportunity to live near their work. City initiatives that work toward more balanced communities and to increase the supply and distribution of affordable housing include the Inclusionary Housing Ordinance (2003) and the City of Villages strategy (2002). The City of Villages strategy strives to increase housing supply and diversity through the development of compact, mixed-use villages in specified areas. This strategy also helps to achieve some of the jobs/housing benefits of balanced communities at a broader scale by encouraging better links from homes to jobs and services throughout the region.</p> <p>The City of Villages strategy also includes a commitment to equitable development and environmental justice. Equitable development is concerned with the creation and maintenance of economically and socially diverse communities, and environmental justice strives for fair treatment of all people with respect to development and implementation of environmental laws, policies, regulations, and practices.</p> <p>Measures to support attainment of equitable development will occur as a part of village master plans or other long-range plans as appropriate. General Plan policies call for working toward environmental justice through broadening public input, prioritizing and allocating citywide resources to benefit communities in need, and striving for equity in environmental protection and in the location of undesirable land uses, among other initiatives.</p>
	SF-11	Mobility Element Purpose	The Mobility Element, the Regional Transportation Plan, and the Congestion Management Program all highlight the importance of integrating transportation and land use planning decisions, and using multi-modal strategies to reduce congestion and increase travel choices.
	SF-15	Economic Opportunities and Investments	Additional policies are designed to encourage community revitalization through improving access to regional and national sources of public and private investment, to target infrastructure development to support economic prosperity, and to leverage the redevelopment process in certain communities.

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Strategic Framework (cont.)	SF-17	Public Facilities, Services, and Safety Element Purpose	The 2002 Strategic Framework Element identified the facilities deficit in urbanized communities, and reaffirmed the need to address existing and future public facility and service needs in those areas and throughout the City.
	SF-27	Housing Element Purpose	San Diego faces a severe housing affordability crisis. Not only are low-income people and special needs populations having difficulty finding adequate affordable housing, but now many middle-income people are finding it difficult to remain in San Diego due to the high cost of housing.
Land Use and Community Planning	LU-10	LU-A.1.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.
	LU-33	LU-F.3	<p>Create and apply incentive zoning measures to achieve the desired mix of land uses and public benefits.</p> <ol style="list-style-type: none"> <li>a. Continue to provide incentives to development proposals that contribute to the provision of affordable housing, environmental enhancement, urban design, and energy conservation, as well as those that provide public facilities and amenities over and above regulatory requirements.</li> <li>b. Ensure that the granting of development incentives does not result in an adverse impact upon health, welfare, and safety of the surrounding community or upon any designated cultural and/or historic resource.</li> <li>c. The provision of development incentives should be re-evaluated on a regular basis to be certain that the granting of incentives remains in proportion with the benefits derived.</li> </ol>
	LU-37	Balanced Communities and Equitable Development Goals	<ul style="list-style-type: none"> <li>• Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.</li> <li>• Community and neighborhood-specific strategies and implementation measures to achieve equitable development.</li> </ul>
	LU-38	LU-H.1.e	Provide affordable housing opportunities within the community to help offset the displacement of the existing population.
	LU-40	LU-H.2	Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.

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Land Use and Community Planning (cont.)	LU-40	LU-H.3	Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.
	LU-40	LU-H.6	Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
	LU-41	Environmental Justice Goals	Equitable distribution of public facilities, infrastructure, and services throughout all communities.
	LU-42	LU-I.2	Balance individual needs and wants with the public good.
	LU-42	LU-I.4	Prioritize and allocate citywide resources to provide public facilities and services to communities in need. Greater resources should be provided to communities where greater needs exist (see also Public Facilities Element, Policy PF-B.3).
	LU-43	LU-I.9	Design transportation projects so that the resulting benefits and potential burdens are equitable. Some of the benefits of transportation programs include improved accessibility, faster trips, more mobility choices, and reduced congestion. Common negative consequences include health impacts of air pollution, noise, crash-related injuries and fatalities, dislocation of residents, and division of communities.

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Mobility	ME-8	ME-A.2	Design and implement safe pedestrian routes.
	ME-9	ME-A.6	<p>Work toward achieving a complete, functional and interconnected pedestrian network.</p> <ol style="list-style-type: none"> <li>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. <ol style="list-style-type: none"> <li>1. Close gaps in the sidewalk network.</li> <li>2. Provide convenient pedestrian connections between land uses, including shortcuts where possible.</li> <li>3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.</li> </ol> </li> <li>b. Link sidewalks, pedestrian paths, and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-D.6).</li> <li>c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed.</li> <li>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.</li> <li>e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.</li> </ol>

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Mobility (cont.)	ME-10	ME-A.7	<p>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> <ul style="list-style-type: none"> <li>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).</li> <li>b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, Policies UD-A.6, UD-B.4, and UD-C.6).</li> <li>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.</li> <li>d. Enhance alleys as secure pathways to provide additional pedestrian connections.</li> <li>e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.</li> <li>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.</li> </ul>
	ME-11	ME-A.8	<p>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>
	ME-40	ME-F.2	<p>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"> <li>a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations.</li> <li>b. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.</li> <li>c. Recognize that bicyclists use all City roadways. <ul style="list-style-type: none"> <li>1. Design future roadways to accommodate bicycle travel; and</li> <li>2. Upgrade existing roadways to enhance bicycle travel, where feasible.</li> </ul> </li> </ul>

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Mobility (cont.)	ME-40	ME-F.3	Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.
	ME-40	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. <ul style="list-style-type: none"> <li>a. Continue to require bicycle parking in commercial and multiple unit residential zones.</li> <li>b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.</li> </ul>
	ME-41	ME-F.5	Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.
	ME-44	ME-G.4.	Support innovative programs and strategies that help to reduce the space required for, and the demand for parking, such as those identified in Section E.
	ME-44	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.
Urban Design	UD-12	UD-A.9.d	Locate buildings along transit corridors to allow convenient and direct access to transit stops/stations.
	UD-12	UD-A.10	Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element (see also Mobility Element, Sections A, B, C, and F).
	UD-16	Distinctive Neighborhoods and Residential Design Goals	<ul style="list-style-type: none"> <li>• Innovative design for a variety of housing types to meet the needs of the population.</li> </ul>
	UD-21	UD-C.1.b	Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households.

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Urban Design (cont.)	UD-22	UD-C.1.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).
	UD-22	UD-C.1.e	Utilize existing or create new Land Development Code zone packages or other regulations as needed for mixed-use development. <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>
Economic Prosperity	EP-10	Residential and Industrial Collocation and Conversion	The lack of affordable housing in San Diego negatively affects the local economy by limiting the ability of an industry to compete nationally for the necessary workforce. Additionally, the lack of housing near employment nodes has led to a strain on the City's roads, freeways, infrastructure, and environment, and affects the quality of life for all San Diegans by increasing the household cost of transportation. Policies aimed at increasing the supply of low- to moderate-income housing for the workforce are contained in the Housing Element. <p>As community plans are updated, opportunities for employment uses, as well as areas appropriate for locating workforce-housing opportunities near job centers, will be identified. In the interim, as community plan amendments are requested for collocation or conversion, there needs to be a means to minimize land use conflicts and preserve the most important types of industrial land, or prime industrial land, from residential, public assembly, and other sensitive receptor land uses.</p>
	EP-26	EP-F.1	Develop and maintain programs and services that address the changing needs of the local business community. <ol style="list-style-type: none"> <li>a. Regularly evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.</li> </ol>
	EP-28	EP-G.3	Invest in public infrastructure that supports and leverages private investment in communities.

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Public Facilities, Services and Safety	PF-9	PF-A.1	Reduce existing deficiencies by investing in needed public facilities and infrastructure to serve existing and future development.
	PF-9	PF-A.2 (note: some bullets were removed)	Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy. <ol style="list-style-type: none"> <li>a. Ensure effective management and optimal allocation of all financial resources for both capital and operational needs.</li> <li>b. Maximize operational and capital efficiencies.</li> <li>c. Continue to develop, evaluate, and apply innovative public infrastructure and facility financing mechanisms and strategies. Employ a public infrastructure financing strategy that includes a variety of financing mechanisms such as:               <ul style="list-style-type: none"> <li>• Supporting state and local government fiscal reform efforts which provide an equitable redistribution of property tax proceeds or other revenues to the City from the state;</li> <li>• Adopting new, or increase existing, CIP funding sources for needed public facilities and infrastructure;</li> <li>• Continuing to use and seek a broad range of funding sources to finance public facilities and infrastructure;</li> <li>• Utilizing development, reimbursement, and other agreements to provide timely public facilities to area of benefit;</li> <li>• Maximizing the extraordinary and other benefits of development-related agreements to address needs in areas of benefit;</li> </ul> </li> </ol>
	PF-12	Public Facilities and Services Prioritization Goals	Public facilities expenditures that are linked to implementation of the General Plan.
	PF-13	PF-B.1	Guide the annual programming of capital projects to optimize the appropriation of resources and to implement the General Plan.
	PF-13	PF-B.2	Coordinate the allocation of public resources for priorities across the City organization, to maximize operational and capital investment efficiencies.
PF-16	Evaluation of Growth, Facilities, and Services Goals	Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions.	



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Public Facilities, Services and Safety (cont.)	PF-17	PF-C.4	Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services.
	PF-17	PF-C.7	Conduct periodic review of the fiscal impacts of private development throughout the City. This information will assist in land use and capital planning decisions by providing data regarding the amount, intensity, location, and timing of new development.
Recreation	RE-6	Park and Recreation Guidelines Goals	An increase in the amount and quality of recreation facilities and infrastructure through the promotion of alternative methods where development of typical facilities and infrastructure may be limited by land constraints.
	RE-29	RE-D.6	<p>Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.</p> <ol style="list-style-type: none"> <li>a. Provide pedestrian and bicycle paths between recreation facilities and residential development.</li> <li>b. Designate pedestrian and bicycle corridors, and equestrian corridors where appropriate, that link residential neighborhoods with park and recreation facilities, trails, and open spaces.</li> <li>c. Improve public access through development of, and improvements to, multi-use trails within urban canyons and other open space areas.</li> <li>d. Coordinate efforts with the City's Pedestrian Master Plan, the anticipated Parks Master Plan which incorporates trails master planning or a Trails Master Plan, and the County's trail system to provide safe and convenient linkages between areas (see also Mobility Element, Section A).</li> </ol>
Conservation	CE-8	Climate Change & Sustainable Development Goals	<ul style="list-style-type: none"> <li>• To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.</li> <li>• To be prepared for, and able to adapt to adverse climate change impacts.</li> <li>• To become a city that is an international model of sustainable development and conservation.</li> </ul>

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Conservation (cont.)	CE-10	CE-A.2 (note: some bullets were removed)	<p>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"> <li>• Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;</li> <li>• Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;</li> <li>• Improve energy efficiency, especially in the transportation sector and buildings and appliances;</li> </ul>
Housing	HE-2	Goals	<ol style="list-style-type: none"> <li>1. Ensure the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth over the next housing element cycle, 2013 – 2020, in a manner consistent with the development pattern of the Sustainable Communities Strategy (SCS), that will help meet regional GHG targets by improving transportation and land use coordination and jobs/housing balance, creating more transit-oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas.</li> <li>2. Maintain at a high level and upgrade, where necessary, the quality, safety and livability of San Diego's housing stock, with emphasis on preservation of San Diego's affordable housing stock.</li> <li>3. Streamline the entitlement and permitting process for new residential development by minimizing governmental constraints in the development, improvement, and maintenance of housing without compromising the quality of governmental review or the City's responsibility to ensure development takes place in a sustainable manner.</li> <li>4. Provide affordable housing opportunities consistent with a land use pattern which promotes infill development and socioeconomic equity; and facilitate compliance with all applicable federal, state, and local laws and regulations.</li> <li>5. Cultivate the City as a sustainable model of development.</li> </ol>
	HE-45	HE-A.7	<p>Work to develop a comprehensive strategy for addressing the critical need for more workforce housing, serving moderate to middle income workers in San Diego. In keeping with the goals of SB 375 and the Sustainable Communities Strategy, the City should strive to promote the location of workforce housing proximate to employment and/or multimodal transportation facilities.</p>

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Housing (cont.)	HE-48	HE-B.1	Seek to create incentives that stimulate the production of new units, expand or implement programs and policies to increase housing production, and pursue regulatory reform to encourage housing production.
	HE-48	HE-B.3	Utilize the City's regulatory powers (e.g., land use, fees, etc.) to promote affordable and accessible housing.
	HE-48	HE-B.5	Emphasize the provision of affordable housing in proximity to emerging job opportunities throughout the City of San Diego. Jobs/housing linkages should be considered through the community plan update process. This desired linkage should be reflected through appropriate land use designations and zoning.
	HE-49	HE-B.12	Encourage and promote the use of available Housing Density Bonus Programs. Future consideration should be given to further expanding density bonus incentives and provisions. One such example would be for the City to develop an Offsite Density Bonus Program, provided it would be consistent with state density bonus law.
	HE-49	HE-B.14	Foster affordable development and community balance by implementing Inclusionary Affordable Housing Regulations aimed at increasing the supply of rental and for-sale units available to low- and moderate-income residents.
	HE-49	HE-B.16	Foster a housing stock that meets the needs of all residents across lifecycles.
	HE-49	HE-B.17	Focus the City's resources for elderly housing at the low-income end of the elderly population.
	HE-49	HE-B.18	Encourage housing for the elderly and people with disabilities near public transportation, shopping, medical, and other essential support services and facilities.
	HE-51	HE-B.33	Encourage interagency efforts to provide services and housing to specialized subgroups with disabilities. This support would include a focus on provision of permanent, supported housing space and services.
	HE-107	HE-F.1	Continue to propose zoning and permit processing changes (including CEQA processing changes) to further reduce average permit processing times, while improving the quality of design and development.
	HE-107	HE-F.2	Continue to develop and maintain policies and programs that identify obstacles to affordable housing, infill, and smart growth development and provide regulatory relief strategies and tools that will streamline the implementation process.

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Housing (cont.)	HE-108	HE-F.9	Continue to seek stakeholder input to pursue mutually beneficial ways to implement citywide affordable housing objectives, policies and programs, and implement SB 375 as well as community-specific goals.
	HE-111	HE-G.1	Establish objective, performance-based criteria for prioritizing and funding infrastructure projects in support of residential development.
	HE-111	HE-G.4	Identify the various existing and potential funding sources for infrastructure/public facility needs, including local, state, and federal money, as well as potential ballot measures.
	HE-116	HE-H.4	Consider the impact on housing affordability of all proposed regulatory changes, fee changes and policy changes, and shall consider means of mitigating adverse impacts which are identified.
	HE-117	HE-H.11	Consider alternative strategies for leveraging public dollars allocated for affordable housing to generate maximum external revenues in order to expand the Housing Trust Fund and other public affordable housing resources.
	HE-124	HE-I.2	An inclusionary housing requirement shall be in effect throughout the City to help ensure that affordable housing opportunities are spread throughout the City.
	HE-124	HE-I.4	The City's highest housing priority shall be to provide housing for very low- and low-income families and special needs populations.
	HE-124	HE-I.5	Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.
	HE-133	HE-J.1	Utilize the planning and review processes to promote economically viable, environmentally sound, and socially equitable land use designations and development patterns which conserve non-renewable energy sources such as fossil fuels, water, and natural gas.
	HE-133	HE-J.2	Provide incentives for mixed-use development which include housing, retail, and office uses at transit nodes and other high-intensity locations as appropriate.
	HE-133	HE-J.3	Seek to locate higher-density housing principally along transit corridors, near employment opportunities, and in proximity to village areas identified elsewhere in community plans.
	HE-133	HE-J.4	Improve infrastructure systems throughout the City's communities as to support infill development and promote new affordable housing. A comprehensive funding strategy should be developed in order to address existing deficiencies and future needs.