

CLAIREMONT COMMUNITY PLAN UPDATE GLOSSARY OF PLANNING TERMS

New Terms added as of 10/10/2017

Shopkeeper units – A dwelling unit with both living quarters and commercial space that meet all occupancy separation requirements of the California Building Code, where the commercial use is located on the ground floor and operated by the resident of the dwelling unit.

Mixed-use units – Mixed-use refers to the combining of compatible commercial, retail, and/or office uses in the same building (vertical mixed-use) or on the same site (horizontal mixed-use) as residential.

Bioswale – Shallow, open channels with gently sloping sides that can be incorporated into landscapes to direct flow, slow runoff and promote pollutant removal. Vegetation planted within the channel, such as native plants or grasses, helps to slow the flow of water and filter out pollutants. Permeable soils encourage infiltration and are often amended to further enhance performance and support plant growth. Bioswales can serve as conveyance for storm water in place of traditional curbs and gutters; however, the primary objective is infiltration.

Municipal Storm water permit – The Municipal Storm Water Permit places special emphasis on development and construction activities in the City. Opportunities for incorporating new, modern and well-integrated pollution prevention facilities into new development and redevelopment are an important part of the City's storm water and runoff management effort. For more information, please visit:

<https://www.sandiego.gov/stormwater/regulations/newpermitprog/newdev>

New Terms added as of 09/26/2017.

Multiple Species Conservation Act – The Multiple Species Conservation Program (MSCP) was developed to preserve a network of habitat and open space, protecting bio-diversity and enhancing the region's quality of life. The City of San Diego is one of several jurisdictions participating in the MSCP. The MSCP covers 85 species and the core biological resource areas are identified within the City's Multi-Habitat Planning Areas. The City has entered into an Implementing Agreement with the federal and state Wildlife Agencies to ensure implementation of the MSCP. More information can be found at the following link:

<https://www.sandiego.gov/planning/programs/mscp>

Prime Industrial - Areas that support export- oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses. These areas are part of even larger areas that provide a significant benefit to the regional economy and meet General Plan goals and objectives to encourage a strong economic base.

Transit Priority Area (TPA) - An area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in an adopted Transportation Improvement Program or Regional Transportation Plan, as stated in Public Resources Code § 21099(a)(7). (A major transit stop is defined in Public Resources Code § 21064.3 as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods).

Watershed - A watershed is the geographic area where all water drains into a common body of water. A watershed carries the water "shed" by rain and urban runoff (created by activities such as people washing their cars in their driveways). Drop by drop, this water is channeled into the canyons, creeks and storm drains as it picks up pollution such as trash, oil and cigarette butts. This water that eventually flows into bays and the ocean serves as a major source of pollution that often closes beaches.

General Plan - The plan sets out a long-range vision and policy framework for how the City should plan for projected growth and development, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years. It has a strong sustainability focus through policies addressing transit/land use coordination; climate change; healthy, walkable communities; green buildings; clean technology industries; resource conservation and management; and urban forestry. The plan was structured to work in concert with the City's community plans. For more information, please visit the Planning website at: <http://www.sandiego.gov/planning/genplan/index.shtml>.

Community Plan - A component of the City's General Plan, which contains specific proposals in a given community for future land uses and public improvements. They contain more detailed land use designations and site-specific policy recommendations than is possible at the citywide level. More information on the Clairemont Community Plan Update can be found at <https://www.sandiego.gov/planning/community/cpu/clairemontmesa>.

Zoning - Zoning is a key tool used to implement community plan land uses. The Land Development Code provisions within the Municipal Code stipulate permitted uses, intensity of development, and site design and architectural design. Some zones apply to all or many parts of the City while other zones, contained within planned districts, apply only to very specific sections of the City. This specialized zoning addresses issues of land development which are specific to the area designated as a planned district. A third type of zoning, called "overlay zones", add special supplemental regulations to the regulations of the underlying

zone. The Coastal Overlay Zone and the Community Plan Implementation Overlay Zone are two examples of this type of zone.

Environmentally Sensitive Lands Regulations – (San Diego Municipal Code, Section 14)

The purpose of these regulations is to protect, preserve and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that development, including, but not limited to coastal development in the Coastal Overlay Zone, occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners. More information can be found at <http://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art03Division01.pdf>.

Please refer to the General Plan Glossary for additional planning terms which can be found at the following link:

<https://www.sandiego.gov/sites/default/files/legacy//planning/genplan/pdf/generalplan/glossarywith2010amendment.pdf>

AB 32 – Assembly Bill 32 (California Global Warming Solutions Act) – Law implemented in 2006 requiring California to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Please see the California Environmental Protection Agency website at <https://www.arb.ca.gov/cc/ab32/ab32.htm> for more information.

Base Sector – industries that act as economic contributors by providing job opportunities in the city. San Diego’s economic base is primarily composed of manufacturing industries (including research and development) certain professional services, visitor industries and industries related to national security and international affairs.

Bike Classifications Facility Types

Class I – Bike Path

Bike Paths, also termed shared-use or multi-use paths are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.

Class II – Bike Lane

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.

Class III - Bike Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane and are frequently marked with a sharrow. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

Bicycle Boulevard – Bicycle Boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe and convenient bicycle crossings of busy arterial streets.

Bike Master Plan – A policy document adopted in 2002 that guides the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding.

California Environmental Quality Act (CEQA) – Provides supplemental development regulations that are tailored for specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use of development criteria that have been adopted for specific sites as part of the community plan update process.

Climate Action Plan (CAP) – Adopted by the City Council in 2015, is the City of San Diego's strategy for reducing greenhouse gas emissions focused on energy and water efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas & waste management), and climate resiliency.

Community Plan Implementation Overlay Zone (CPIOZ) – Provides supplemental development regulations that are tailored for specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use of development criteria that have been adopted for specific sites as part of the community plan update process.

Density – The relationship between the number of dwelling units existing or permitted on a premises and the area of the premises.

Development Impact Fee (DIF) - Development Impact Fees are one-time payments that must be paid prior to building or construction permit issuance. They are to ensure the impact of new development is mitigated through appropriate fees.

Floor Area Ratio (FAR) –Development is expressed as Floor Area Ratio, which refers to the ratio between a buildings total area (excluding any area devoted to parking) of the site.

Goal – A desired end result or specific accomplishment to be achieved at some point in the future.

Guiding Principles - Guiding Principles are a series of broad, community-wide “need statements” that reflect the core values of the community and make up the vision of the community plan. These principles are expressed throughout the community plan as desired outcomes. These statements form the foundation of plan goals and recommendations, inform land use decisions, and provide a point of reference when it comes to considering plan policies.

Level of Service (LOS) – A qualitative measure used to relate the quality of traffic service. It is used to analyze roadway by categorizing traffic flow and assigning quality levels of traffic (A, B, C, D, E, and F) based on performance measures like speed and traffic volume.

Major Transit Stop – A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more bus routes each having a frequency of service of 15 minutes or less during the morning and afternoon peak commute.

Mode Share – is the percentage of travelers using a particular type of transportation or number of trips per each type. Also referred to as mode split, modal share, or modal split.

Objective – Specific and measurable targets for accomplishing goals.

Park Equivalencies – Method of providing “equivalent” or alternative recreation facilities and infrastructure where development of traditional recreational areas are limited by land constraints.

Policy – A set plan for action to be followed to achieve long term goals.

SB 743 (Senate Bill 743) – Update to an existing 2013 Senate Bill, which changes the way current transportation impacts are analyzed under California Environmental Quality Act (CEQA). These changes “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” The Bill also provides for new exemptions for projects that are consistent with specific plans. Please see the California State website at https://www.opr.ca.gov/s_sb743.php for more information.

Sharrow – Street marking indicating a shared lane for bicycles and automobiles, used to alert traffic that bicyclists are allowed to occupy this travel lane.

Urban Forestry Management Plan – A long-range plan implemented in 2017 as part of our Climate Action Plan (CAP) which has three goals: 1) Increase the City's urban tree canopy cover and maximize the benefits of trees, 2) maximize the efficiencies in maintaining the benefits of trees, 3) minimize the risk of trees in an urban environment. For more information on the Urban Forestry Program please visit the City of San Diego website at <https://www.sandiego.gov/planning/programs/urbanforest>.

Vehicles Miles Traveled (VMT) – an emerging metric for evaluating transportation impacts under CEQA that would measure a project's impacts within a region based on calculating driving miles.