

CLAIREMONT COMMUNITY PLAN UPDATE GLOSSARY OF PLANNING TERMS

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 See the following link for more information: <https://www.arb.ca.gov/cc/ab32/ab32.htm>

Base Sector Industries– Industrial uses which drive economic prosperity by importing wealth to the local or regional economy through the production of goods and the development of intellectual products and processes which are exported to national or international markets.

Bike Classifications Facility Types

Class I – Bike Path

Bike Paths, also known as 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. See the following link for more information: <https://www.sandiego.gov/planning/programs/transportation/mobility/bicycleplan>

California Environmental Quality Act (CEQA) – California statute passed in 1970 that requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts.

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. See the following link for more information: <https://www.sandiego.gov/sustainability/climate-action-plan>

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. Expressed mathematically as dwelling units over acres (du/ac).

Development Impact Fee (DIF) – Within urbanized communities, which are near buildout, Development Impact Fees are collected to mitigate the impact of new development through provision of a proportionate share of the financing needed for identified public facilities and to maintain existing levels of service for that community.

Floor Area Ratio (FAR) – The ratio of a building’s total floor area to the size of the piece of land upon which it is built.

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 roadways 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.

Recommendation – A suggestion or proposal for the best course of action.

Transit Priority Area (TPA) – An area within one-half mile of a major transit stop that is existing or planned.

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.

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.

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

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