General Plan: Appendices

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A Appendix A: Strategic Framework Element

A SF-1: Relationship Among Elements and Issues

Element or Topic	Land Use and Community Planning	Mobility	Urban Design	Economic Prosperity	Public Facilities, Services, and Safety	Recreation	Conservation	Historic Preservation	Noise	Housing[1]
Mandatory Elements										
Land Use	X		X	X						
Circulation		X			X					
Housing										X
Conservation							X	X		
Open Space						X	X			
Noise									X	
Safety					X					
Optional Elements/Topics[2]										
Community Planning	X									
Coastal Resources	X						X			
Environmental Justice	X									
Urban Design			X							
Transit Oriented Development	X	X	X							
Public Facilities					X					
Emergency Services					X					
Water					X		X			
Parks						X				
Sustainable Development							X			
Airports	X	X							X	
Prime Industrial Land	X			X						
Bio Diversity							X			
Cultural Resources								X		

1 The Housing Element is under a separate cover.

2 List of topics is not all inclusive.

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A SF-2: Strategic Framework Element Core Values

The following core values were developed with the guidance of the Strategic Framework Citizen Committee and through a multi-year dialogue with San Diegans in numerous community forums. They fall into three categories: our physical environment, our economy, our culture and society.

Our Physical Environment

We value:

- The natural environment.
- The City's extraordinary setting, defined by its open spaces, natural habitat and unique topography.
- A future that meets today's needs without compromising the ability of future generations to meet their needs.
- The conservation, preservation, and environmental quality of natural resources.
- Parks and public spaces, accessible by foot, transit, bicycle, and car, as areas for neighborhood, community and regional interaction and convenient recreation.
- The availability of public facilities, infrastructure, transit, information infrastructure, and services as essential to neighborhood quality and as necessary companions to density increases.
- A compact, efficient, and environmentally sensitive pattern of development.
- Walkable communities with tree-lined streets.
- A convenient, efficient, aesthetically pleasing, and multi-modal transportation system.

Our Economy

We value:

- The health, economic prosperity, and well-being of our citizens.
- A diverse economy to achieve a rising standard of living for all San Diegans.
- Mutually beneficial cultural and economic ties with Mexico and our neighbors in Latin America.
- Regional coordination to resolve regional growth issues, and regional collaboration to meet economic prosperity goals.

Our Culture and Society

We value:

- Social equity.
- Safe and secure neighborhoods.
- The physical, social and cultural diversity of our city and its neighborhoods.
- Housing affordability throughout the City and an overall diversity of housing types and costs.
- Schools as an integral part of our neighborhoods and equitable access to quality educational institutions.
- The City's multiplicity of arts, cultural, and historical assets.

Foundation for Planning

Federal and State Planning

The following is a summary of state and federal laws that also influence development of local planning policies found in the City's General Plan.

Species Conservation

The Endangered Species Act of 1973 was enacted by the U.S. Senate and House of Representatives to provide for the conservation and protection of endangered and threatened species of fish, wildlife, plants, and their habitat. Subsequent to this enactment, the California Endangered Species Act was ratified, which generally parallels the main provisions of the federal act. Based on principles from both laws and the California Natural Community Conservation Planning Act, the Multiple Species Conservation Program (MSCP) was developed at the local level. It is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles (582,243 acres) in southwestern San Diego County. It was developed cooperatively by participating jurisdictions/special districts in partnership with federal/state wildlife agencies, property owners, and representatives of the development industry and environmental groups.

Water Quality

The Clean Water Act, formerly known as the Federal Water Pollution Control Act of 1972, is intended to protect water quality. The Regional Water Quality Control Board (RWQCB) implements sections of the Clean Water Act and state laws through programs to prevent, reduce, or eliminate ground and surface water contamination. The RWQCB requires point source dischargers to obtain waste discharge permits. Under this permit, the City was required to develop a Storm Water Pollution Prevention Program (SWPPP) which specifies year-round storm drain monitoring, pollution elimination programs, code compliance, reporting to the RWQCB, and public education.

Air Quality

The primary objective of the Clean Air Act is to establish federal standards for various pollutants from both stationary and mobile sources, and to provide for the regulation of polluting emissions via state implementation plans. The act stipulates requirements to prevent significant deterioration of air quality where air quality exceeds national standards, and to provide for improved air quality in areas which do not meet Federal standards. The General Plan's Mobility Element and Conservation Element contain policies designed to reduce greenhouse gas emissions as well as pollution resulting from motor vehicles.

Housing

State law requires preparation of a Housing Element every five years to set forth housing policies and to assess how successful the City has been in meeting the goals and objectives of the previous Housing Element. A key requirement is that the City show how many units of housing could potentially be developed on land that is zoned and designated for housing, and that is currently vacant or underdeveloped, during the element's five year period.

Redevelopment

Under the California Community Redevelopment Law (CRL), redevelopment is a tool created by state law to assist local governments in eliminating blight from a designated area, where blight consists of the physical and economic conditions within an area that cause a reduction of, or lack of, proper utilization of that area. Redevelopment can also assist with aspects of development, reconstruction and rehabilitation of residential, commercial, industrial and retail districts. Specific redevelopment related policies are found under the Economic Prosperity Element, and these policies are intended to help the City revitalize underutilized areas.

Airport Land Use Planning

State law's purpose regarding airport land use planning is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses. Airport land use compatibility issues are further addressed under the Land Use and Community Planning Element to meet the purpose and intent of the law.

Coastal Resources

The California Legislature adopted the California Coastal Act (Coastal Act) in 1976 to "protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources (Public Resources Code Section 30001.5) for the benefit of current and future residents and visitors." The law applies to property within the Coastal Zone as delineated on a set of maps adopted by the legislature. The law establishes the Coastal Commission to regulate development in portions of the Coastal Zone and to work in partnership with local government, specifically 15 coastal counties and 58 cities, of which the City of San Diego is one, to manage the conservation and development of coastal resources through comprehensive planning and regulatory programs, and Local Coastal Programs (LCPs). An LCP is the Coastal Act term referring to certified land use plans and implementing ordinances.

In the City, Coastal Act policies are integrated into each of the community plans, as they are updated, to govern

the land uses within the coastal zone and to provide protection to coastal resources as further specified under Chapter 3 of the Coastal Act. This is true of community plan areas located either wholly or partially within the coastal zone. Coastal resource policies are further addressed under the Land Use and Community Planning Element and the Conservation Element to meet the purpose and intent of the Coastal Act.

Annexations

A "Sphere of Influence" which is used to determine the most logical and efficient future boundaries for cities, is the physical boundary and service area that a city is expected to serve. The City of San Diego's Sphere of Influence is to a large extent co-terminus with its jurisdictional boundaries.

Under the authority of the state, the Local Agency Formation Commission (LAFCO) reviews and approves jurisdictional boundary changes in order to ensure orderly development and efficient provision of urban services by a city or a special district for the benefit of area residents and property owners. The expansion of City boundaries can help discourage urban sprawl by providing organized and planned growth, the efficient delivery of urban services, such as police, fire, water and sanitation, and the preservation of open space. By discouraging sprawl, the City can limit the misuse of land resources and promote a more cost-efficient delivery of urban services. The City will consider areas for annexation upon initiation by either the landowner or the City prior to initiating a request for LAFCO review and approval for sphere of influence amendment and annexation. Additionally, from time to time, the City in partnership with an adjacent city may determine that services could be provided more efficiently by the adjacent city to areas just inside our boundaries or more efficiently by the City to areas outside our boundaries. In those cases, there may be consideration of jurisdictional boundary adjustments after appropriate land use, fiscal and economic analyses are prepared. Annexation policies are further addressed under the Land Use and Community Planning Element.

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B Appendix B: Land Use Element

B LU-1: Village Climate Goal Propensity Map Methodology

Introduction

The goal of this General Plan Refresh is to develop a data-driven planning process for the City of San Diego to maximize weekday daily alternative transport mode use (walk, micro-mobility, and transit). The final output map from this process highlights the receptive areas in the City of San Diego where future housing and retail development are recommended through the forecasting year of 2050.

The main benefit of this simplified planning process compared to traditional scenario planning based on the SANDAG travel demand model is the time savings of running the entire model in addition to the revisions required from SANDAG Service Bureau. Furthermore, scenario planning itself needs good thought and trial process to suggest reasonable scenarios for testing with the model and it is not guaranteed that the suggested scenarios contain the best possible scenario either. This methodology explains the developed data-driven planning process for the City of San Diego and includes three main steps of model estimation, application, and visualization. The last section explains the technical requirement to run the entire process.

Model Estimation

The input data for this project comes from various sources from the SANDAG 2021 Regional Plan including the SANDAG regional travel demand model inputs and outputs, Transit Priority Area (TPA) planned stops, and dwelling, retail, and mixed-use densities. The unit of analysis in this project is the SANDAG defined Master Geographic Reference Area (MGRA) which is the smallest zoning system of the SANDAG's travel demand model (ABM2+). The model has been estimated for the ABM2+ base year of 2016. The dependent variable of the model, which comes from the SANDAG ABM2+, is the share of trips at each MGRA that use alternative transport modes (non-auto modes including transit, walk, bike, and micro-mobility devices) called "non-auto propensity".

The variables that became significant in explaining non-auto propensity at each MGRA were dwelling unit density, retail employment density, mixed-use density, the competitiveness of transit services for work commute travel, closeness to TPA high-quality transit stops, and household vehicle ownership. The estimated coefficients for all the variables have positive signs except for vehicle ownership. In other words, increasing dwelling, retail, and mixed-use density will increase non-auto propensity while having a higher rate of average vehicle ownership decreases the non-auto propensity. The model goodness of fit was high at 0.72 and the least square linear regression has been used for model estimation.

Model Application

The estimated model has been used in the model application step to maximize non-auto propensity and predict the most receptive locations to add residential units and retail development. In the residential and retail optimization step, a ranking score was given to each MGRA based on optimizing non-auto propensity in the estimated model. This ranking score was then aggregated with transit and mixed-use score to calculate the final prioritization score of MGRA for future residential and retail developments. The transit score was based on transit accessibility to job locations out of SANDAG ABM2+ as well as closeness to TPA Major Transit Stops (with higher weights for rail and BRT stops). The mixed-use score is calculated based on the following formula:

$$Mix\ Score\ = \frac{Intersections\ *\ (DU\ Density\ *F1)\ *\ (Retail\ Employment\ Density\ *F2)}{Intersections\ +\ (DU\ Density\ *F1)+\ (Retail\ Employment\ Density\ *F2)}$$

Where: $F1 = {Mean\ Intersections}/{Mean\ DU\ Density}$

$$F2 = {Mean\ Intersections}/{Mean\ Retail\ Employment\ Density}$$

Intersection Count in the mixed-density formulation explains urban form and walkability. The final combined prioritization score divided the MGRAs into 14 levels with a higher score indicating higher priority for future developments.

Locations where the City of San Diego does not control development or is not considering development during the Blueprint process, have been excluded from the model applications. These exclusion zones include Port of SD, airports and safety zone exclusions, cemeteries, military establishments, attractions, hiking trails, golf courses, conservation/non-development land, schools and universities, large medical facilities, government/public land, federal land, parks, and industrial establishments.

Visualization

While the scores were calculated at the MGRA level, the optimization results were mapped in a heatmap format using the Inverse Weighted Distance function in ArcGIS to enhance the visualization. The heatmap generation process considers the exclusion zones but the blending of values often shades them as a low score.

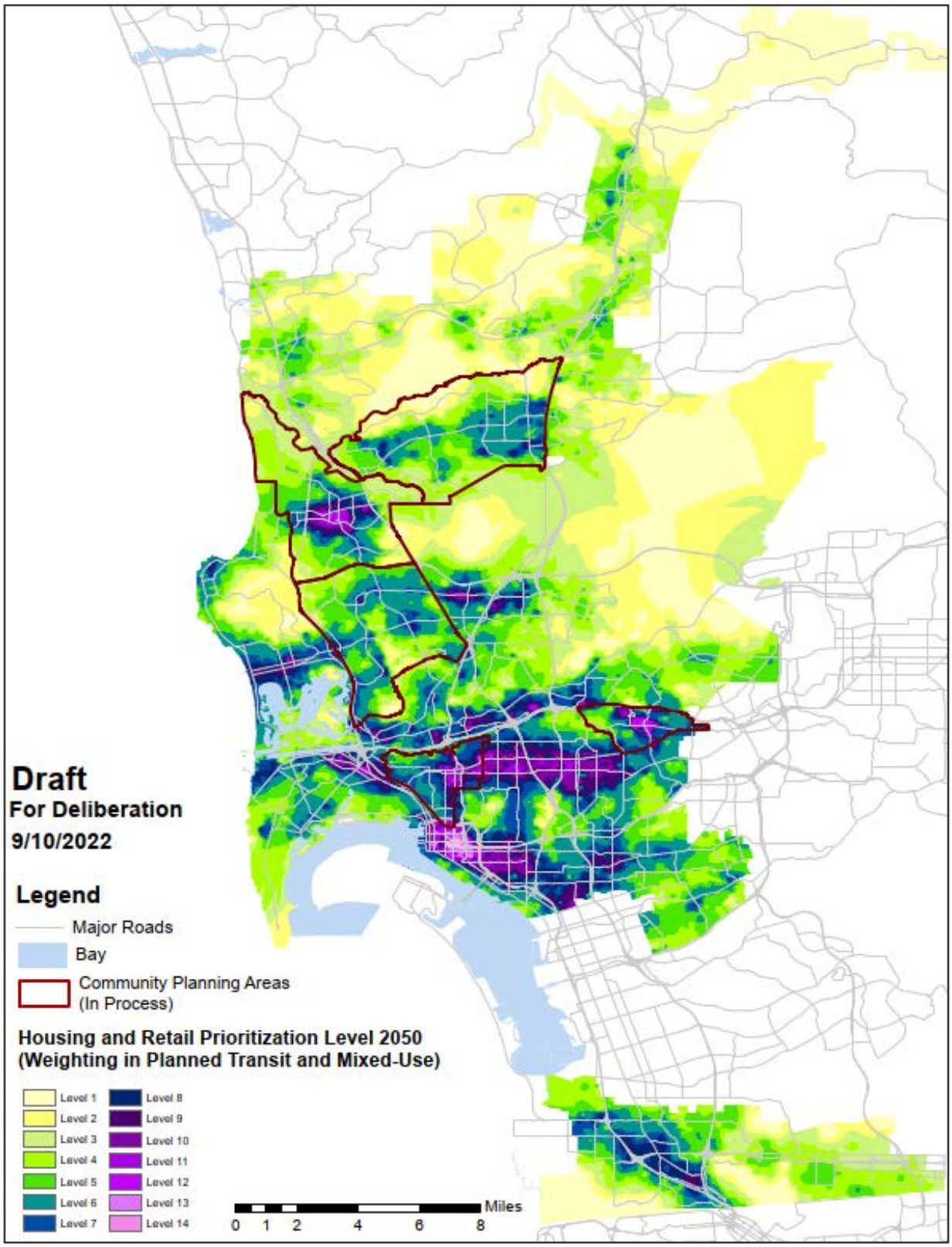
The final combined prioritization scores (14 levels) of MGRAs are visualized in figure 1. Level 1 to 3 are color-coded in yellow presenting the areas with very low recommendation for future developments. Starting from level 4 to level 6 where the green color pops up, the map highlights the areas with low-medium priority

for developments. Levels 7 to 9, color-coded in blue, highlights areas with medium priority for development considering all the interacting factors. At level 10 (dark purple) to level 14 (light purple), the areas with the highest receptiveness for future developments to maximize non-auto propensity are illustrated. Areas with existing or predicted transit accessibility, mixed-use development, and walkability are very well highlighted with higher ranks in the map and future developments in these areas have the higher potential to maximize the use of alternative transportation modes and contribute to sustainability goal of the Blueprint plan.

Technical Requirements to Run the Blueprint Process

The model estimation and application steps have all been scripted in Python using Jupyter Notebook and stored in a GitHub repository. The script reads the ABM2+ outputs shared by SANDAG, implements some data cleaning and compilation steps to prepare the estimation and application variables into a feather file and then estimate the model. Using the same python scripting system, the model application step produces the optimized scores. Some input data, such as transit and mixed-use variables, have been calculate in QGIS and ArcGIS and imported into the Python script. The final map visualization (heatmap) has been prepared in ArcGIS using their Spatial Analyst extension.

Figure 1 Draft Blueprint Map



B LU-2: Community Plan and General Plan Land Use Designations

Community Plan Land and General Plan Land Use Designations

General Plan Land Use	Recommended Community Plan Designations	Previous (2006) Community Plan Designations		
Park, Open Space and Recreation	• Open Space • Population-based Park • Natural Resource-based Park • Private/ Commercial Recreation	• Active/Passive Park • Active Use Parks • Amenity Open Space • City-owned Open Space • Community Open Space • Community Park • Dedicated Park Lands • Equestrian /Recreation • Existing Commercial Recreation • Golf Course • Historic Park • MHPA	• Mini-Park • Neighborhood/ Community Park • Neighborhood Park • Park • Park Institutional Park/Open Space • Parks and Pool • Private Commercial Recreation • Private Recreation • Public Park • Public Recreation	• Recreational • Recreation Center • Recreation Commercial • Regional Park • School/Park • School Playground • School Recreation • Skate Park • Sport Complex • Sports Field • State Park • Village Green • Zoological Park
Agriculture	• Agriculture	• Agriculture	• Other Community Open Space/ Agriculture	
Residential	• Residential – Low 1 • Residential – Low 2 • Residential – Low 3 • Residential – Low 4 • Residential – Medium 1 • Residential – Medium 2 • Residential – Medium 3 • Residential – Medium 4 • Residential – High 1 • Residential – High 2 • Residential – High 3 • Residential – High 4	• Cluster • Core Residential • Detached Residential • Duplex • Estate Residential • Exclusively Residential • Fraternity Area	• Garden Low • High Residential • Higher Density Attached • Low-Medium Residential • Low Residential • Lower Density Attached • Medium-High Residential	• Medium Residential • Medium High Residential • Mobile Home • Mobile Home Park • Moderate Income • Navy Housing • Very Low Residential • Very High Residential

Community Plan Land and General Plan Land Use Designations (continued)

General Plan Land Use	Recommended Community Plan Designations	Previous (2006) Community Plan Designations		
Commercial Employment, Retail, and Services	• Neighborhood Commercial • Community Commercial • Regional Commercial • Office Commercial • Visitor Commercial • Heavy Commercial	• Border Commercial • Business Commercial • Commercial • Commercial Development • Commercial Fishing/Marine Related • Commercial Industrial • Commercial Limited • Commercial Recreation • Community Commercial • Community Shopping • Core Commercial • General Commercial	• General Commercial w/Residential • General Commercial w/Limited Light Manufacturing • Hotel/Office • Hotel/Residential • Medical Offices – Hospital Related • Navy Commercial • Neighborhood Shopping • Neighborhood Commercial • Office Commercial • Professional Office	• Regional Commercial • Resort Commercial • Resort Recreation • Specialized Commercial • Specialty Commercial • Student Oriented Commercial • Support Commercial • Tourist Commercial • Town Center • Transportation Commercial • Visitor Commercial
Industrial Employment	• Business Park • Business Park - Residential Permitted • Scientific Research • Light Industrial • Heavy Industrial	• Business/ Industrial Park • Employment Center • Employment Center/Transit Center • Exclusively Industrial • Extractive Industry • General Industrial • Industrial	• Industrial and Business Park • Industrial Business Park • Industrial: Natural Resources • Industrial Park • Industrial Parking • Light Industry • Light Industry Commercial Use	• Light Manufacturing • Military Related Industry • Restricted Industrial • Sand and Gravel Open Space • Scientific Research • Storage

Community Plan Land and General Plan Land Use Designations (continued)

General Plan Land Use	Recommended Community Plan Designations	Previous (2006) Community Plan Designations		
Institutional and Public and Semi-Public Facilities	• Institutional (specific use to be denoted with an icon in community plan)	• Airport • Cemetery • Civic • Community Centers • Community Facilities • County Facility • Cultural Center • Education/ Institutional • Government Service	• Hospital • Institutional/ Utilities • Library • Military • Mission and School • Mixed Public Use • Multi-Use School Site • Neighborhood Facility	• Police Station • Post Office • Public Facilities • Public/Quasi Public Use • Schools (Elementary, Junior, High) • Transit Center • Transportation Use • University Campus • Utilities
Multiple Use	• No recommended designation; see community plan for use recommendations • Urban Village • Community Village • Neighborhood Village	• Commercial • Commercial/ Mixed-Use • Commercial/ PDO • Commercial/ Residential • Commercial/ Residential/Industrial • Core/Retail • Gaslamp Quarter	• Hotel/Office • Hotel/Residential • Institutional • Light Industry/ Commercial • Local Mixed-use • Marina • Mixed-Use • Mixed-Use Core	• Multiple Use • Office • Recreation Visitor/Marine • Residential/Office • Very-High Commercial • Village • Visitor Commercial

Community Plan Land and General Plan Land Use Designations - Residential Designations Crosswalk (2008 to 2024)

Residential Density	Residential Land Use Designations	Previous Residential Land Use Designations
0-4 DU / AC	Residential – Low 1	Residential – Very-Low
5-9 DU / AC	Residential – Low 2	Residential – Low
10-14 DU / AC	Residential – Low 3	Residential – Low-Medium
15-29 DU / AC	Residential – Low 4	Residential – Medium
30-44 DU / AC	Residential – Medium 1	Residential – Medium-High
45-54 DU / AC	Residential – Medium 2	Residential – High
55-73 DU / AC	Residential – Medium 3	Residential – Very High
74-109 DU / AC	Residential – Medium 4	N/A
110-145 DU / AC	Residential – High 1	N/A
146-218 DU / AC	Residential – High 2	N/A
219-290 DU / AC	Residential – High 3	N/A
290+ DU / AC	Residential – High 4	N/A

The Residential Designations Crosswalk should be used as a guide to determine the appropriate or corresponding residential land use designation between community plans updated between the 2008 General Plan Update and the 2024 General Plan Refresh.

B LU-3: Proposition A - The Managed Growth Initiative (1985)

Section 1. "No property shall be changed from the 'future urbanizing' land use designation in the Progress Guide and General Plan to any other land use designation, and the provisions restricting development in the Future Urbanizing Area shall not be amended except by majority vote of the people voting on the change or amendment at a citywide election thereon."

Section 2. Definitions. "For purposes of this initiative measure, the following words and phrases shall have the following meanings:"

a. "Progress Guide and General Plan shall mean the Progress Guide and General Plan of the City of San Diego, including text and maps, as the same existed on August 1, 1984."
b. "Change in Designation" or change from "Future Urbanizing" shall mean the removal of any area of land from the future urbanizing designation.
c. "Amendment" or "amended" as used in Section 1 shall mean any proposal to amend the text or maps of the Progress Guide and General Plan affecting the future urbanizing designation as the same existed in the Progress Guide and General Plan on August 1, 1984, or the land subject to said designation on August 1, 1984, except amendments which are neutral or make the designation more restrictive in terms of permitting development."

Section 3. Implementation. "The City Council, City Planning Commission, and City staff are hereby directed to take any and all actions necessary under this initiative measure, including but not limited to adoption and implementation on any amendments to the General Plan and zoning ordinance or citywide, reasonably necessary to carry out the intent and purpose of this initiative measure. Said actions shall be carried forthwith."

Section 4. Guidelines. "The City Council may adopt reasonable guidelines to implement this initiative measure following notice and public hearing, provided that any such guidelines shall be consistent with the intent and purpose of this measure."

Section 5. Exemptions for Certain Projects. "This measure shall not prevent completion of any project as to which a building permit has been issued pursuant to Section 91.04.03(a) of the San Diego Municipal Code prior to the effective date of this measure; provided, however, that the project shall cease to be exempt from the provisions of Section 91.02.0303(d) of the San Diego Municipal Code or if the said permit is suspended or revoked pursuant to Section 91.02.0303(e) of the San Diego Municipal Code."

Section 6. Amendment of Repeal. “This measure may be amended or repealed only by a majority of the voters voting at an election thereon.”

Section 7. Severability. “If any section, subsection, sentence, phrase, clause, or portion of this initiative is for any reason held to be invalid or unconstitutional by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this initiative and each section, subsection, sentence, clause, phrase, part or portion thereof would have been adopted or passed irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, parts of portions be declared invalid or unconstitutional.”

C Appendix C: Economic Prosperity Element

C EP-1: Prime Industrial Land Criteria

Designated Industrial

Is the land designated for industrial uses in the applicable community plan?

Restrictive Industrial Zoning

Is the land in an area where zones have been applied to restrict residential and commercial uses that were previously permitted in many older industrial areas? Since these areas are less likely to contain a significant amount of non-industrial uses, the feasibility of attracting new industrial development is increased.

Market Feasibility

In communities where at least 30 acres of fully entitled vacant land is available for sale, are land prices low enough so that new industrial development is still feasible?

Predominantly Developed or Developable with Industrial Uses

Has the majority of the developed portion of the industrial area been developed with heavy industrial, light industrial, research and development and other base sector uses? Does the area have the physical characteristics suitable for modern industrial development?

Free from Non-Industrial Encroachment

Is the industrial area generally free from residential uses and does it contain few institutional or "public assembly" uses or sensitive receptor land uses? Are less than 50 percent of existing uses commercial, or other non-industrial uses? Commercial uses are defined as institutional uses, retail sales, commercial services, offices, and vehicle and vehicular equipment sales and services.

Proximity to Resources of Extraordinary Value

Is the area in proximity to certain human resources and infrastructure investments to which access is fundamental to the type of use it would support? San Diego's existing and probable future industrial companies basically fall into two groups:

1. High-technology businesses (bio-technology, business equipment and defense manufacturing) where site selection is driven by the need to have access to universities and science and engineering workers.

2. International trade, logistics, and ship building businesses where site selection is driven by access to physical resources such as harbor facilities and other ports-of-entry, such as the border truck crossing and U.S. Customs facilities in Otay Mesa.

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C EP-2: Colacation/Conversion Suitability Factors

Collocation/Conversion Suitability Factors

Area Characteristics	The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.
Transit Availability	The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.
Impact on Prime Industrial Lands	The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.
Significance of Residential/ Employment Component	The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.
Residential Support Facilities	The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.
Airport Land Use Compatibility	The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.
Public Health	The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.
Public Facilities	The availability of facilities to serve the residential units. Provide public facilities on-site wherever feasible.
Separation of Uses	The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of way can locate between the properties within the separation area.

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D Appendix D: Public Facilities, Services and Safety Element

D PF-1: Very High Fire Hazard Severity Zone Maps

Figure PF-1 Very High Fire Hazard Severity Zone Areas

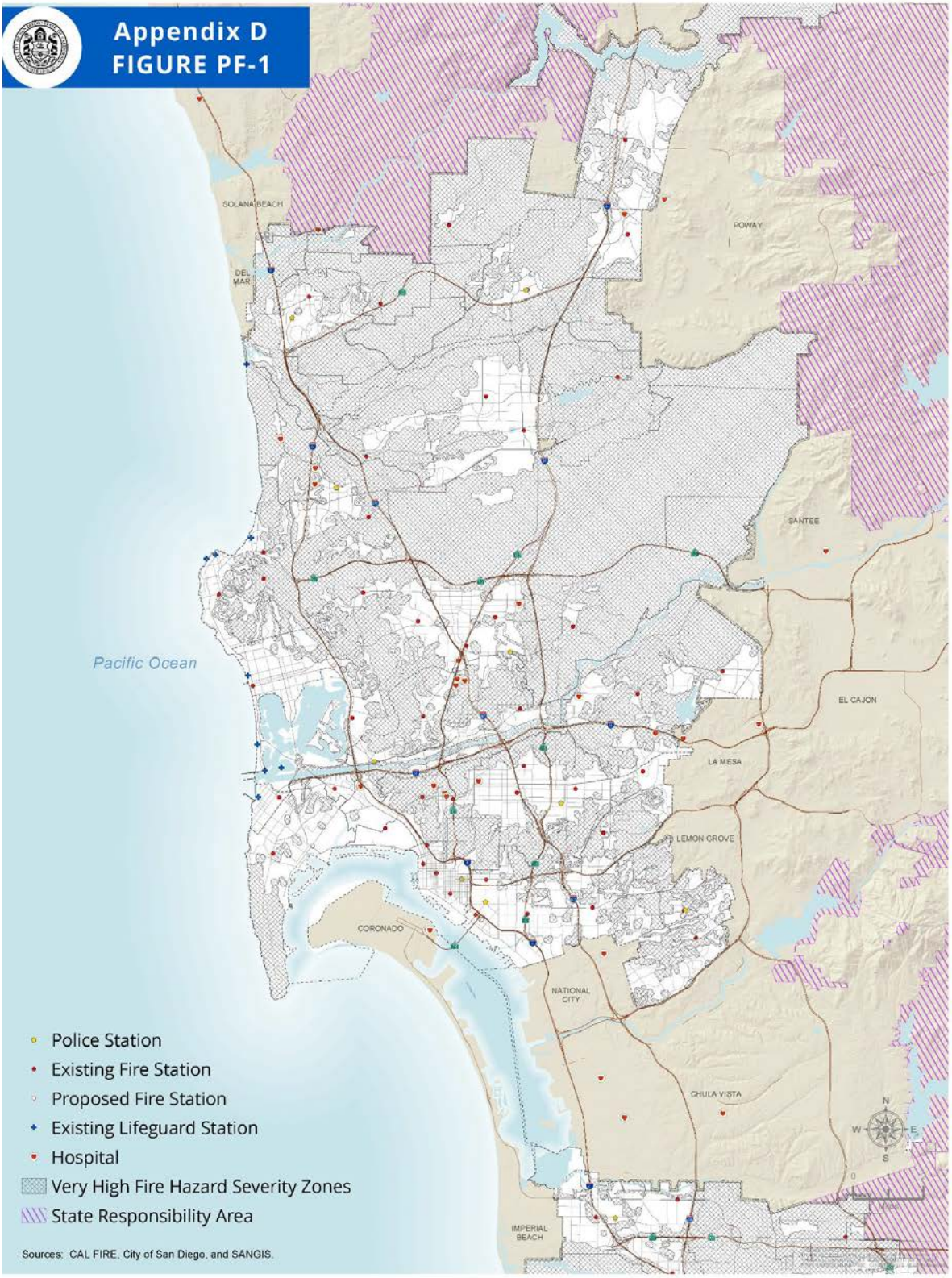
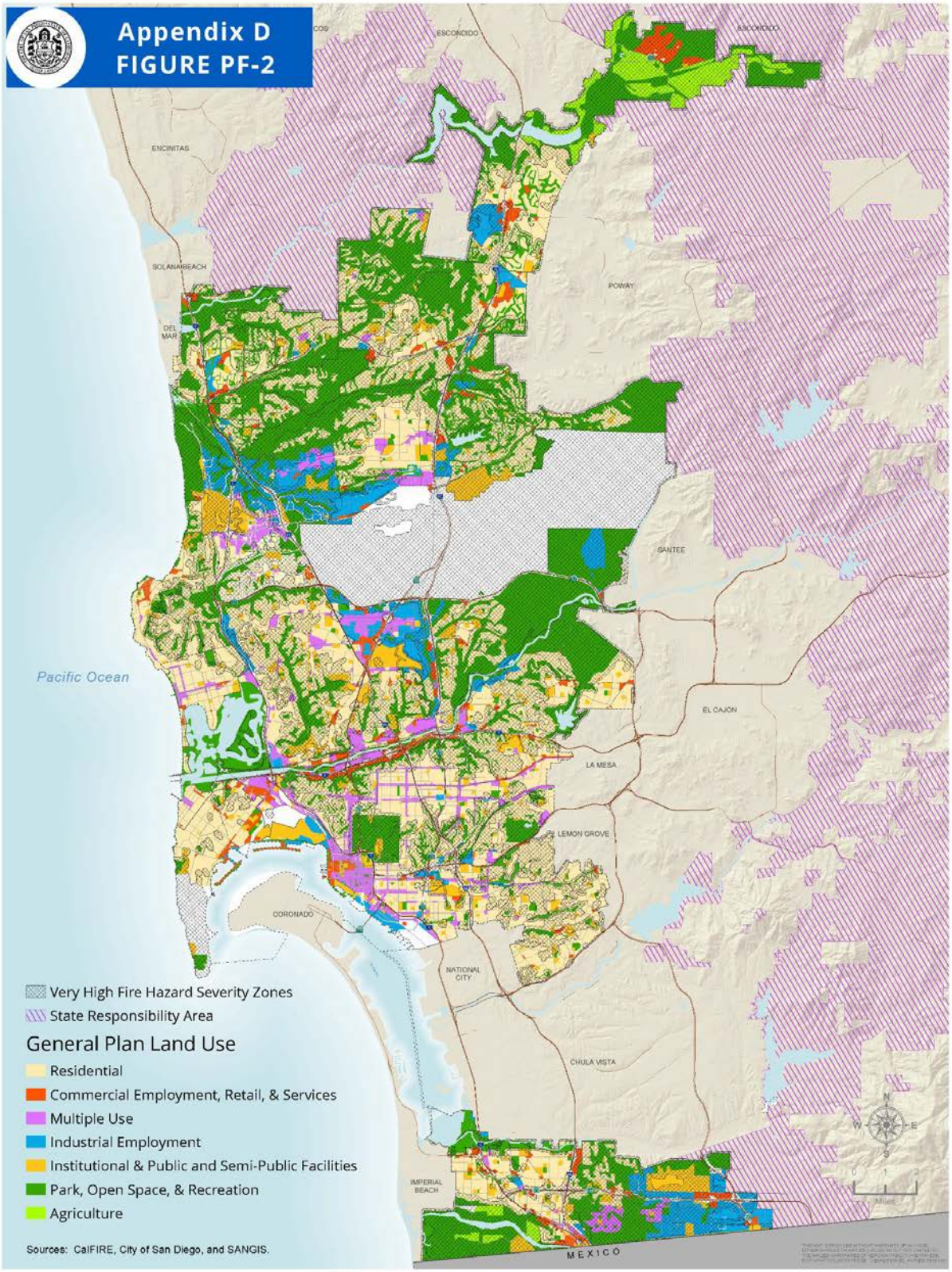


Figure PF-2 Very High Fire Hazard Severity Zone Areas and General Plan Land Use



E Appendix E: Conservation Element

E CE-1: Natural Resource-Based Plans and Policies

- ***Open Space/Landform Preservation:*** Natural Resource Management Plans, Park Master Plans, Multiple Species Conservation Program.

- ***Biological Diversity:*** Natural Resource Management Plans, Park Master Plans, Multiple Species Conservation Program and related documents (e.g., Vernal Pool Habitat Conservation Plan).

- ***Energy:*** Regional plans such as Energy 2030: the San Diego Regional Energy Strategy and SANDAG's Regional Comprehensive Plan (the Regional Transportation Plan); Municipal plans such as the City of San Diego Climate Action Plan, the Municipal Energy Strategy and the City of San Diego Municipal Energy Implementation Plan.

- ***Landscapes/Viewsheds:*** Natural Resource Management Plans, Park Master Plans, City of San Diego Climate Action Plan, Multiple Species Conservation Program and related documents (e.g., Vernal Pool Management Plan), Community Forest Initiative.

- ***Mineral Resources:*** State Mining and Reclamation Act (SMARA) and related mining closure plans.

- ***Recycling/Waste Reduction:*** The Source Reduction and Recycling Element (AB 939), the Household Hazardous Waste Element, the Non-Disposal Facility Element, the Siting Element, City of San Diego Climate Action Plan, the Zero Waste Plan and the Organics Waste Recycling Program (SB 1383).

- ***Air Quality:*** San Diego County Air Pollution Control District Regional Air Quality Standards (RAQS) and City of San Diego Climate Action Plan.

- ***Water Resources:*** Urban Water Management Plan, Pure Water San Diego, Regional Water Facilities Master Plan, Integrated Regional Water Management Program, Water Shortage Contingency Plan, Think Blue Education.

- ***Historic Resources:*** State Historic Preservation Office (SHPO) standards, Planning Historic database.

- ***Urban Runoff:*** The Jurisdictional Runoff Management Plan, Port of San Diego Stormwater Management Program, San Diego Bay Water Quality Improvement Plan (WQIP), The County of San Diego Watershed Protection Program (WPP).

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F Appendix F: Historic Preservation Element

City of San Diego
San Diego History

The history of a region provides the context for the evaluation and management of historical resources. The history of San Diego can be divided into four prehistoric periods, one ethnohistoric period and three historic periods. These periods are discussed below as summarized in Rosen (1994) and Van Wormer (1995). For a detailed discussion of San Diego's history, see for example, the Historic Properties Background Study for the City of San Diego Clean Water Program (Brian F. Mooney Associates n.d.).

PREHISTORIC PERIODS

Systematic archaeological studies in San Diego County began with the work of Malcolm J. Rogers of the San Diego Museum of Man in the 1920s and 1930s. Rogers (1929, 1945, 1966) developed a three part chronologic sequence of prehistoric cultures for the region which was subsequently built upon by Claude Warren (1967, 1968). More recent studies have sought to further refine (Cárdenas 1986, 1987; Moratto 1984; Moriarty 1966, 1967; True 1970, 1980, 1986; True and Beemer 1982; True and Pankey 1985; Waugh 1986) or criticize (Bull 1983, 1987; Gallegos 1987) this sequence. The prehistory of the region is divided into four major periods: Early Man, Paleo-Indian, Early Archaic and Late Prehistoric.

EARLY MAN PERIOD (BEFORE 8500 BC)

No firm archaeological evidence for the occupation of San Diego County before 10,500 years ago has been discovered. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. There are some researchers who advocate an occupation of southern California prior to the Wisconsin Glaciation, around 80,000 to 100,000 years ago (Carter 1957, 1980; Minshall 1976). Local proposed Early Man sites include the Texas Street, Buchanan Canyon and Brown sites, as well as Mission Valley (San Diego River Valley), Del Mar and La Jolla (Bada et al. 1974; Carter 1957, 1980; Minshall 1976, 1983, 1989; Moriarty and Minshall 1972; Reeves 1985; Reeves et al. 1986). However, two problems have precluded general acceptance of these claims. First, artifacts recovered from several of the localities have been rejected by many archaeologists as natural products rather than cultural artifacts. Second, the techniques used for assigning early dates to the sites have been considered unsatisfactory (Moratto 1984; Taylor et al. 1985).

Careful scientific investigation of any possible Early Man archaeological remains in this region would be assigned a high research priority. Such a priority would reflect both the substantial popular interest in the issue and the general anthropological importance which any confirmation

of a very early human presence in the western hemisphere would have. Anecdotal reports have surfaced over the years that Early Man deposits have been found in the lower levels of later sites in Mission Valley. However, no reports or analyses have been produced supporting these claims.

PALEO-INDIAN PERIOD (8500-6000 BC)

The earliest generally-accepted archaeological culture of present-day San Diego County is the Paleo-Indian culture of the San Dieguito Complex. This complex is usually assigned to the Paleo-Indian Stage and dated to about 10,500 years ago. It would therefore appear to be contemporary with the better-known Fluted Point Tradition of the High Plains and elsewhere and the Western Pluvial Lakes Tradition of the Desert West. The San Dieguito Complex, is believed to represent a nomadic hunting culture by some investigators of the complex (Davis et al. 1969; Moriarty 1969; Rogers 1929, 1966; Warren 1966, 1967) characterized by the use of a variety of scrapers, choppers, bifaces, large projectile points and crescentics, a scarcity or absence of milling implements, and a preference for fine-grained volcanic rock over metaquartzite.

Careful scientific investigation of San Dieguito Complex sites in the region would also be assigned a high research priority. Major research questions relating to the Paleo-Indian Period include confirmation of the presence of the Fluted Point Tradition in San Diego County (Davis and Shutler 1969); better chronological definition of the San Dieguito Complex; determination of whether the San Dieguito assemblages do in fact reflect an early occupation, rather than the remains from a specialized activity set belonging to an Early Archaic Period culture; clarification of the relationship of the San Dieguito Complex, if it represents a separate culture, to the subsequent Early Archaic Period cultures; determination of the subsistence and settlement systems which were associated with the San Dieguito Complex; and clarification of the relationship of the San Dieguito Complex to similar remains in the Mojave Desert, in northwestern and central California, in southern Arizona and in Baja California. The San Dieguito Complex was originally defined in an area centering on the San Dieguito River valley, north of San Diego (Rogers 1929).

EARLY ARCHAIC PERIOD (6000 BC-AD 0)

As a result of climatic shifts and a major change in subsistence strategies, a new cultural pattern assignable to the Archaic Stage is thought by many archaeologists to have replaced the San Dieguito culture before 6000 BC. This new pattern, the Encinitas Tradition, is represented in San Diego County by the La Jolla and Pauma complexes. The coastal La Jolla Complex is characterized as a gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area. The La

Jolla Complex is best known for its stone-on-stone grinding tools (mano and metate), relatively crude cobble-based flaked lithic technology and flexed human burials. Inland Pauma Complex sites have been assigned to this period on the basis of extensive stone-on-stone grinding tools, Elko Series projectile points and the absence of remains diagnostic of later cultures.

Among the research questions focusing on this period are the delineation of change or the demonstration of extreme continuity within the La Jolla and Pauma complexes; determination of whether coastal La Jolla sites represent permanent occupation areas or brief seasonal camps; the relationship of coastal and inland Archaic cultures; the scope and character of Archaic Period long-range exchange systems; the role of natural changes or culturally-induced stresses in altering subsistence strategies; and the termination of the Archaic Period in a cultural transformation, in an ethnic replacement or in an occupational hiatus in western San Diego County.

LATE PREHISTORIC PERIOD (AD 0-1769)

The Late Prehistoric Period in San Diego County is represented by two distinct cultural patterns, the Yuman Tradition from the Colorado Desert region and the Shoshonean Tradition from the north. These cultural patterns are represented locally by the Cuyamaca Complex from the mountains of southern San Diego County and the San Luis Rey Complex of northern San Diego County. The people of the Cuyamaca and San Luis Rey complexes are ancestral to the ethnohistoric Kumeyaay (Diegueño) and Luiseño, respectively. Prehistorically, the Kumeyaay were a hunting and gathering culture that adapted to a wide range of ecological zones from the coast to the Peninsular Range. A shift in grinding technology reflected by the addition of the pestle and mortar to the mano and metate, signifying an increased emphasis on acorns as a primary food staple, as well as the introduction of the bow and arrow (i.e., small Cottonwood Triangular and Desert Side-notched projectile points), obsidian from the Obsidian Butte source in Imperial County and human cremation serve to differentiate Late Prehistoric populations from earlier peoples. Pottery is also characteristic of the Cuyamaca Complex, but is absent from the San Luis Rey Complex until relatively late (post AD 1500).

Explanatory models applied to Late Prehistoric sites have drawn most heavily on the ethnographic record. Notable research opportunities for archaeological sites belonging to the Late Prehistoric period include refining chronology, examining the repercussions from environmental changes which were occurring in the deserts to the east, clarifying patterns of inter- and intra- regional exchange, testing the hypothesis of pre-contact horticultural/agricultural practices west of the desert, and testing ethnographic models for the Late Prehistoric settlement system. Hector (1984)

focused on the Late Prehistoric Period to examine the use of special activity areas within large sites typical of this period. At issue was whether activities such as tool making, pottery manufacturing and dining were conducted in specific areas within the site, or whether each family unit re-created these activity areas throughout the site. Her findings indicated that no specialized areas existed within Late Prehistoric sites, and furthermore that tools made during this period served a variety of functions.

Late Prehistoric sites appear to be proportionately much less common than Archaic sites in the coastal plains subregion of southwestern San Diego County (Christenson 1990:134-135; Robbins-Wade 1990). These sites tend to be located on low alluvial terraces or at the mouths of coastal lagoons and drainages. Of particular interest is the observation that sites located in the mountains appear to be associated with the Late Prehistoric Period. This suggests that resource exploitation broadened during that time, as populations grew and became more sedentary.

ETHNOHISTORIC PERIOD

The founding of Mission San Diego de Alcalá in 1769 by Father Junípero Serra and Mission San Luis Rey de Francia in 1798 by Father Lasuén brought about profound changes in the lives of the Yuman-speaking Kumeyaay (Diegueño) and Shoshonean-speaking Luiseño of San Diego County. The coastal Kumeyaay and Luiseño were quickly brought into their respective missions or died from introduced diseases. Ethnographic work, therefore, has concentrated on the mountain and desert peoples who were able to retain some of their aboriginal culture. As a result, ethnographic accounts of the coastal Kumeyaay and Luiseño are few. Today the descendants of the Kumeyaay bands are divided among 12 reservations in the south county; the descendants of the Luiseño bands among five reservations in the north county.

The Kumeyaay are generally considered to be a hunting-gathering society characterized by central-based nomadism. While a large variety of terrestrial and marine food sources were exploited, emphasis was placed on acorn procurement and processing as well as the capture of rabbit and deer. Shipek (1963, 1989b) has strongly suggested that the Kumeyaay, or at least some bands of the Kumeyaay, were practicing proto-agriculture at the time of Spanish contact. While the evidence is problematic, the Kumeyaay were certainly adept land and resource managers with a history of intensive plant husbandry.

Kumeyaay houses varied greatly according to locality, need, choice and raw materials. Formal homes were built only in the winter as they took some time to build and were not really necessary in the summer. Summer camps needed only a windbreak and were usually located under convenient trees, a cave fronted with rocks or an arbor built for protection from the sun. During the summer, the Kumeyaay moved from

place to place, camping wherever they were. In the winter they constructed small elliptically shaped huts of poles covered with brush or bark. The floor of the house was usually sunk about two feet into the earth. In the foothills and mountains hiwat brush or deer broom was applied in bundles tied on with strands of yucca. In cold weather the brush was covered with earth to help keep the heat inside. Bundles of brush were tied together to make a door just large enough to crawl through.

Most activities, such as cooking and eating, took place outside the house. The cooking arbor was a lean-to type structure or four posts with brush over the top. Village owned structures were ceremonial and were the center of many activities. Sweathouses were built and used by the Kumeyaay men. They were built around four posts set in a square near a river or stream and usually had a dug-out floor. The sweathouse was also used sometimes as a place for treating illnesses.

As with most hunting-gathering societies, Kumeyaay social organization was formed in terms of kinship. The Kumeyaay had a patrilineal type of band organization (descent through the male line) with band exogamy (marriage outside of one's band) and patrilocal marital residence (married couple integrates into the male's band). The band is often considered as synonymous with a village or rancheria, which is a political entity. Almstedt (1980:45) has suggested that the term rancheria should be applied to both a social and geographical unit, as well as to the particular population and territory held in common by a native group or band. She also stressed that the territory for a rancheria might comprise a 30 square mile area. Many households would constitute a village or rancheria and several villages were part of a larger social system usually referred to as a consanguineal kin group called a cimuL. The members of the cimuL did not intermarry because of their presumed common ancestry, but they maintained close relations and often shared territory and resources (Luomala 1963:287-289).

Territorial divisions among Kumeyaay residential communities were normally set by the circuit of moves between villages by cimuLs in search of food. As Spier (1923:307) noted, the entire territory was not occupied at one time, but rather the communities moved between resources in such a manner that in the course of a year all of the recognized settlements may have been occupied. While a cimuL could own, or more correctly control, a tract of land with proscribed rights, no one from another cimuL was denied access to the resources of nature (Luomala 1963:285; Spier 1923:306); since no individual owned the resources, they were to be shared.

The Kumeyaay practiced many forms of spiritualism with the assistance of shamans and cimuL leaders. Spiritual leaders were neither elected to, nor inherited their position, but achieved status because they knew all the

songs involved in ceremonies (Shipek 1991) and had an inclination toward the supernatural. This could include visions, unusual powers or other signs of communication with the worlds beyond. Important Kumeyaay ceremonies included male and female puberty rites, the fire ceremony, the whirling dance, the eclipse ceremony, the eagle dance, the cremation ceremony and the yearly mourning ceremony (Spier 1923:311-326).

Important areas of research for the Ethnohistoric Period include identifying the location of Kumeyaay settlements at the time of historic contact and during the following 50 years of the Spanish Period; delineating the effects of contact on Kumeyaay settlement/ subsistence patterns; investigating the extent to which the Kumeyaay accepted or adopted new technologies or material goods from the intrusive Spanish culture; and examining the changes to Kumeyaay religious practices as a result of contact.

HISTORIC PERIODS

San Diego history can be divided into three periods: the Spanish, Mexican and American periods.

SPANISH PERIOD (AD 1769-1822)

In spite of Juan Cabrillo's earlier landfall on Point Loma in 1542, the Spanish colonization of Alta California did not begin until 1769. Concerns over Russian and English interests in California motivated the Spanish government to send an expedition of soldiers, settlers and missionaries to occupy and secure the northwestern borderlands of New Spain. This was to be accomplished through the establishment and cooperative inter-relationship of three institutions: the Presidio, Mission and Pueblo. In 1769 a land expedition led by Gaspár de Portola reached San Diego Bay, where they met those who had survived the trip by sea on the San Antonio and the San Carlos. Initially camp was made on the shore of the bay in the area that is now downtown San Diego. Lack of water at this location, however, led to moving the camp on May 14, 1769, to a small hill closer to the San Diego River and near the Kumeyaay village of Cosoy. Father Junípero Serra arrived in July of the same year to find the Presidio serving mostly as a hospital. The Spanish built a primitive mission and presidio structure on the hill near the river. The first chapel was built of wooden stakes and had a roof made of tule reeds. Brush huts and temporary shelters were also built.

Bad feelings soon developed between the native Kumeyaay and the soldiers, resulting in construction of a stockade whose wall was made from sticks and reeds. By 1772 the stockade included barracks for the soldiers, a storehouse for supplies, a house for the missionaries and the chapel, which had been improved. The log and brush huts were gradually replaced with buildings made of adobe bricks. Flat earthen roofs were eventually replaced by pitched roofs

with rounded roof tiles. Clay floors were eventually lined with fired brick.

In August 1774, the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley) near the Kumeyaay village of Nipaguay. Begun as a thatched jacal chapel and compound built of willow poles, logs and tules, the new Mission was sacked and burned in the Kumeyaay uprising of November 5, 1775. The first adobe chapel was completed in October 1776, and the present church was begun the following year. A succession of building programs through 1813 resulted in the final rectilinear plan that included the church, bell tower, sacristy, courtyard, residential complex, workshops, corrals, gardens and cemetery (Neuerburg 1986). Orchards, reservoirs and other agricultural installations were built to the south on the lower San Diego River alluvial terrace and were irrigated by a dam and aqueduct system.

In 1798 the Spanish constructed the Mission San Luis Rey de Francia in northern San Diego County. They also established three smaller mission outposts (asistencias) at Santa Ysabel, Pala and Las Flores (Smythe 1908; Englehardt 1920; Pourade 1961). The mission system had a great effect on all Native American groups from the coast to the inland areas and was a dominant force in San Diego County.

Life for the new settlers at the San Diego Presidio was isolated and difficult. The arid desert climate and aggressive Native American population made life hard for the Spanish settlers. They raised cattle and sheep, gathered fish and seafood and did some subsistence farming in the San Diego River Valley to generate enough food to keep the fledgling community of a few hundred Spaniards and hundreds of Native American neophytes alive. The situation for Spanish Period San Diegans' was complicated by the Spanish government's insistence on making trade with foreign ships illegal. Although some smuggling of goods into San Diego was done, the amounts were likely small (Smythe 1908:81-99; Williams 1994).

Significant research topics for the Spanish Period involve the chronology and ecological impact caused by the introduction of Old World plants and the spread of New World domesticates in southern California; the differences and similarities in the lifeways, access to resources and responses to change between different Spanish institutions; the effect of Spanish colonization on the Kumeyaay population; and the effect of changing colonial economic policies and the frontier economic system on patterns of purchase, consumption and discard.

MEXICAN PERIOD (AD 1822-1846)

In 1822 the political situation changed. Mexico won its independence from Spain and San Diego became part of the Mexican Republic. The Mexican Government opened California to

foreign ships, and a healthy trade soon developed, exchanging the fine California cattle hides for the manufactured goods of Europe and the eastern United States. Several of these American trading companies erected rough sawn wood-plank sheds at La Playa on the bay side of Point Loma. The merchants used these "hide-houses" for storing the hides before transport to the east coast (Robinson 1846:12; Smythe 1908:102). As the hide trade grew, so did the need for more grazing lands. Thus the Mexican government began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates. Much of the land came from the Spanish missions, which the Mexican government secularized in 1833. The mission system, however, had begun to decline when the Mission Indians became eligible for Mexican citizenship and refused to work in the mission fields. The ranchos dominated California life until the American takeover in 1846 (Smythe 1908:101-106; Robinson 1948, Killea 1966, Pourade 1963). The Mexican Period brought about the continued displacement and acculturation of the native populations.

Another change in Mexican San Diego was the decline of the presidio and the rise of the civilian pueblo. The establishment of Pueblos in California under the Spanish government met with only moderate success and none of the missions obtained their ultimate goal, which was to convert to a Pueblo. Pueblos did, however, begin to form, somewhat spontaneously, near the California Presidios. As early as 1791, presidio commandants in California were given the authority to grant small house lots and garden plots to soldiers and their families (Richman 1911:346). Sometime after 1800, soldiers from the San Diego Presidio began to move themselves and their families from the presidio buildings to the tableland down the hill near the San Diego River. Historian William Smythe noted that Don Blas Aguilar, who was born in 1811, remembered at least 15 such grants below Presidio Hill by 1821 (Smythe 1908:99). Of these 15 grants, only five within the boundaries of what would become Old Town had houses in 1821. These included the retired commandant Francisco Ruiz adobe (now known as the Carrillo Adobe), another building later owned by Henry Fitch on Calhoun Street, the Ybanes and Serrano houses on Juan Street near Washington Street, and a small adobe house on the main plaza owned by Juan Jose Maria Marron (San Diego Union 6-15-1873:3). By 1827, as many as 30 homes existed around the central plaza and in 1835, Mexico granted San Diego official pueblo (town) status. At this time the town had a population of nearly 500 residents, later reaching a peak of roughly 600 (Killea 1966:9-35). By 1835 the presidio, once the center of life in Spanish San Diego, had been abandoned and lay in ruins. Mission San Diego de Alcalá fared little better. In 1842, 100 Indians lived under the care of the friars and only a few main buildings were habitable (Pourade 1963:11-12, 17-18). The town and the ship landing area (La Playa) were now the centers

of activity in Mexican San Diego.

Adobe bricks were used as the primary building material of houses during the Mexican Period because wood was scarce and dirt and labor were plentiful. The technique had been brought to the New World from Spain, where it had been introduced by the Moors in the Eighth Century. Adobe bricks were made of a mixture of clay, water, sticks, weeds, small rocks and sand. The sticks, weeds and small rocks held the bricks together and the sand gave the clay something to stick to. The mixture was poured into a wooden form measuring about 4 inches by 11 inches by 22 inches and allowed to dry. A one-room, single-story adobe required between 2,500 and 5,000 bricks. Walls were laid on the ground or built over foundations of cobblestone from the riverbed. To make walls the adobe bricks were stacked and held together with a thick layer of mortar (mud mixed with sand). Walls were usually three feet thick and provided excellent insulation from the winter cold and summer heat. To protect the adobe bricks from washing away in the rain, a white lime plaster or mud slurry was applied to the walls by hand and smoothed with a rock plaster smoother. The lime for the lime plaster was made by burning seashells in a fire. The lime was then mixed with sand and water. Once the plaster had dried, it formed a hard shell that protected the adobe bricks. The roof was usually made of carrizo cane bound with rawhide strips. Floors were usually of hard packed dirt, although tile was also used.

The new Pueblo of San Diego did not prosper as did some other California towns during the Mexican Period. In 1834 the Mexican government secularized the San Diego and San Luis Rey missions. The secularization in San Diego County had the adverse effect of triggering increased Native American hostilities against the Californios during the late 1830s. The attacks on outlying ranchos, along with unstable political and economic factors helped San Diego's population decline to around 150 permanent residents by 1840. San Diego's official Pueblo status was removed by 1838, and it was made a subprefecture of the Los Angeles Pueblo. When the Americans took over after 1846, the situation had stabilized somewhat, and the population had increased to roughly 350 non-Native American residents (Killea 1966:24-32; Hughes 1975:6-7).

Two important areas of research for the Mexican Period are the effect of the Mexican rancho system on the Kumeyaay population and the effect of changing colonial economic policies and the frontier economic system on patterns of purchase, consumption and discard.

AMERICAN PERIOD (AD 1846-PRESENT)

When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. A group of Californios

under Andres Pico, the brother of the Governor Pio Pico, harassed the occupying forces in Los Angeles and San Diego during 1846. In December 1846, Pico's Californios engaged U.S. Army forces under General Stephen Kearney at the Battle of San Pasqual and inflicted many casualties. However, the Californio resistance was defeated in two small battles near Los Angeles and effectively ended by January 1847 (Harlow 1982; Pourade 1963).

The Americans raised the United States flag in San Diego in 1846, and assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848. In the quarter of a century following 1848, they transformed the Hispanic community into a thoroughly Anglo-American one. They introduced Anglo culture and society, American political institutions and especially American entrepreneurial commerce. By 1872, they even relocated the center of the City and community to a new location that was more accessible to the bay and to commerce (Newland 1992:8). Expansion of trade brought an increase in the availability of building materials. Wood buildings gradually replaced adobe structures. Some of the earliest buildings to be erected in the American Period were "Pre-fab" houses which were built on the east coast of the United States and shipped in sections around Cape Horn and reassembled in San Diego.

In 1850, the Americanization of San Diego began to develop rapidly. On February 18, 1850, the California State Legislature formally organized San Diego County. The first elections were held at San Diego and La Playa on April 1, 1850 for county officers. San Diego grew slowly during the next decade. San Diegans attempted to develop the town's interests through a transcontinental railroad plan and the development of a new town closer to the bay. The failure of these plans, added to a severe drought which crippled ranching and the onset of the Civil War, left San Diego as a remote frontier town. The troubles led to an actual drop in the town's population from 650 in 1850, to 539 in 1860 (Garcia 1975:77). Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town (MacPhail 1979).

Alonzo Horton's development of a New San Diego (modern downtown) in 1867 began to swing the community focus away from Old Town. After the county seat was moved in 1871 and a fire destroyed a major portion of the business block in April 1872, Old Town rapidly declined in importance.

American Period resources can be categorized into remains of the frontier era, rural farmsteads and urban environments, with different research questions applicable to each category. Important research topics for the frontier era include studying the changing function of former Mexican ranchos between 1850 and 1940, and investigating the effect on lifestyles of the change from Hispanic to Anglo-American domination of the pueblo

of San Diego. Research domains for rural farmsteads include the definition of a common rural culture, comparing the definition of wealth and consumer preferences of successful rural farm families versus middle and upper-middle class urban dwellers, definition of the evolution and adaptation of rural vernacular architecture, and identification of the functions of external areas on farmsteads. Research questions for urban environments include definition of an urban subsistence pattern; definition of ethnic group maintenance and patterns of assimilation for identifiable ethnic groups; identification of specific adaptations to boom and bust cycles; definition of a common culture for working, middle and upper-middle class urban residents; identification of adaptations to building techniques, architectural styles, technological change and market fluctuations through analysis of industrial sites; and investigation of military sites to relate changes in armament technology and fortification expansion or reduction to changing priorities of national defense.

ARCHITECTURE

The built environment, including structures and landscapes, is a vital source of historical evidence on past lifeways, work, ideas, cultural values and adaptations. The built environment is neither a product of random events, nor a static phenomena. The rearrangement of structural features and land use are part of the way in which people organize their lives. Landscapes are lands that have been shaped and modified by human actions and conscious design to provide housing, accommodate production systems, develop communication and transportation networks, designate social inequalities and express aesthetics (Rubertone 1989).

Vernacular architectural studies have demonstrated that pioneer farmers and urban dwellers used folk styles to meet specific needs. Analyses of these house types illustrate adaptation by households as a result of changing needs, lifestyle and economic status. Studies of structural forms at military complexes have documented changes in technology and national defense priorities, and industrial site studies have documented technological innovation and adaptation. The spatial relationships of buildings and spaces, and changes in those relationships through time, also reflect cultural values and adaptive strategies (Carlson 1990; Stewart-Abernathy 1986).

San Diego's built environment spans over 200 years of architectural history. The real urbanization of the City as it is today began in 1869 when Alonzo Horton moved the center of commerce and government from Old Town (Old San Diego) to New Town (downtown). Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views, and access to public facilities affected land values, which in turn affected the character of

neighborhoods that developed.

During the Victorian Era of the late 1800s and early 1900s, the areas of Golden Hill, Uptown, Banker's Hill and Sherman Heights were developed. Examples of the Victorian Era architectural styles remain in those communities, as well as in Little Italy.

Little Italy developed in the same time period. The earliest development of the Little Italy area was by Chinese and Japanese fishermen, who occupied stilt homes along the bay. After the 1905 earthquake in San Francisco, many Portuguese and Italian fishermen moved from San Francisco into the area; it was close to the water and the distance from downtown made land more affordable.

Barrio Logan began as a residential area, but because of proximity to rail freight and shipping freight docks, the area became more mixed with conversion to industrial uses. This area was more suitable to the industrial uses because land values were not as high: topographically the area is more level and not as interesting in terms of views as the areas north of downtown. Various ethnic groups settled in the area because there land ownership was available to them.

San Ysidro began to be developed at about the same time, the turn of the century. The early settlers were followers of the Littlelanders movement. There, the pattern of development was lots designed to accommodate small plots of land for each homeowner to farm as part of a farming-residential cooperative community. Nearby Otay Mesa-Nestor began to be developed by farmers of Germanic and Swiss background. Some of the prime citrus groves in California were in the Otay Mesa-Nestor area; in addition, there were grape growers of Italian heritage who settled in the Otay River Valley and tributary canyons and produced wine for commercial purposes.

At the time downtown was being built, there began to be summer cottage/ retreat development in what are now the Beach communities and La Jolla area. The early structure in these areas was not of substantial construction; it was primarily temporary vacation housing.

Development spread to the Greater North Park and Mission Hills areas during the early 1900s. The neighborhoods were built as small lots, a single lot at a time; there was not large tract housing development of those neighborhoods. It provided affordable housing away from the downtown area, and development expanded as transportation improved.

There was farming and ranching in Mission Valley until the middle portion of the 20th century when the uses were converted to commercial and residential. There were dairy farms and chicken ranches adjacent to the San Diego River where now there are motels, restaurants, office complexes and regional shopping malls. There was little development north of the San Diego River until Linda Vista

was developed as military housing in the 1940s. The federal government improved public facilities and extended water and sewer pipelines to the area. From Linda Vista, development spread north of Mission Valley to the Clairemont Mesa and Kearny Mesa areas. Development in these communities was mixed-use and residential on moderate size lots.

San Diego State University was established in the 1920s; development of the state college area began then and the development of the Navajo community was an outgrowth from the college area and from the west.

Tierrasanta, previously owned by the U.S. Navy, was developed in the 1970s. It was one of the first planned unit developments with segregation of uses. Tierrasanta and many of the communities that have developed since, such as Rancho Peñasquitos and Rancho Bernardo, represent the typical development pattern in San Diego in the last 25 to 30 years: uses are well segregated with commercial uses located along the main thoroughfares, and the residential uses are located in between. Industrial uses are located in planned industrial parks.

Examples of every major period and style remain, although few areas retain neighborhood-level architectural integrity due to several major building booms when older structures were demolished prior to preservation movements and stricter regulations regarding historic structures. Among the recognized styles in San Diego are Spanish Colonial, Pre-Railroad New England, National Vernacular, Victorian Italianate, Stick, Queen Anne, Colonial Revival, Neoclassical, Shingle, Folk Victorian, Mission, Craftsman, Monterey Revival, Italian Renaissance, Spanish Eclectic, Egyptian Revival, Tudor Revival, Modernistic and International (McAlester and McAlester 1990).

Research interests related to the built environment include San Diego's railroad and maritime history, development in relationship to the automobile, the role of recreation in the development of specific industries, as well as the design and implementation of major regional planning and landscaping projects, the role of international fairs on architecture, landscape architecture and City building; the development of industrial and military technologies between the two world wars; the relationship between climate, terrain, native plant material and local gardening and horticultural practices, planning and subdivision practices from the turn of the century to the present day and the post-war period of suburbanization.

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petco park
ALPINE BEER COMPANY
PADRE
Metropolitan Transit System
San Diego Trolley
MTS

Glossary

Abatement:	Any action taken to reduce, relieve, or suppress another continuing action.
Access:	A way or means of approaching or entering, or the right or ability to approach or enter. In the General Plan, one meaning of access specifically focuses on people with disabilities and their access to entities. Another relates to means of moving vehicles to or from the public roadway system such as via a driveway.
Accessibility:	A general term used to describe the degree to which a system is usable by as many people as possible or the degree of ease with which it is possible to reach a certain location from other locations. In the General Plan, one meaning of accessibility specifically focuses on people with disabilities and their ability to access to entities.
Accessory Use:	A use incidental to and on the same lot as a principle use.
Accommodation Sector:	This sector comprises establishments primarily engaged in providing short-term lodging and complementary services to travelers, vacationers and others, in facilities such as hotels, motor hotels, resorts, motels, casino hotels, bed and breakfast accommodations, housekeeping cottages and cabins, recreational vehicle parks and campgrounds, hunting and fishing camps, and various types of recreational and adventure camps.
Activity Centers:	Areas that generate high pedestrian and vehicular trips such as shopping, entertainment, and commercial districts, universities, recreational facilities, or business parks.
Ad Valorem Property Tax:	A tax on the value of real and personal property within the county.

Air Installations Compatible Use Zones (AICUZ) Study: A federal required study that establishes land use strategies and noise and safety recommendations to prevent the encroachment of incompatible land use from degrading the operational capability of military air installations.

Airport Land Use Compatibility Plans (ALUCPs): State required plans adopted by the county Airport Land Use Commission that promote compatibility between public use and military airports, and the land uses that surround them, to the extent that these areas are not already devoted to incompatible land uses.

Ambient Noise Level: The composite of noise level from all normal background noise sources at a given location. Urban areas typically have a higher ambient noise level than rural areas.

Amenities: Aesthetic or other characteristics of a development that increase its desirability to a community or its marketability to the public. This may include recreational facilities, security systems, landscaping, and attractive street design.

Annexation: The inclusion of territory into a city or special district.

Arterial: Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function.

A-Weighted Decibels (dBA): A measurement of noise using a sound level meter with the A-weighted filter, which de-emphasizes the very low, and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. The A-weighted filter adjusts the scale or "fine-tunes" it for hearing by humans.

Balanced Communities:	Development of economically balanced communities in order to assure an appropriate housing balance throughout the City where no single area experiences a disproportionate concentration of homes affordable to very low-, low-, and median-income households.
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. Therefore opportunities for growth are not constrained by the size of the local market.
Best Management Practices:	Conservation practices or systems of practices and management measures that control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxins and sediment.
Best Practice:	The most efficient (least amount of effort) and effective (best results) way of accomplishing a task, based on repeatable procedures that have proven themselves over time.
Bicycle Master Plan:	A policy document 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.
Biodiversity:	Biological diversity in an environment as indicated by numbers of different species of plants and animals.

Blight: A condition of deterioration of a site, structure or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

Block: A usually rectangular space (as in a city) enclosed by streets and occupied by or intended for buildings.

Bulk: The mass or volume of buildings.

Business and Industry Incentive Program: Created by the San Diego City Council in 1993 to improve the business climate of the City, by providing certain financial incentives such as tax rebates and permit processing assistance, for businesses and industries which contribute to a sound and healthy economy as determined in the Economic Prosperity Element, the Community and Economic Development Strategy, and/or Council Policy.

Capital Improvements Program (CIP): A program established by a city or county government which schedules permanent improvements, usually for a minimum of five years in the future to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

California Environmental Quality Act (CEQA): A California law which sets forth a process for public agencies to make informed decisions on discretionary project approvals. The process aids decision-makers to determine whether any environmental impacts are associated with a proposed project. It requires environmental impacts associated with a proposed project to be eliminated or reduced, and that mitigation measures be implemented.

Career Ladder: Consists of the grades ranging from the lowest level at which an employee can be hired as a trainee, up to the highest level, as a manager.

Climate Equity Index:	A tool to measure the level of access to opportunity community members have within a census tract and assess the degree of potential impact from climate change to these areas.
Collector:	A street that carries a moderate volume of traffic from local streets to arterial streets.
Collocation:	The geographic integration of residential development into industrial uses located on the same premises.
Commercial Uses:	Commercial uses include retail sales uses involving the sale, lease or rental of new or used goods to the general public and commercial services that provide for consumer or business services, the repair and maintenance of a wide variety of products, and for entertainment.
Communities of Concern:	A census tract that has been identified as having very low or low access to opportunity as identified in the San Diego Climate Equity Index.
Community Farm:	A regional-based urban agriculture activity (primarily focused on food production) that can contribute to community development, environmental awareness, positive social interaction, community education and general health.
Community Garden:	A neighborhood-based, small-scale urban agriculture activity (primarily focused on fruits, vegetables and flowers) that can contribute to community development, environmental awareness, positive social interaction, community education and general health. This type of garden is generally divided into multiple plots for crop cultivation and maintained by individual parties.

Community Landmark: A symbolic element of community identity that is visible to the public such as a statue or other form of public art, building, residence, or natural feature that provides orientation within a community. Community landmarks can also serve as gathering places for public discussion and civic discourse.

Community Noise Equivalent Level (CNEL): The predominant noise rating scale used in California for land use compatibility. The CNEL rating represents the average of equivalent noise levels at a location for a 24-hour period, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods in order to account for the lower tolerance of individuals to noise during those periods.

Community Plan(s): The officially adopted land use plan of a local community that sets forth (in words, maps, illustrations, and/or tables) goals, policies, and recommendations intended to direct present and future physical development that occurs within the community. Community Plans within the City of San Diego are an integral part of the Land Use and Community Planning Element of the City's General Plan and therefore, must be consistent with the goals and policies of the General Plan. Within this General Plan, community plan is synonymous with "Specific Plans, Sub Area Plans, and Precise Plans."

Community Redevelopment Law (CRL) Affordable Housing Requirements: Provisions of low-and moderate-income housing are mandated under CRL with specific requirements for affordable housing, housing replacement, and relocation for persons displaced by redevelopment.

Congestion Management Program: State-mandated program to monitor roadway congestion and assess the overall performance of the region's Transportation system. Based upon this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system.

Connectivity: Rational and functional relationships between the spatial arrangement of development such as the continuity of new and existing pedestrian pathways, or links from parks, open space, commercial areas, and public spaces to other areas.

Conservation: The management of natural resources to prevent waste, destruction, or degradation.

Consistency: Agreement or harmony of parts or features to one another or a whole.

Constrained Parcel: A residential development within a hazard area that does not have at least 2 emergency evacuation routes.

Contour: Lines drawn on a map connecting points of equal elevation.

Conversion: As it relates to industrial-related properties, conversion is the redesignation or change in use of an industrially-designated site to institutional, mixed-use, or residential use.

Corporate Headquarters: Uses related to the administration of large or geographically widespread business that may be located separately from the main activity of those businesses. Corporate headquarters are generally office uses which provide administrative support to other company-owned or -operated locations.

Crime Prevention Through Environmental Design (CPTED): Methods of design that are based on the idea that design and effective use of the buildings can lead to reduction in the fear of crime and incidence of crime.

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

Decibels (dB): A commonly used measurement of noise that is based on a logarithmic scale that compresses the wide range in sound pressure levels to a more usable range of numbers. People judge a sound that is 10 dB higher than another sound as being twice as loud; and 20 dB higher four times as loud; and so forth.

Dedicated Parkland: Land committed by City ordinance or state legislature for park and recreation purposes only.

Dedication: The transfer of property from private to public ownership.

Demand Management Strategies: As it relates to transportation, strategies to reduce transportation demand through modifying travel behavior and land development policies that reduce automobile dependence.

Demographics: The statistical characteristics of human populations.

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

Desalination: A process by which fresh water can be made from seawater.

Detachment: Withdrawal of territory from a special district or city; the reverse of annexation.

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

Discretionary Decision: A decision requiring the exercise of judgment, deliberation or decision on the part of the decision-making authority in the process of approving or disapproving a particular activity.

Distribution Centers: A use where goods are received and/or stored for delivery to the ultimate customer at remote locations.

Economic Development: An effort to increase employment opportunities by expanding or relocating existing businesses.

Element: In a general plan, a chapter or selection of a local general plan which addresses a specific topic and sets forth policies and programs pertaining to that topic.

Encroachment: Entry into another's property without right or permission.

Eminent Domain: California Redevelopment Law provides redevelopment agencies the ability to acquire real property through purchase, lease, option, gift, grant and bequest. Eminent Domain is a special tool for assembling land available under redevelopment; however, several legislated restrictions or limitations apply. The agency may acquire real property on which an existing building is to remain only when the building needs structural improvement, the site requires modification, the owner refuses to enter into an owner participation agreement, or the site is to be used for a public purpose. In practice, eminent domain is rarely utilized in the City of San Diego.

Employment Uses: A use which typically generates substantial employment such as industrial, office, commercial services, and commercial research. Sometimes the use of the word employment is meant to include other non-base sector employment such as retail commercial uses.

Environmental Technology: Also known as "Green Technology" is the application of the environmental sciences to conserve the natural environment and resources, and by curbing the negative impacts of human involvement. Sustainable development is the core of environmental technologies. When applying sustainable development as a solution for environmental issues, the solutions need to be socially equitable, economically viable, and environmentally sound. Some environmental technologies that retain sustainable development are: recycling, water purification, sewage treatment, remediation, flue gas treatment, solid waste management, renewable energy, and others.

Environmentally Sensitive Lands (ESL): Land containing steep hillsides, sensitive biological resources, coastal beaches, sensitive coastal bluffs, or Special Flood Hazard Areas.

Fenestration: The arrangement of windows in a building.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place.

Floodplain: Any land area susceptible to being inundated by flood waters from any source.

Floor Area Ratio: The numerical value obtained by dividing the gross floor area of all buildings on a premise by the total area of the premises on which the buildings are located.

Franchise Fees: Service fees, equipment sale or lease fees, and royalties paid to a franchise.

Gateways: An entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.

Grading: Any earthwork that involves grubbing, excavating, embanking, or filling.

General Plan: A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Code Section 65301 and adopted by the City Council or Board of Supervisors.

Gross Domestic Product: The total value of goods and services produced in a country over a period of time.

Heat Island: A "dome" of elevated temperatures over an urban area caused by structural and pavement heat fluxes, and pollutant emissions.

Heavy Industrial: A land use designation or description of types of industrial uses which permits any type of industrial uses including heavy manufacturing (uses which process or fabricate large base sector products or assemble large equipment).

High Occupancy Vehicle (HOV) Facility: A transportation facility reserved for vehicles with a driver
and one or more passengers, including transit vehicles.

High Technology: High technology involves the application of scientific methods from one or more of the natural sciences such as biology, chemistry, geology, and physics to design, develop, or produce machines, apparatus, instruments, tools, components, software, communications systems, systems integration, or manufacturing processes.

Hot Spot: A location where emissions from specific sources may expose individuals and population groups to elevated risks of adverse health effects and contribute to the cumulative health risks of emissions from other sources in the area. Examples include carbon monoxide from idling motor vehicles and toxic pollutants from industrial/commercial operations.

Hourglass Economy: An economy characterized by an increasing workforce at the top in the knowledge sector with a corresponding bulge in the service sector beneath, in combination with a shrinking middle-class, thereby creating an "hourglass-shaped" economy.

Impact: The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Industrial Park: A planned development of a tract of land with two or more separate industrial buildings.

Industrial Use: Uses that produce goods from extracted and raw materials or from recyclable or previously prepared materials, including the design, storage, and handling of these products and the materials from which they are produced. Generally, it includes heavy and light manufacturing, marine industry, research and development, and trucking and transportation terminals.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Information Infrastructure: The underlying network that allows the transfer and distribution of information via telecommunication and computer transactions.

Institutional Use: Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers.

Intelligent Transportation Systems: Electronics, communications, or information processing
used singly or in combination to improve the efficiency or safety of the surface transportation system. See page Mobile Element Section D for more information.

Intensity: A measure of development impact as defined by characteristics such as the number of employees per acre.

Jobs-Housing Balance: A planning tool used to achieve an optimal number of jobs to homes within a jurisdiction, matching the skills of the workforce with housing costs, sizes, and locations.

Joint Use: The development of two or more adjacent zoning lots located in the same zoning district and used for a single, unified development. Also refers to the shared use of recreational areas by the school and community during non-school hours as defined in joint use lease agreements.

Land Conversion: A redesignation or change of use from one major category of uses to another, such as industrial use to residential use.

Landfill: A system of trash and garbage disposal in which the waste is buried between layers of earth to build up low-lying land.

Landform: A landform is a characteristically shaped feature of the earth's surface that is produced by natural forces.

Landscape: An area that is permanently devoted and maintained to the growing of shrubbery, turf, and other plant materials.

Leadership in Energy and Environmental Design (LEED): A "green" building rating system, a national standard for developing sustainable buildings.

Levels of Service (LOS): A qualitative measure describing operational conditions within a traffic stream. LOS ratings typically range from LOS A, which represents free flow conditions to LOS F, which is characterized by forced flow, heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.

Light Industrial: A community plan land use designation or description of certain types of industrial uses such as corporate headquarters; wholesale, distribution, and storage; light manufacturing; research and development and some transportation related uses.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community.

Liquefaction: The process of making or becoming liquid, the state of being liquid.

Lot: A parcel, tract, or area of land established by plot, subdivision or other legal means to be owned, used, or developed.

Lot Consolidation:	The removal of lot lines between contiguous parcels.
Low Floor Vehicles:	A term describing vehicles such as busses, trolley busses and trams whose passenger compartment has a floor which is considerably lower than that of traditional cars.
Low Rise Structure:	A structure having few stories (three or less) and not equipped with elevators.
Maintenance Assessment Districts (MAD):	A legal mechanism by which property owners can vote to assess themselves to pay and receive services above-and-beyond what the City normally provides.
Manufactured Slopes:	Slopes and hillsides which have not been formed naturally and are the result of construction grading.
Manufacturing Sector:	This sector of industry generally takes the output of the primary sector and manufactures finished goods or products to a point where they are suitable for use by other businesses, for export, or sale to domestic consumers. This sector is often divided into light industry and heavy industry. Many of these industries consume large quantities the raw materials into goods and products.
Manufacturing Use:	A use that processes, treats, fabricates, assembles, or packages large base sector products or finished parts or products. This use is often divided into light manufacturing and heavy manufacturing.
Market Analysis:	Determines what the buyer should be willing to pay for property, based upon past sales and present competition.
Maximum Noise Level (LMax):	A noise rating that indicates the maximum noise level during a single noise event.

Medians: An area in the approximate center of a city street or state highway that is used to separate the directional flow of traffic.

Mello-Roos: An area where a special tax is imposed on those real property owners within a Community Facilities District. This district has chosen to seek public financing through the sale of bonds for the purpose of financing certain public improvements and services. The tax paid is used to make the payments of principal and interest on the bonds.

Middle-Income: The income category of a household earning between 81-120 percent of area median income, adjusted for household size.

Mini-Park: Parks that are less than standard size which are used to supplement an already park-deficient area (sometimes referred to as a vest pocket park).

Ministerial: An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise or judgment in deciding whether to approve a project.

Mixed-Use: Development consisting of 2 or more land uses that are combined in a single structure or located on a single site, with functional interrelationships between uses and a coherent design. Typically, mixed-use can be done in the following ways:

Vertical Mixed-Use – A single structure with the above floors used for residential or office use and the ground floor for retail/commercial, and

Horizontal Mixed-Use – A single structure which provides retail/commercial in the portion fronting a public or private street with attached or detached residential or offices uses located behind or to the side of a single site.

Mobility:	As it relates to transportation, the ability to move. Among other things, can depend on motor skills, assistive devices, transportation infrastructure (sidewalks, roadways, bikeways, light rail, heavy rail, control devices, etc.), vehicles (bikes, cars, trucks, busses, trolleys, rail cars), transit service (hours of operation, frequency), and congestion.
Modes:	Different types of travel such as public transit, automobile, commuter rail, cycling, or walking/rolling.
Mode Shift Potential:	As it relates to transportation, the tendency to utilize alternative modes of transportation.
Mode Split:	The proportion of total person trips using various specified modes of transportation.
Modern Industrial Structures:	One-, two-, and three-story buildings and accessory structures which were built using pre-cast concrete "tilt-up" panels or steel frame construction and which have less than 50 percent of Gross Floor Area built out as offices. These structures generally have exposed concrete, tile, raised, or "sticky" floors, and have at least 15-foot floor-to-ceiling heights on each story to accommodate mechanical equipment, and must have at least one loading dock or drive-in truck door.
Modified Grid:	A network of streets that is similar to a grid street pattern except that it is modified to incorporate curves in roadways or diagonally directed streets.
Multiple Species Conservation Program (MSCP):	A program that aims to preserve a network of habitat and open space, and protect bio-diversity.
Multi-Modal:	Refers to the availability of multiple transportation options, especially within a system or corridor.
Multi-Tenant Office:	Premises containing office structures occupied by more than one company or business.

Multiple-Use Commercial Land Use:

Provides for employment, shopping, services, recreation, and lodging needs of the community members of and visitors to San Diego. Recognizes the benefit of providing more than one use in the same location to reduce dependency on the automobile and encourages the provision of housing for all community members of San Diego. Allows multiple uses in a mixed-use site plan or building that is commercially focused. Residential density ranges and allowed uses are further refined through community plans. This category of land use includes:

Neighborhood Commercial - Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed within a mixed-use setting.

Community Commercial - Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.

Regional Commercial - Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses. Residential uses may occur as part of a mixed-use (commercial/residential) project.

Office Commercial - Provides for office employment uses with limited, complementary retail uses. Residential uses may occur as part of a mixed-use (commercial/residential) project.

Visitor Commercial - Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur as part of a mixed-use (commercial/residential) project.

Heavy Commercial - Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.

Business Park (Residential) - Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.

Agriculture - Provides for areas that are rural in character or areas where agricultural uses are desirable. Allows for limited single family use of 1 dwelling unit per parcel.

Multiple-Use Residential Land Use:

Accommodates a variety of housing types, encourages the provision of housing for all community members of San Diego, and recognizes the benefit of providing more than one use in the same location to reduce dependency on the automobile and provide for a walkable/rollable pedestrian-oriented setting. Allows multiple uses in a mixed-use site plan or building that is residentially focused. Residential density ranges and allowed uses are further refined through community plans. This category of land use includes:

Multi-Family Residential - Allows multiple units on a lot in order to provide medium to higher density housing.

Community Commercial - Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/ administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed. Urban Village: Serves the region with many types of uses, including very-high density housing, in a high-intensity mixed-use setting. Integration of commercial and residential use is emphasized. Uses include housing, business/professional office, commercial service, and retail. Mixed-use development that includes employment uses and housing opportunities should facilitate active street frontages and pedestrian-oriented design. Outdoor spaces, plazas, and paseos are central organizing features of urban villages.

Downtown - Provides a range of single and multiple uses in a setting of high intensity appropriate to downtown's unique role as the regional center. Integration of commercial, residential, civic, institutional, and open space uses is emphasized.

Municipal Boundary Adjustment:	A change in the boundary of a local jurisdiction.
National Security and International Affairs Subsector:	In San Diego this sector is represented by military units and commands within the Department of the Navy. These establishments are almost exclusively located on military reservations (bases) not under the City's land use jurisdiction.
Neighborhood Policing:	An approach to law enforcement designed to reduce and prevent crime by increasing interaction between local law enforcement agencies and the people and neighborhoods they serve.
Net Zero Energy:	Net zero energy is achieved when the amount of electricity put back into the grid equals the amount used from the grid, on an annual basis. The net zero energy concept is based on the State Department of Energy's Zero Energy Homes research initiative. A net zero energy structure combines state-of-the-art, energy-efficient construction and appliances with commercially available renewable energy systems such as solar electricity and results in net zero consumption from utility provider.
Nexus:	Term meaning a direct connection or relationship between an exaction and the project on which it is imposed.
Noise Attenuation:	Measures used to decrease noise impacts. Noise impacts can typically be attenuated by four basic methods: by reducing the sound level of the noise generator, by interrupting the noise path between the source and receiver, by increasing the distance between the source and receiver, and by insulating the receiver (building material and construction methods).
Noise Scales:	Different methods used to measure noise.

Noise-Sensitive Land Uses: Land uses depending on the specific indoor or outdoor use that can be affected by a loud noise environment. The most common types of uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child care facilities, and certain types of passive recreational parks and open space (see also Sensitive Receptors).

Non-Base Sector Industries: The non-economic base includes establishments that exchange the wealth created by the economic base for the provision of essential goods and services to the local population. These industries must be in close proximity to the population served and they compete among themselves in the local component of the Retail Trade, Wholesale Trade, and Service sectors of the economy.

Non-Residential Land Use: Residential use is not compatible and is therefore not allowed. This category includes:

Scientific Research - Provides for activities limited to scientific research, product development and testing, engineering, and any other basic research functions leading to new product development with limited light manufacturing. Office uses, except corporate headquarters, are not permitted, except as accessory to the primary use or as direct support for scientific research uses. This designation would not permit storage and distribution uses.

Technology Park - Allows high technology related to applied sciences, including: light manufacturing, research and development, corporate headquarters, and storage and distribution uses. This designation also allows office uses which provide administrative, sales, and service functions directly related to these high technology uses. It is appropriate to apply in light industrial areas with some office development.

Business Park - Allows office, research and development, and light manufacturing uses. This designation would not permit storage and distribution uses except as accessory to the primary use. It is appropriate to apply in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.

International Business and Trade - Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.

Light Industrial - Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.

Heavy Industrial - Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing uses with nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.

Neighborhood Commercial (Residential Prohibited) - Provides local convenience shopping, civic uses, and services serving an approximate three mile radius.

Community Commercial (Residential Prohibited) - Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.

Office Commercial (Residential Prohibited) - Provides for office employment uses with limited, complementary retail uses.

Regional Commercial (Residential Prohibited) - Serves the region, within five to 25-plus miles, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses.

Office Structure: A building characterized by smaller floorplates, lower ceiling heights, and lack of other industrial amenities such as truck bays and loading docks. An office building is often multi-storied. Many different types of uses, such as business, professional, or industrial use may locate in office-type structures.

Office Use: Uses that focus on business, government, professional, medical, or financial services.

Open Space Land: Provides for the preservation of land that has distinctive scenic, natural or cultural features, that contribute to community character and form, or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.

Owner Participation Agreements:	Contracts entered into between an agency and a property owner memorializing the parties' obligations with respect to a redevelopment project.
Parking Management:	Employing complementary policies and programs designed to optimize the use of public and private parking resources.
Parks, Parkland:	Areas within the City designated for the primary purpose of active or passive recreational activity. In the City of San Diego, various types of parkland exist: **Population-Based Parks.** These include Neighborhood and Community Parks that provide useable space for both active and passive recreational uses, located in close proximity to residential development and intended to serve the daily needs of community members. **Resource-Based Parks.** These are located, or centered on, distinctive natural or man-made features (historical, cultural or natural). Intended for regional use by community members or visitors. **Open Space Parks.** These include open space systems consisting of canyons, mesas and other natural landforms such as Tecolote Canyon, Rancho Peñasquitos Preserve, and Black Mountain Natural Open Space Parks. These are intended to preserve and protect native plants and animals, while providing public access for recreational purposes.
Pedestrian Design:	Development designed with an emphasis primarily on the street sidewalk and on pedestrian access to a site and building.
Pedestrian Master Plan:	A master plan designed to enhance neighborhood quality and mobility options by facilitating pedestrian-oriented improvement projects. The City of San Diego's Pedestrian Master Plan will identify and prioritize pedestrian improvement projects based on technical analysis and community input, and improve the City's ability to receive grant funding to implement future pedestrian improvement projects.

Pedestrian Refuge: Also known as a "Pedestrian Refuge Island", is a designated area between lanes of opposing traffic where pedestrians may safely wait until vehicular traffic clears, allowing them to cross a street. Pedestrian refuges can significantly reduce delay in crossing uncontrolled locations since the pedestrian need only search for a gap in traffic one direction at a time.

Phasing: A development project that is constructed in increments, each increment being capable of existing independently of the others.

Police Power: The inherent right of a government to restrict an individual's conduct or use of his/her own property in order to protect the health, safety, and welfare and morals of the community.

Precise Plan: A cross between a planned unit development and a larger specific plan, allowing flexibility to address situational factors; modifying districts to allow diversification in land uses, development requirements, density, and open space and to require design review.

Premises: An area of land with its structures that, because of its unity of use, is regarded as the smallest conveyable unit.

Prime Industrial Land: Land is considered prime industrial if it is identified on Figure EP-1 of the Economic Prosperity Element. The following six criteria (see Appendix B, EP-1) are analyzed to determine if an area qualifies as prime industrial land: it is designated industrial in the community plan, it has restrictive industrial zoning, it is feasible for industrial use from a market perspective, it is predominately developed with industrial structures, it is free from non-industrial encroachment, and it is in proximity to resources of extraordinary value.

Production-Sharing Facilities:	Product manufacturing facilities which include a U.S.-based portion of a manufacturing operation and a foreign-owned factory in Mexico at which imported parts are assembled by lower-paid workers into products for export.
Public Administration Sector:	The Public Administration sector consists of establishments of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area. These agencies also set policy, create laws, adjudicate civil and criminal legal cases, provide for public safety and for national defense. In general, government establishments in the Public Administration sector oversee governmental programs and activities that are not performed by private establishments.
Public Art:	Artworks designed or specified by professional artists located in publicly accessible places or visible from public right-of-ways.
Public Assembly Uses:	The use of premises for the gathering together of 50 or more persons.
Public Benefit:	That which promotes the well-being of the public or community.
Public Facility Financing Plan (PFFP):	A document identifying needed public facilities, required timing, responsible parties, and anticipated funding.
Quiet Zones:	Areas where trains do not have to sound their horns when approaching a grade crossing. The federal government allows local jurisdictions to establish train horn quiet zones with the implementation of supplementary and alternative safety measures to compensate for loss of the train horn usage.

Real Property Transfer Tax: State and local taxes that are assessed on real property when ownership of the property is transferred between parties.

Recreation, Active: Type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, General: Amusing or stimulating activity, both physical and non-physical, such as play, diversions, or entertainment. Recreation can occur in almost any public place in the City, such as tot lots, multi-purpose fields, courts (tennis, basketball), open space trails, reading/resting areas, barbecue and picnic facilities, theaters, museums, historic centers, and cultural centers.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; of whether a change occurs in land use.

Redevelopment: The legally authorized process of rehabilitating or rebuilding a deteriorated section of a City using municipal powers and finances to reassemble properties, replace infrastructure, or otherwise assist in creating new facilities and stimulating private development.

Regional Capital Facilities: Capital facilities which benefit up to a number of jurisdictions such as state highways, land fills, and wastewater facilities.

Regional Technology Plan:	A guiding document containing goals, priorities, strategies, and other policies that assist a region in achieving long-term social and economic success through the strategic use, integration, and investment in modern technologies.
Regional Plan (RP):	A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system.
Regionalization:	The act of equalizing resources from a central point outwards within a particular region.
Research and Development (R&D):	Establishments primarily engaged in scientific research and testing leading to the development of new products and processes.
Reservation:	A tract of public land set aside; as for use by Native Americans.
Residential Land Use:	Accommodates a variety of housing types, including both single-family and multi-family, at various specified densities throughout the City and encourages the provision of housing for all community members of San Diego. Residential land use can be residential-only or accommodate multiple uses in a mixed-use site plan or building (see "Mixed-Use" and "Multiple-Use Residential Land Use" for further information). Residential density ranges and allowed uses are further refined through community plans.
Revitalization:	The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.
Ride Share:	Transportation of more than one person for commute purposes, in a motor vehicle, with or without the assistance of a commuter matching service.

Right-of-Way: Public property which is typically set aside for the construction of a road and the installation of utilities.

Rough Proportionality: A determination made by the City that an exaction is related both in nature and extent to the impact of proposed development.

Sales and Use Tax: A sales tax is a state or locality imposed percentage tax on the selling or renting of certain property or services. A Use Tax is a tax imposed upon goods purchased in another state that does not tax them and are brought or shipped into the taxing jurisdiction for use, storage, or consumption.

Scenic Highways/ Corridors: A state or county route whose Scenic Corridor Protection Program has been reviewed and approved by the State Scenic Highway Advisory Committee or CALTRANS.

Seismic: Of, subject to, or caused by an earthquake.

Self-Sufficient Wages: Note to reader: For the legislative intent on the use of this term, refer to the March 7, 2008 memo from Council President Scott Peters and Councilmember Anthony Young, included as Exhibit A to the Glossary.

Sensitive Receptors: Land uses considered to be sensitive receptors include residential, schools, child care centers, acute care hospitals, and long-term health care facilities. Sensitive receptors are determined based upon special factors which may include the age of the users or occupants, the frequency and duration of the use or occupancy, continued exposure to hazardous substances as defined by federal and state regulations, and the user's ability to evacuate a specific site in the event of a hazardous incident.

Service Sector: Activities that are not directly involved in the production or processing of goods and energy; activities associated with trade, transportation, health, education, public administration, and recreation.

Shared Parking: Parking spaces shared by more than one user. Allows multiple users on one site to take advantage of different parking demand peaking characteristics. Off-site shared parking arrangements can also be used to meet parking needs by utilizing available off site parking supply.

Shoreline: "The upper reaches of the wash of the waves, other than storm and seismic waves, at high tide during the season of the year in which the highest wash of the waves occurs, usually evidenced by the edge of plant growth, or the upper limit of debris left by the wash of the waves." (*Coastal Zone Management Act [CZMA] of 1972 [16 U.S.C. 1450* et seq.*]*).

Single-Event Noise Exposure Level (SENEL) or Sound Exposure Level (SEL): A rating scale used to measure single event noises by measuring the duration between the initial and final times for which the sound level of the single event exceeded the background noise level. It takes into account the maximum noise level (LMax) and the duration of the event.

Single-Tenant Office: Office uses which are conducted in a structure leased or owned by only one company or business.

Smart Cards: Credit card-sized plastic cards with an embedded antenna and computer chip, used to replace traditional transit tickets or tokens.

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

Softscape: As it applies to landscape, softscape comprises trees, flowers, ground cover, and flowers.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas.

Sound Transmission Class (STC): A rating classification that specifies the noise level reduction that windows, doors, wall construction materials, and insulation provide. For example, if the exterior of a structure is exposed to 75-dBA and 45-dBA is measured on the interior of the structure, then a reduction of 30-dBA is achieved. Typically, higher STC ratings indicate greater interior noise reductions.

Specialty Commercial Uses: Uses such as general commercial, lodging, restaurants and commercial recreation which provide for the specialized needs of locations in the City created by their proximity to particular land uses such as tourist, recreation, or specialty attractions.

Specific Plan: A special set of development standards that apply to a particular geographical area.

Speed Tables: A traffic calming measure consisting of long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section.

Sphere of Influence: A plan for the probable physical boundaries and service area of a local agency, as determined by the commission.

Storm Water: The flow of water, which results from precipitation, immediately following rainfall.

Street Design Manual: Provides information and guidance for the design of the public right-of-way that recognizes the many and varied purposes that a street serves. It includes technical information for the design of residential, commercial, collector, major streets and rural roads; provides design options for traffic calming measures; and other street design standards.

Street Furniture:	A collective term for objects and pieces of equipment installed on streets and roads for various purposes, including benches, bollards, post boxes, phone boxes, streetlamps, street lighting, traffic lights, traffic signs, direction signs, bus stops, taxi stands, outside lavatories, fountains and memorials, and waste receptacles.
Street Tree Program:	A program that provides guidelines for the planting, pruning, and removal of street trees within the boundaries of City property.
Streetscape:	The appearance or view of a street.
Strip Commercial:	Commercial zoning/development immediately adjacent and parallel to a collector or arterial street.
Structurally-Excluded Community:	A shift from labeling a community as underserved to structurally-excluded places the focus on systems intentionally created to exclude, marginalize and oppress instead of the individuals or people living in their communities. The term structurally-excluded community takes into consideration how racial disparities are often connected to place and are rooted in historic racialized policies and practices that created and maintain unfair racial outcomes. A structurally-excluded community takes into consideration how systems interact with racial and ethnic differences to design disparities and shape racial biases which impact access to health, education, economic capital, social position, safety and opportunity.
Suburban:	Inhabited districts located either on the outer rim of a city or outside the official limits of a city.
Superblocks:	A very large commercial or residential block barred to through traffic.

Surface Transportation: Means of moving persons or goods from one place to another, including by foot, bicycle, motor vehicle, transit (bus, light rail), rail, and truck.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their needs. In the City of San Diego, the result would be compact, village-like development that ensures the maximum use of underutilized sites, encourages the use of public transport, cycling and walking/rolling over the use of the private car, and minimizes water, air, biological and other impacts on the local environment and communities.

Tandem Parking: Two parking spaces, one behind the other, with a common or shared point of access to the maneuvering aisle.

Tax Increment Financing: Tax increment is the agency's base financing tool and is based upon the cumulative assessed value within a project area at the time a redevelopment plan is adopted. Any increase in assessed property value (resulting from the sale of property or new development) over the base value is called tax increment and may be utilized by the agency to repay debt incurred in conjunction with redeveloping the project area.

Telecommunications: Communication at a distance.

Threshold: A measured range of capacity or concentration.

Time Above: The amount of time noise exceeds a threshold level. Time Above is another measure used to analyze single event noises. The threshold can be set at any noise level for instance, 65 or 75 dBA. It typically uses minutes per day that the noise level exceeds the threshold level.

Topography:	The practice of graphic delineation in detail, usually on maps or charts of natural and man-made features of a place or region, in a way to show their relative positions and elevations.
Traffic Calming:	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.
Traffic Impact Study Guidelines:	A set of guidelines that encourage consistency in the preparation and review of traffic impact studies.
Traffic Management:	Management of the road network in order to achieve improvements in road safety and efficiency. Techniques include physical measures, regulatory measures, information provision and charging for facilities.
Trails:	Trails that are approved as a part of the City's system of public trails are defined as: **Destination Trail:** A trail designed to go to a specific destination. The destination may be a point of interest for scenic, educational, or activity-based purposes. The trail destination will usually include interpretive signage or other information. **Journey Trail:** A trail that provides a route to pass through and enjoy natural areas without having a specific destination other than the trail itself. **Loop Trail:** A trail that provides a loop. This type of trail will usually have scenic or other characteristics, but may also be a short exercise trail. **Connector Trail:** A trail that connects or links to another trail or trail system. This type of trail could also be part of a larger destination, journey, or loop trail, or may be the start or ending of an alternative transportation route.
Trails Master Plan:	A plan that helps to guide the development of an interconnected network of recreational trails.

Transient Occupancy Tax: A method of funding tourism marketing efforts through tax dollars collected in a Transient Occupancy Tax (TOT) which is charged as a special tax to those staying in local hotels.

Transit-Oriented Development (TOD) Design Guidelines: Guidelines that direct growth into compact neighborhood patterns of development, where living and working environments and public transit facilities are within walking/rolling distance. The Guidelines are based on the principles of reducing automobile trips while increasing other transit opportunities; reducing roadway expansions when transportation demands can be met through other modes; reducing air pollutants, conserving energy, and reducing automobile congestion; preserving open space and sensitive lands; providing for a diversity of housing types and affordability levels; and maximizing living, working, and convenience activities within the same neighborhood.

Transit-Oriented Development: A compact land use pattern with housing, public parks, and plazas, jobs and services located along key points on a transit system.

Transit Priority: Refers to measures and techniques designed to minimize delays to buses at intersections and along congested roads ensuring a faster commute time for passengers.

Transparency: The quality of being clear and/or having a nature of being transparent. As it relates to building design, transparency is promoted through measures such as the use of windows and spaces between buildings.

Trip: A movement from the beginning of travel to a destination.

Universal Design: Strives to be a broad-spectrum solution that helps everyone, not just people with disabilities.

Urban:	Something of, relating to, characteristic of, or constituting a city.
Urban Forest Master Plan:	A comprehensive set of policies that describe the long-term goal, strategies, and priorities to address the urban street tree inventory and forest canopy.
Urbanized:	To take on urban characteristics.
Usability:	Used to describe how easily an entity (e.g., device, service, environment) can be used by any type of user.
Useable Acres:	A graded pad not exceeding two percent rough grade, as required to provide for structured, public recreational programs of an active nature common to local parks in the City of San Diego (such as ball games or court games). Or gently sloping land not exceeding ten percent grade for unstructured public recreational activities, such as children's play areas, appreciation of open spaces, or a combination thereof, unconstrained by environmental restrictions that would prevent its use as a park and recreation facility, free of structures, roads or utilities, and unencumbered by easements of any kind.
User Fees:	Fees paid for the use of public facilities and services.
Utility User Tax:	A tax imposed and levied by the City upon every person using electricity, including co-generated electricity, within the City.
Vehicle Trip Generation Rates:	Average number of one-way vehicle trips generated per unit of a specified land use type, such as per dwelling unit of multi-family residential or per 1,000 square feet of high rise office. Rates are determined by empirical data.
Viewsheds:	A line of sight, as far as one can see, including adjacent areas.

Visitor Industries: Those establishments which primarily serve visitors to the San Diego region and are frequently referred to as the tourist industry, comprised of two sectors: the Accommodation and Food Services sector; and the Arts, Entertainment, and Recreation sector.

Walkability/ Rollability: The extent to which walking or using a wheelchair or assistive device is readily available to the consumer as a safe, connected, accessible, and pleasant activity.

Warehousing and Distribution: Includes uses that provide and distribute goods in large quantities. Long-term and short-term storage of commercial goods and personal items is included.

Wastewater: Water that carries waste from residences, businesses, and industries as a result of use through washing, flushing or as part of a manufacturing process.

Watershed: A hydrologic geographic area in which waters, solids and dissolved materials flow to a common outlet such as a point on a larger stream, a lake or underlying aquifer, an enclosed bay, an estuary, or the ocean.

Water Transfers: A change in the way that water is allocated among users. An example would be relocating water from reservoirs in Northern California for use in Southern California.

Wayfinding: Navigates readers through a city, hospital corridor or airport, calls attention to a storefront, or provides information about an exhibit; a succession of clues comprising visual, audible and tactile elements.

Wetlands: A transitional area between terrestrial and aquatic systems where the water table is usually at or near the surface or where the land is covered by shallow water.

Wholesale Distribution: Establishments primarily engaged in wholesaling, and bulk sales distribution including open air handling of material and equipment.

Wireless Facilities: Structures such as cellular phone antennas, towers, and related equipment devoted to the transmission of cellular phone signals.

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