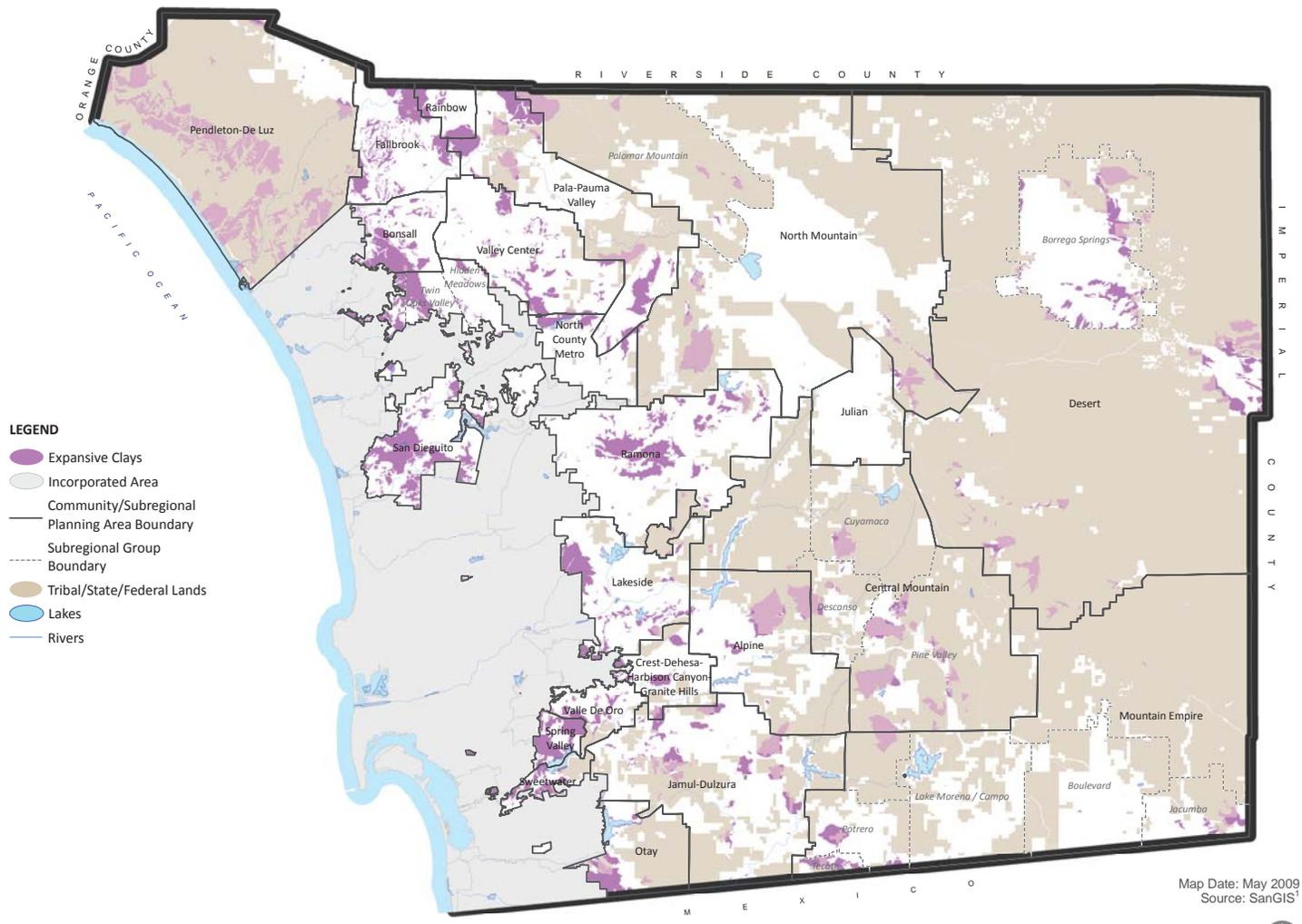


LANDSLIDE SUSCEPTIBILITY

San Diego County General Plan

Figure S-3



EXPANSIVE CLAYS

San Diego County General Plan

Figure S-4

GOALS AND POLICIES

development in hazardous areas or require engineering solutions that mitigate dangers to proposed structures and to off-site lands.

GOALS AND POLICIES

GOAL S-7

Reduced Seismic Hazards. Minimized personal injury and property damage resulting from seismic hazards.

Policies

- S-7.1 Development Location.** Locate development in areas where the risk to people or resources is minimized. In accordance with the California Department of Conservation Special Publication 42, require development be located a minimum of 50 feet from active or potentially active faults, unless an alternative setback distance is approved based on geologic analysis and feasible engineering design measures adequate to demonstrate that the fault rupture hazard would be avoided.
- S-7.2 Engineering Measures to Reduce Risk.** Require all development to include engineering measures to reduce risk in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or other geologic hazards.
- S-7.3 Land Use Location.** Prohibit high occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special studies zones.
- S-7.4 Unreinforced Masonry Structures.** Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.
- S-7.5 Retrofitting of Essential Facilities.** Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

GOAL S-8

Reduced Landslide, Mudslide, and Rock Fall Hazards. Minimized personal injury and property damage caused by mudslides, landslides, or rock falls.

Policies

- S-8.1 Landslide Risks.** Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.
- S-8.2 Risk of Slope Instability.** Prohibit development from causing or contributing to slope instability.



Flood Hazards

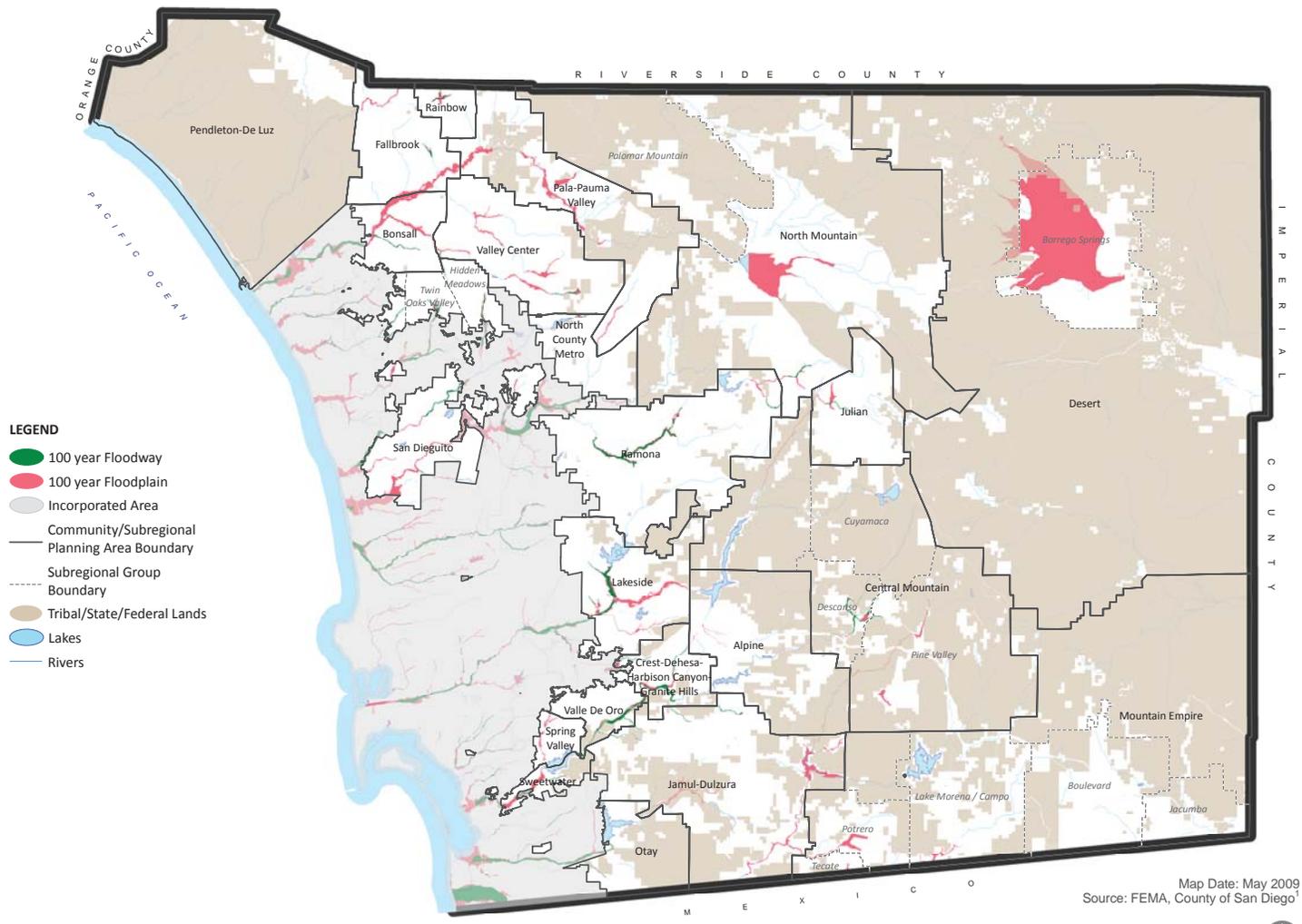
CONTEXT

Flooding is a persistent or temporary condition of partial or complete inundation of normally dry land areas. Flooding is commonly associated with the overflow of natural rivers or streams, but can also occur near stormwater diversion facilities, or in low-lying areas not designed to transport or infiltrate water at any time. The potential for flooding in San Diego County is high. Storm events are the most common cause of flooding, and areas most prone to flooding are mapped by the State, federal agencies, and the County.

Nearly every community planning area (CPA) or subregion in the unincorporated County has studied areas subject to flood inundation, (although there are also known flood hazard areas in the County that have not been studied). The County of San Diego publishes maps showing studied 100-year floodplain and floodway boundaries, and 100-year floodwater surface elevations (where available), or floodplain hazard areas. These areas are mapped as 100-year floodplains in Figure S-5 (Floodplains).¹ *Floodplains* are relatively flat areas of low lands adjoining and including the channel of a river, stream, watercourse, bay, or other body of water which is subject to inundation by the flood waters of the 100-year frequency flood. Watercourses subject to flood control requirements by the County are affected by large drainage areas (typically one square mile and greater for FEMA mapped floodplains and 100 acres or greater tributary area for County-defined watercourses) and are shown on the County floodplain maps. A *floodway* is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood (100 year flood) without increasing the water surface elevation more than the designated height, but not to exceed more than one foot. Encroachment into the floodway by structures is generally prohibited.

Most community planning areas have between 100 to 4,700 acres of land identified as a floodplain. The exception is Borrego Springs (within the Desert Subregion), which has nearly 30,350 acres of land in its alluvial floodplain. This high number can be attributed to flash flooding that occurs in deserts. The County of San Diego Flood Hazard Map for Borrego Valley delineates boundaries of known special flood hazard areas on alluvial fans and lines of equal probability of flood depths and velocities. Alluvial fans are generally a desert phenomenon where streams emerge from canyons and deposit sand and rock in a cone-shaped formation fanning out from the canyon mouth. The potential for high velocity flow and heavy sediment load coupled with the complex nature of alluvial fan flooding means that virtually all parts of the fan can be threatened by catastrophic flooding. The Borrego Valley Flood Management Report (October 17, 1989), however, provides methods for reducing risk to structures built on the alluvial fan.

¹ Community level maps showing the 100-year floodplain areas can be accessed online by contacting SANGIS at <http://www.sangis.org/maplibrary>.



FLOOD PLAINS

San Diego County General Plan

Figure S-5



Flooding may also occur as the result of dam failure. The failure of a dam occurs most commonly as a result of poor design/construction, lack of maintenance, or structural damage caused by an earthquake. Areas subject to inundation due to a dam failure are shown in Figure S-6 (Dam Inundation Areas). This event is extremely hazardous, as it will typically occur quickly and without warning. Areas directly below the dam are at the greatest risk, and, as the water moves further downstream, reduces in velocity, and becomes shallower in depth, the magnitude of the damage and potential risk to life and property decreases.

The most effective ways to reduce the risk of flooding is to ensure development is located outside flood prone areas. However, it is also possible to reduce flooding by constructing drainage facilities or using other design measures to mitigate hazards. Urbanization affects flooding by reducing the permeability of land surfaces, which also increases the amount of stormwater runoff and the required capacity of channels. In Village and Rural Villages and in areas containing Village densities, the General Plan policies discourage future development from locating within a floodplain, but recognize that there may be instances where encroachment is warranted. Because lower density development provides greater flexibility when siting structures, future development in Semi Rural and Rural Lands designations should be located outside mapped floodplains and natural flood control systems.



Dam in unincorporated County

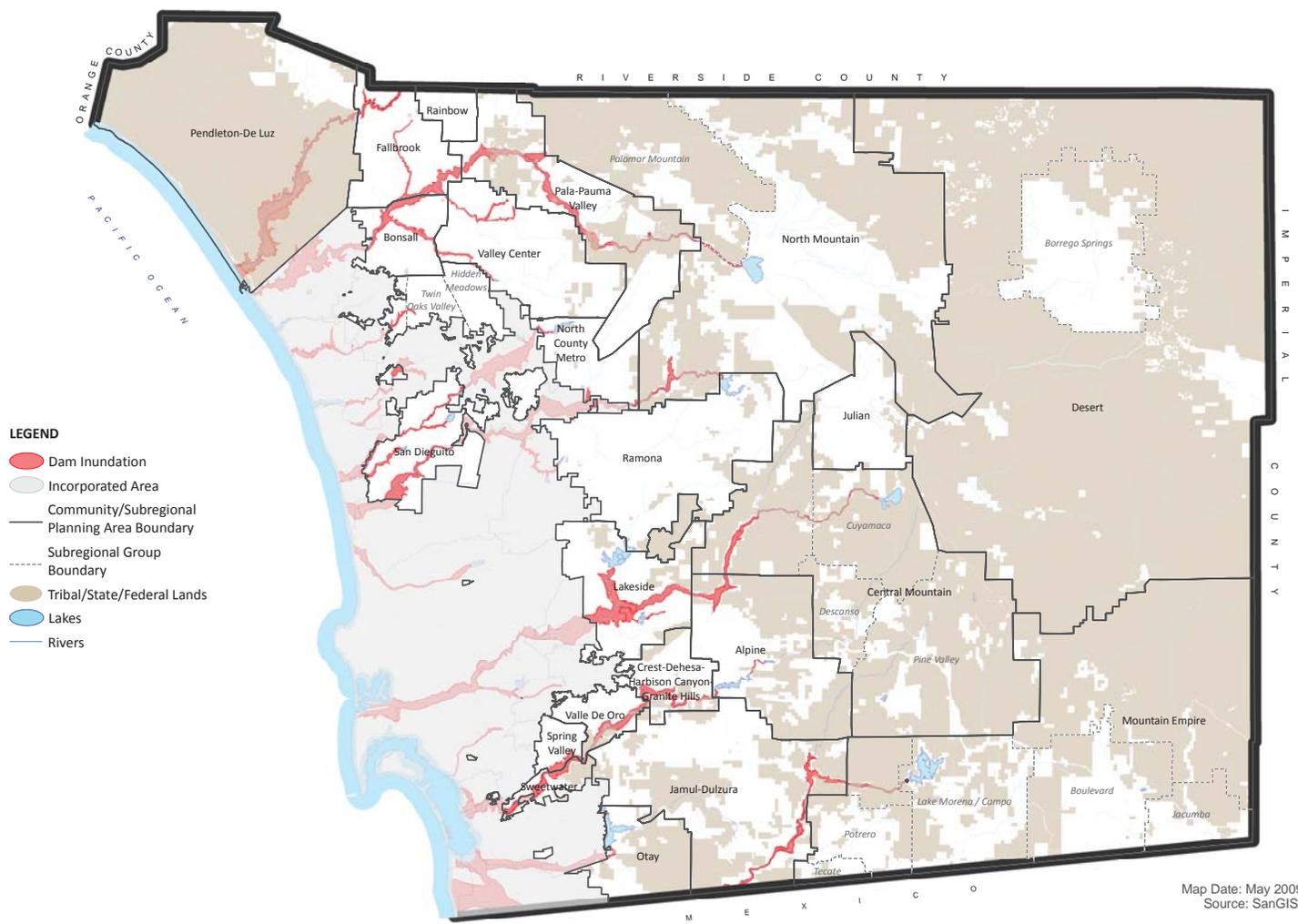
GOALS AND POLICIES

GOAL S-9

Protection of Life and Property. Minimized personal injury and property damage losses resulting from flood events.

Policies

- S-9.1 Floodplain Maps.** Manage development based on federal floodplain maps. County maps shall also be referred to and in case of conflict(s) between the County floodplain maps and the federal floodplain maps, the more stringent of restrictions shall apply.
- S-9.2 Development in Floodplains.** Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.
- S-9.3 Development in Flood Hazard Areas.** Require development within mapped flood hazard areas be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.



DAM INUNDATION AREAS

San Diego County General Plan

Figure S-6



- S-9.4 Development in Villages.** Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in community plans.
- A higher level of flexibility for floodplain encroachment within Villages is provided where future growth is planned and where fewer options are available for locating development outside the floodplain.*
- S-9.5 Development in the Floodplain Fringe.** Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, unless specifically allowed in a community plan. For parcels located entirely within a floodplain or without sufficient space for a building pad outside the floodplain, development is limited to a single family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.
- S-9.6 Development in Dam Inundation Areas.** Prohibit development in dam inundation areas that may interfere with the County's emergency response and evacuation plans.

GOAL S-10

Floodway and Floodplain Capacity. Floodways and floodplains that have acceptable capacity to accommodate flood events.

Policies

- S-10.1 Land Uses within Floodways.** Limit new or expanded uses in floodways to agricultural, recreational, and other such low-intensity uses and those that do not result in any increase in flood levels during the occurrence of the base flood discharge, do not include habitable structures, and do not substantially harm, and fully offset, the environmental values of the floodway area. This policy does not apply to minor renovation projects, improvements required to remedy an existing flooding problem, legal sand or gravel mining activities, or public infrastructure.
- S-10.2 Use of Natural Channels.** Require the use of natural channels for County flood control facilities except where necessary to protect existing structures from a current flooding problem and where natural channel use is deemed infeasible. The alternative must achieve the same level of biological and other environmental protection, such as water quality, hydrology, and public safety.
- S-10.3 Flood Control Facilities.** Require flood control facilities to be adequately sized, constructed, and maintained to operate effectively.
- S-10.4 Stormwater Management.** Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.
- S-10.5 Development Site Improvements.** Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.

GOALS AND POLICIES

S-10.6 Stormwater Hydrology. Ensure development avoids diverting drainages, increasing velocities, and altering flow rates to off-site areas to minimize adverse impacts to the area's existing hydrology.

Increases in velocities and peak flow rates can result in flooding, erosion, and other problems downstream. Decreases can deprive biological resources of a needed water source.

Additional goals and policies that relate to development in flood hazard area are contained in the Land Use Element, including the requirement to document and annually review floodways and floodplains.

Hazardous Materials

CONTEXT

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment. Hazardous materials typically require special handling, reuse, and disposal because of their potential to harm human health and the environment. Use of hazardous products is common among households, businesses, and construction activities. However, the quantity, concentration, and/or types, of these products are often not significant enough to pose a substantial risk to human health and safety or to the environment; therefore, do not meet the definition of "hazardous materials." Instead they are often referred to as household hazardous wastes, universal waste, and electronic waste.

Hazardous materials are more often associated with select commercial, industrial, and agricultural operations and their use is highly regulated by federal and State law. Operations meeting the definition of a Hazardous Waste Facility must obtain a permit or grant of authorization from the State Department of Toxic Substance Control.

Sites that have been contaminated by a release of hazardous materials also pose a risk to human health and safety or to the environment. Location, type, and extent of contamination must be considered in determining the appropriate reuse of such sites. Not all sites have been identified; therefore, site assessments are used to determine the presence or likelihood of contamination in areas that are suspect.

GOALS AND POLICIES

GOAL S-11

Controlled Hazardous Material Exposure. Limited human and environmental exposure to hazardous materials that pose a threat to human lives or environmental resources.

Policies

S-11.1 Land Use Location. Require that land uses involving the storage, transfer, or processing of hazardous materials be located and designed to minimize risk and comply with all applicable hazardous materials regulations.



- S-11.2 Industrial Use Restrictions.** Restrict industrial uses that store, process, or transport significant amounts of hazardous material to areas designated as High Impact Industrial.
- S-11.3 Hazards-Sensitive Uses.** Require that land uses using hazardous materials be located and designed to ensure sensitive uses, such as schools, hospitals, day care centers, and residential neighborhoods, are protected. Similarly, avoid locating sensitive uses near established hazardous materials users or High Impact Industrial areas where incompatibilities would result.
- S-11.4 Contaminated Lands.** Require areas of known or suspected contamination to be assessed prior to reuse. The reuse shall be in a manner that is compatible with the nature of the contamination and subsequent remediation efforts.
- S-11.5 Development Adjacent to Agricultural Operations.** Require development adjacent to existing agricultural operations in Semi-Rural and Rural Lands to adequately buffer agricultural areas and ensure compliance with relevant safety codes where pesticides or other hazardous materials are used.

Law Enforcement

CONTEXT

The San Diego County Sheriff is responsible for providing law enforcement services in the unincorporated County and to certain cities under contract. The General Plan Land Use Maps identify where future development will occur, which can be used by the Sheriff in conjunction with forecasts from contract cities, to prepare facility and service plans. As higher density residential and commercial areas typically produce more calls for service, these areas have been identified as preferred locations of future Sheriff Facilities in the unincorporated County. Additionally, Crime Prevention Through Environmental Design (CPTED) is recognized as an effective planning tool to help minimize or deter criminal activity. CPTED consists of four complementary strategies including natural surveillance, access control, maintenance, and territorial reinforcement (or encouraging owners of private spaces to exercise control over their area by challenging intruders). CPTED does not eliminate crime within a neighborhood but it can dramatically reduce the likelihood of theft and other crimes.

GOALS AND POLICIES

GOAL S-12

Adequate Law Enforcement Facilities. Timely development of law enforcement facilities in locations that serve the unincorporated areas of the County.

Policies

- S-12.1 New Law Enforcement Facilities.** Coordinate new law enforcement facilities and services with new development in ways that sustain the provision of comprehensive services at levels consistent with substantially similar areas of the County.

GOAL S-13

Safe Communities. Law enforcement facilities and services that help maintain safe communities.

Policies

S-13.1 Sheriff Facility Locations. Locate Sheriff facilities to best serve existing and planned development and the corresponding demand for services.



Fallbrook Sheriff substation

S-13.2 Sheriff Facilities in Non-Residential Areas. Locate future Sheriff facilities in commercial, industrial, or mixed-use areas; they may also be located within residential areas when other sites are unavailable or unsuitable based on circulation, geography, proximity to demand, and other factors that impact the practical provision of services.

GOAL S-14

Crime Prevention. Crime prevention through building and site design.

Policies

S-14.1 Vehicular Access to Development. Require development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

S-14.2 Development Safety Techniques. Require development within Village areas to utilize planning and design techniques, as appropriate, that deter crime.

Examples of design features include the following:

- *Avoiding landscaping that might create blind spots or hiding places*
- *Centrally locating open green spaces and recreational uses so that they are visible from nearby homes and streets*
- *Designing streets to discourage cut-through or high-speed traffic*
- *Installing paving treatments, plantings, and architectural design features, such as columned gateways, to guide visitors to desired entrances and away from private areas*
- *Installing walkways in locations safe for pedestrians*
- *Designing lots, streets, and homes to encourage interaction between neighbors*
- *Including mixed land uses that increase activities on the street*
- *Siting and designing buildings oriented for occupants to view streets and public spaces*

S-14.3 Crime Prevention. Coordinate with appropriate agencies and the community to reduce crime in all neighborhoods by improving communication and relationships with communities and through educational programs that address important safety issues.

Airport Hazards

CONTEXT

Aircraft accidents represent a hazard to the areas immediately surrounding airports. Specific areas of potential aircraft accidents are called safety zones because they are established to protect public safety. Land



use restrictions in the safety zones are defined by each airport’s Airport Land Use Compatibility Plan (ALUCP). In addition to safety zones, an ALUCP identifies land use compatibility by airspace protection criteria, noise contours, and areas of aircraft overflight.

In addition to State and federal laws and regulations, ALUCPs guide property owners and jurisdictions in determining what types of new land uses are appropriate around airports. As part of the General Plan update, the County will coordinate with the San Diego County Regional Airport Authority to bring its land use plans into conformance with the adopted ALUCPs. The Safety Element establishes generalized policies to protect public safety and ensure future land uses remain compatible with airport operations.

GOALS AND POLICIES

GOAL S-15

Airport Zone Hazards. Development within airport hazard zones that minimize the risk of personal injury to both flight occupants and people and property damage on the ground as well as protect airport operations from incompatible land uses.

Policies

S-15.1 Land Use Compatibility. Require land uses surrounding airports to be compatible with the operation of each airport.

S-15.2 Airport Operational Plans. Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility.

Specific concerns include heights of structures near airports and activities which can cause electronic or visual impairments to air navigation or which attract large numbers of birds (such as landfills, wetlands, water features, and cereal grain fields).

S-15.3 Hazardous Obstructions within Airport Approach and Departure. Restrict development of potentially hazardous obstructions or other hazards to flight located within airport approach and departure areas or known flight patterns and discourage uses that may impact airport operations or do not meet Federal or State aviation standards.

S-15.4 Private Airstrip and Heliport Location. Locate private airstrips and heliports outside of safety zones and flight paths for existing airports where they are compatible with surrounding established and planned land uses, and in a manner to avoid impacting public roadways and facilities.

CHAPTER 8 **Noise Element**



Introduction

Purpose

The Noise Element of the General Plan provides for the control and abatement of environmental noise to protect citizens from excessive exposure.

Guiding Principles for Noise

Goals and policies within the Noise Element support the Guiding Principles specified in Chapter 2 of the General Plan. The Guiding Principles speak to the need of protecting the County's unique natural environment and unique characteristics. The County of San Diego is characterized as a predominantly rural environment that contributes significantly to peace and tranquility that exist within the County. The Noise Element strives to preserve the quality of life by protecting residents from the obtrusive impacts of noise and noise-generating uses such as traffic, construction, airplanes, and certain industrial uses.

Relationship to Other General Plan Elements

A primary function of the Noise Element is to ensure that noise considerations are incorporated into the land use decision-making process. The Noise Element is closely related to the Land Use, Housing, Mobility, and Conservation and Open Space Elements. Recognition of the interrelationship of the Noise Element and these other Elements is necessary to prepare an integrated comprehensive General Plan. The following is a brief discussion of the relationship between the Noise Element and the other Elements of the General Plan.

- **Land Use**—The Noise Element establishes noise compatibility guidelines that are based on the Regional Categories established in the Land Use Element. In addition, noise compatibility concerns are taken into account during development of the Land Use Map.
- **Housing**—The Housing Element considers the provision of adequate sites for new housing and standards for housing stock. Since residential use is among the most noise sensitive, the noise exposure information provided in the Noise Element is taken into account when planning the location of new housing.
- **Mobility**—The transportation network is the primary source of noise within San Diego County and is closely correlated with both the Land Use and Noise Elements. Airports, depending upon the size and type, can have a significant noise impact, which directly affects the type and intensity of land use. In addition, noise impacts from roadways increase with vehicular travel speed and traffic volume. Noise exposure will be an important factor in the location and design of new transportation routes and facilities, as well as in the mitigation of noise produced from existing roadways on existing and planned land uses.
- **Open Space/Conservation**—Excessive noise can adversely affect biological resources, along with the enjoyment of recreational pursuits in parks and other designated open spaces, particularly in areas where a quiet environment is valued as part of the recreational or outdoor experience. As a result, noise levels are considered in the planning of habitat conservation areas and new recreational and

BACKGROUND INFORMATION

open space areas. Additionally, open space can be used to separate and buffer noise sensitive land uses from noise producers by the effective use of setbacks and landscaped berms.

Scope and Content of the Noise Element

The Noise Element establishes noise/land use compatibility standards and outlines goals and policies which can be used to achieve these standards. The first section of the Noise Element characterizes the noise environment in the unincorporated County and provides the context for the County's noise land use compatibility guidelines and standards. The second section describes the County's goals for achieving the standards and introduces policies designed to implement the goals. Implementation measures associated with the Noise Element are included separately in the Implementation Plan for the County's General Plan.

Background Information and Context

The County of San Diego is characterized as a predominantly rural environment with low-density development that contributes significantly to the perceived quality of life and the peace and tranquility that exist within the County. Major sources of noise include transportation- and non-transportation-related activities, as discussed below.

Transportation Noise Sources

The most common source of noise in most rural and semi-rural environments is transportation-related. Transportation noise sources include automobiles, trucks, other vehicles, aircraft operations, and railroads. Traffic on the County's roadways is the most significant and pervasive source of noise in the County. There are several key factors associated with roadway or traffic noise, including traffic volumes, the speed of the traffic; the type or "mix" of vehicles using a particular roadway; and pavement conditions.



Noise associated with freeways can have significant noise impacts to adjacent uses.

Another area of noise concern is the noise generated by private, military, and County general aircraft operations. Noise generated from aviation operations is concentrated around the airport buildings, runways, and along approach and departure routes.

Trains are another source of transportation-related noise. The extent of the noise impact from a passenger and freight train pass-by event will depend on many factors, including the frequency of train operations, the number of railway cars, the type of engine, and the number of grade crossings that require warning bells or horns. In addition, train pass-by events may cause adjacent land uses to be affected by groundborne vibration.



Non-transportation Noise Sources

Non-transportation-related noise generators are commonly called “stationary,” “fixed,” “area,” or “point” sources of noise. Industrial processing, mechanical equipment, pumping stations, and heating, ventilating, and air conditioning (HVAC) equipment are examples of fixed location non-transportation source noise sources within the County of San Diego. Some non-transportation sources are not stationary but are typically assessed as point or area sources due to the limited area in which they operate, such as truck deliveries, agricultural field machinery, and mining equipment.

Noise generated by industrial and commercial operations, maintenance, manufacturing, truck traffic (loading docks), and warehousing noise can affect surrounding noise sensitive land uses. Noise perceived as disruptive by residents in proximity to existing agricultural operations may result from the operation of agricultural machinery in the evening or early morning hours when many residents desire a quiet environment. In addition, operation of exterior exhaust and cooling system equipment typically used in greenhouse operations can be a source of noise that may affect surrounding land uses.

Extractive (mining) operations typically involve a range of noise-generating equipment, operations, and sometimes include blasting noise. Heavy equipment used in quarry and mining activities and blasting operations may generate noise levels that are incompatible with surrounding land uses. Additionally, off-site noise may be generated associated with the transportation of materials to and from the mining facility.



Non-transportation-related noise includes noise generated from industrial uses such as rock crushing

Some noise-generating activities such as blasting or pile-driving as part of mining or construction operations may also result in excessive levels of groundborne vibration that may affect nearby land uses.

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, stand-by power generators, and construction activities are disturbing to residents but are difficult to attenuate and control.

Noise-Sensitive Land Uses

Noise-sensitive land uses include areas where an excessive amount of noise would interfere with normal activities. Primary noise-sensitive land uses include residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks.

Existing and Future Noise Levels

Noise level contours are used as a guide for minimizing the exposure of community residents to noise. Noise contours represent lines of equal noise exposure, just as the lines on a weather map indicate equal temperature or atmospheric pressure. Contours are used to provide a general visualization of sound levels and should not be considered as absolute lines of demarcation.

BACKGROUND INFORMATION

Noise contours for major transportation noise sources in the County were developed for existing and future conditions. Existing roadway noise contours were determined from the 2007 traffic levels and are expressed in terms of the Community Noise Equivalent Level (CNEL). Refer to the “Noise Evaluation Measurement” section below for a more detailed explanation of this noise exposure index. Existing noise contours are shown on Figure N-1 (Existing Noise Contours). Figure N-1 also depicts the noise contours for the public airports and railroads in the County. The noise contours do not account for the attenuating effects of buildings, walls, structures, unique soil types, and terrain features that might intervene between the noise source and receiver. Future noise contours for roadways are presented on Figure N-2 (Future Noise Contours) for year 2030 conditions. These future contours are derived from traffic data for the year 2030 developed for the Mobility Element of the General Plan.

The noise contours shown for public airports are derived from information contained within the Airport Land Use Compatibility Plans (ALUCP) developed for each airport, which account for the future operations within each Airport Influence Area (AIA). Aircraft-related noise impacts associated with the smaller private airports scattered throughout the unincorporated County are not considered to be significant because activities at these airports are not anticipated to increase over the next 20 years.

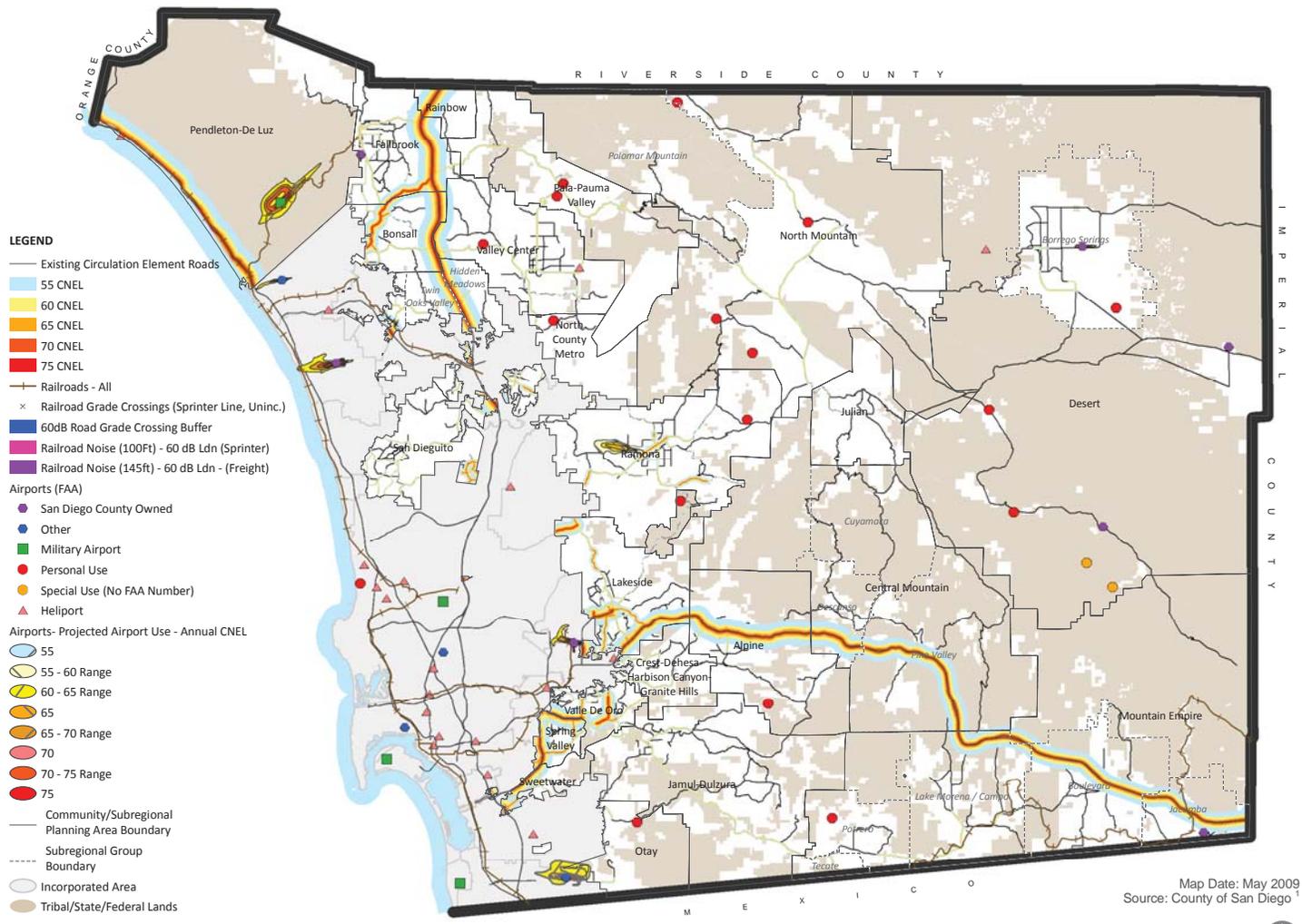
Noise Evaluation and Measurement

Quantification of Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). To account for the pitch of sounds and an average human response to such sounds, a unit of measure called an A-weighted sound pressure level (dBA) is used.

A given level of noise may be more or less tolerable depending on the duration of exposure and the time of day during which the noise is experienced. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day. Because of this fact, several measures of noise exposure, or indices, consider both the magnitude of the noise level and the time of day at which it occurs. The most commonly used indices for measuring community noise levels are the Equivalent Energy Level (L_{eq}), and the Community Noise Equivalent Level (CNEL).

- L_{eq} , the Equivalent Energy Level, is the average acoustic energy content of noise, measured during a prescribed period, such as one minute, 15 minutes, one hour, or eight hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.
- **CNEL**, Community Noise Equivalent Level, is average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased noise-sensitivity of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 P.M. and 10:00 P.M. and a +10 dBA weighting applied to all sound occurring between 10:00 P.M. and 7:00 A.M.



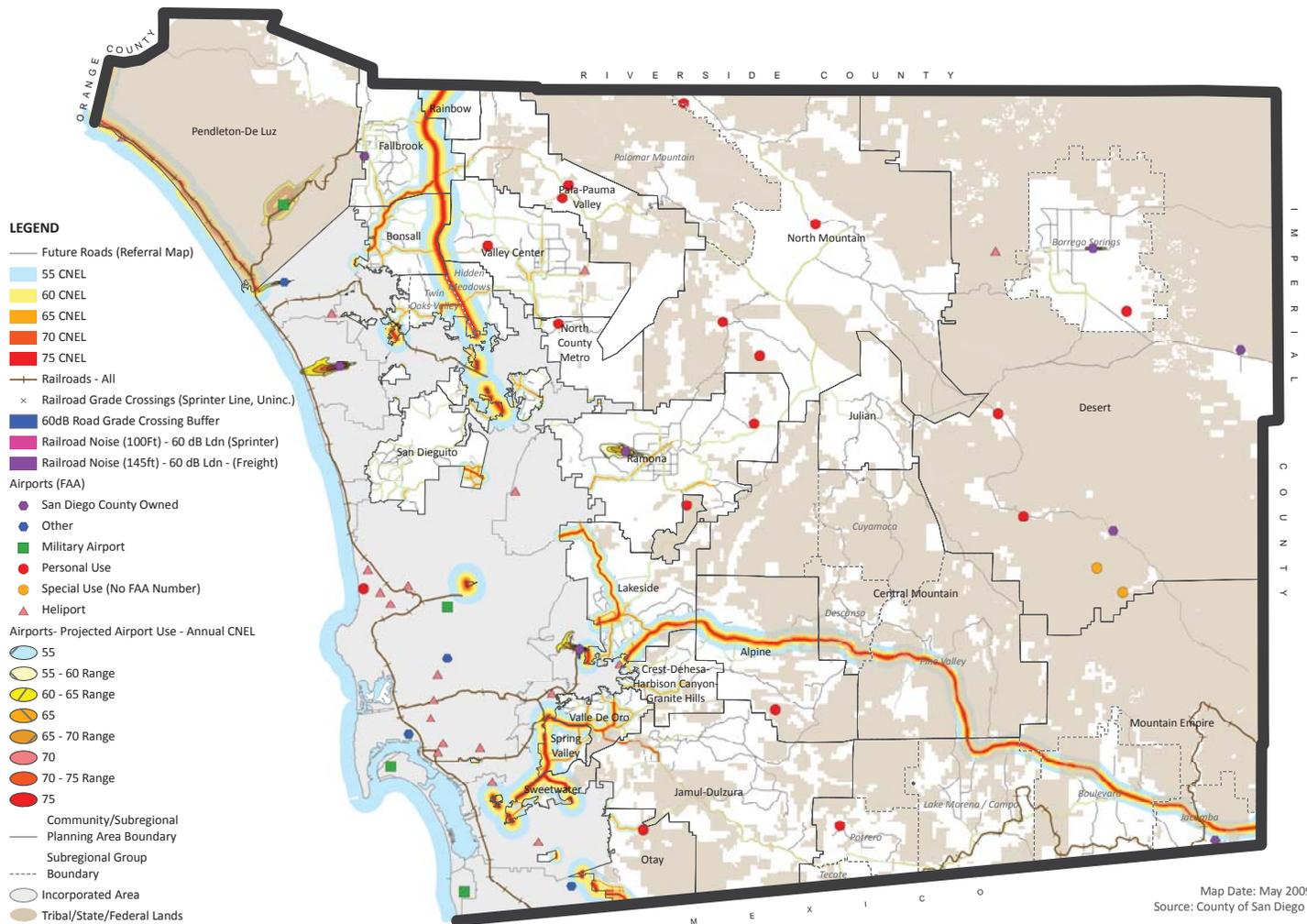
EXISTING NOISE CONTOURS

San Diego County General Plan

Map Date: May 2009
 Source: County of San Diego ¹

0 2 4 6 8 10 Miles

Figure N-1



FUTURE NOISE CONTOURS

San Diego County General Plan

Map Date: May 2009
 Source: County of San Diego¹



Figure N-2



Noise Effects

Noise has a significant effect on quality of life. An individual's reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about ten dB greater than the reference sound to be judged as twice as loud. In general, a three dB change in community noise levels is perceivable, while one to two dB changes generally are not perceived. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual's health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: noise-induced hearing loss; interference with communication; effects on sleep; effects on performance and behavior; extra-auditory health effects; and annoyance.

Noise Standards

Noise exposure criteria are incorporated into land use planning to reduce future conflicts between noise and land use. This is achieved by specifying acceptable noise exposure ranges for various land uses throughout the County. The County uses the Noise Compatibility Guidelines listed in Table N-1 (Noise Compatibility Guidelines) to determine the compatibility of land use when evaluating proposed development projects.

The Noise Compatibility Guidelines indicate ranges of compatibility and are intended to be flexible enough to apply to a range of projects and environments. For example, a commercial project would be evaluated differently than a residential project in a rural area or a mixed-use project in a more densely developed area of the County.

A land use located in an area identified as "acceptable" indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can carry out outdoor activities with minimal noise interference. Land uses that fall into the "conditionally acceptable" noise environment should have an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with sleep, speech, or other activities characteristic of the land use. For land uses indicated as "conditionally acceptable," structures must be able to attenuate the exterior noise to the indoor noise level as indicated in the Noise Standards listed in Table N-2 (Noise Standards). For land uses where the exterior noise levels fall within the "unacceptable" range, new construction generally should not be undertaken.

BACKGROUND INFORMATION

Land Use Category		Exterior Noise Level (CNEL)					
		55	60	65	70	75	80
A	Residential—single family residences, mobile homes, senior housing, convalescent homes						
B	Residential—multi-family residences, mixed-use (commercial/residential)						
C	Transient lodging—motels, hotels, resorts						
D*	Schools, churches, hospitals, nursing homes, child care facilities						
E*	Passive recreational parks, nature preserves, contemplative spaces, cemeteries						
F*	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation						
G*	Office/professional, government, medical/dental, commercial, retail, laboratories						
H*	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair						
	ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.						
	CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. Criteria for determining exterior and interior noise levels are listed in Table N-2, Noise Standards. If a project cannot mitigate noise to a level deemed Acceptable, the appropriate county decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.						
	UNACCEPTABLE—New construction or development shall not be undertaken.						

* Denotes facilities used for part of the day; therefore, an hourly standard would be used rather than CNEL (refer to Table N-2).

Note: For projects located within an Airport Influence Area of an adopted Airport Land Use Compatibility Plan (ALUCP), additional Noise Compatibility Criteria restrictions may apply as specified in the ALUCP.



Table N-2 Noise Standards ^{Note}	
1.	The exterior noise level (as defined in Item 3) standard for Category A shall be 60 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
2.	The exterior noise level standard for Categories B and C shall be 65 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
3.	The exterior noise level standard for Categories D and G shall be 65 CNEL and the interior noise level standard shall be 50 dBA L _{eq} (one hour average).
4.	For single-family detached dwelling units, "exterior noise level" is defined as the noise level measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum net lot area: (i) for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet, (ii) for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area; (iii) for lots over 10 acres in area, the exterior area shall include 1 acre.
5.	For all other residential land uses, "exterior noise level" is defined as noise measured at exterior areas which are provided for private or group usable open space purposes. "Private Usable Open Space" is defined as usable open space intended for use of occupants of one dwelling unit, normally including yards, decks, and balconies. When the noise limit for Private Usable Open Space cannot be met, then a Group Usable Open Space that meets the exterior noise level standard shall be provided. "Group Usable Open Space" is defined as usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways.
6.	For non-residential noise sensitive land uses, exterior noise level is defined as noise measured at the exterior area provided for public use.
7.	For noise sensitive land uses where people normally do not sleep at night, the exterior and interior noise standard may be measured using either CNEL or the one-hour average noise level determined at the loudest hour during the period when the facility is normally occupied.
8.	The exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
9.	For Categories E and F the exterior noise level standard shall not exceed the limit defined as "Acceptable" in Table N-1 or an equivalent one-hour noise standard.

Note: Exterior Noise Level compatibility guidelines for Land Use Categories A-H are identified in Table N-1, Noise Compatibility Guidelines.

In addition, the County has adopted community noise control standards as part of the County's Noise Abatement and Control Ordinance (County Code of Regulatory Ordinances, Title 3, Division 6, Chapter 4) and provides guidance for implementation of the County's noise policies and ordinance in the County's *California Environmental Quality Act* (CEQA) Guidelines for Determining Significance for Noise. The Noise Ordinance defines limits for activities that generate excessive noise and sets noise level limits for land uses. The County's CEQA significance guidelines provide guidance on the use of the General Plan Noise Element and the County Noise Abatement and Control Ordinance when considering the environmental impact of noise exposure to high or excessive noise levels.

Goals and Policies for Noise Element

Land Use Compatibility

CONTEXT

The following goals and policies are directed at preserving rural areas from the encroachment of urban noise. Promoting compatibility between land uses prevents exposure of residents from excessive noise levels while protecting facilities or operations that may generate noise but are essential to the economic viability of the County.

GOALS AND POLICIES

GOAL N-1

Land Use Compatibility. A noise environment throughout the unincorporated County that is compatible with the land uses.

Policies

- N-1.1 Noise Compatibility Guidelines.** Use the Noise Compatibility Guidelines (Table N-1) and the Noise Standards (Table N-2) as a guide in determining the acceptability of exterior and interior noise for proposed land uses.
- N-1.2 Noise Management Strategies.** Require the following strategies as higher priorities than construction of conventional noise barriers where noise abatement is necessary:
- Avoid placement of noise sensitive uses within noisy areas
 - Increase setbacks between noise generators and noise sensitive uses
 - Orient buildings such that the noise sensitive portions of a project are shielded from noise sources
 - Use sound-attenuating architectural design and building features
 - Employ technologies when appropriate that reduce noise generation (i.e. alternative pavement materials on roadways)
- N-1.3 Sound Walls.** Discourage the use of noise walls. In areas where the use of noise walls cannot be avoided, evaluate and require where feasible, a combination of walls and earthen berms and require the use of vegetation or other visual screening methods to soften the visual appearance of the wall.
- N-1.4 Adjacent Jurisdiction Noise Standards.** Incorporate the noise standards of an adjacent jurisdiction into the evaluation of a proposed project when it has the potential to impact the noise environment of that jurisdiction.
- N-1.5 Regional Noise Impacts.** Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.



GOAL N-2

Protection of Noise Sensitive Uses. A noise environment that minimizes exposure of noise sensitive land uses to excessive, unsafe, or otherwise disruptive noise levels.

Policies

N-2.1 Development Impacts to Noise Sensitive Land Uses. Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation for sensitive uses in compliance with the noise standards listed in Table N-2.

N-2.2 Balconies and Patios. Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.

GOAL N-3

Groundborne Vibration. An environment that minimizes exposure of sensitive land uses to the harmful effects of excessive groundborne vibration.

Policy

N-3.1 Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.

Noise Generators

CONTEXT

The policies in this section are directed at minimizing the noise impacts associated with the transportation and non-transportation-related noise generators. Transportation-related noise generators include vehicular traffic, aircraft, and railroads. Stationary or “non-transportation” noise generators include operations from industrial, commercial, agricultural, extractive, or similar facilities. Although commonly called “stationary,” “fixed,” or “point” sources of noise, these noise sources may not be fixed, as with truck deliveries, agricultural field machinery, or mining equipment.

GOALS AND POLICIES

GOAL N-4

Transportation-Related Noise Generators. A noise environment that reduces noise generated from traffic, railroads, and airports to the extent feasible.



Transportation-related noise includes noise generated from automobiles and railroads

GOALS AND POLICIES

Policies

- N-4.1 Traffic Noise.** Require that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.
- N-4.2 Traffic Calming.** Include traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise in development that may impact noise sensitive land uses.
- N-4.3 Jurisdictional Coordination.** Coordinate with California Department of Transportation (Caltrans), the City of San Diego, and other adjacent jurisdictions, as appropriate, for early review of proposed new and expanded State freeways, highways, and road improvement projects within or affecting the unincorporated County to (1) locate facilities where the impacts to noise sensitive land uses would be minimized and to (2) develop and include noise abatement measures in the projects to minimize and/or avoid the impacts to noise sensitive land uses.
- N-4.4 State Motor Vehicle Noise Standards.** Promote the enforcement of State Motor Vehicle Noise Standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and local law enforcement as appropriate.
- N-4.5 Roadway Location.** Locate new or expanded roads designated in the Mobility Element in areas where the impact to noise sensitive land uses would be minimized.
- N-4.6 Road Improvement Projects.** For County road improvement projects, evaluate the proposed project against ambient noise levels to determine whether the project would increase ambient noise levels by more than three decibels. If so, apply the limits in the noise standards listed in Table N-2 for noise sensitive land uses that may be affected by the increased noise levels. For federally-funded roadway construction projects, use the limits in the applicable Federal Highway Administration Standards.
- N-4.7 Railway Jurisdictional Coordination.** Work with the San Diego Association of Governments (SANDAG), Caltrans, Metropolitan Transit System (MTS), California High-Speed Rail Authority, and passenger and freight train operators as appropriate to install noise attenuation features to minimize impacts to adjacent residential or other noise sensitive uses from railroad operations.
- N-4.8 Train Horn Noise.** Establish train horn “quiet zones” with new rail projects consistent with federal regulations, where applicable. Promote community programs for existing at-grade crossings by working with rail operators.
- N-4.9 Airport Compatibility.** Assure the noise compatibility of any development projects that may be affected by noise from public or private airports and helipads during project review by coordinating, as appropriate, with appropriate agencies such as the San Diego County Regional Airport Authority (SDCRAA) and the Federal Aviation Administration (FAA).

GOAL N-5

Non-transportation-Related Noise Sources. A noise environment that provides minimal noise spillovers from industrial, commercial, agricultural, extractive, and similar facilities to adjacent residential neighborhoods.



Policies

- N-5.1 Truck Access.** Design development so that automobile and truck access to industrial and commercial properties abutting residential properties is located at the maximum practical distance from residential zones.
- N-5.2 Noise-Generating Industrial Facilities.** Locate noise-generating industrial facilities at the maximum practical distance from residential zones. Use setbacks between noise generating equipment and noise sensitive uses and limit the operation of noise generating activities to daytime hours as appropriate where such activities may affect residential uses.

Temporary and/or Nuisance Noise

CONTEXT

Policies in this section are directed toward minimizing intermittent or temporary nuisance noise including, but not limited to, construction and maintenance equipment, landscaping equipment, trash collection vehicles, parking lot/street sweepers, barking dogs, amplified music, car alarms, off-highway vehicles, and special events.

GOALS AND POLICIES

GOAL N-6

Temporary and/or Nuisance Noise. Minimal effects of intermittent, short-term, or other nuisance noise sources to noise sensitive land uses.

Policies

- N-6.1 Noise Regulations.** Develop and regularly update codes and ordinances as necessary to regulate impacts from point, intermittent, and other disruptive noise sources.
- N-6.2 Recurring Intermittent Noise.** Minimize impacts from noise in areas where recurring intermittent noise may not exceed the noise standards listed in Table N-2, but can have other adverse effects.
- N-6.3 High-Noise Equipment.** Require development to limit the frequency of use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment if their activity will result in noise that affects residential zones.
- N-6.4 Hours of Construction.** Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.
- N-6.5 Special Events.** Schedule special events sponsored by the County that may generate excessive noise levels to daytime hours when feasible.
- N-6.6 Code Enforcement.** Provide sufficient resources within the County for effective enforcement of County codes and ordinances.

CHAPTER 9 **Implementation of the General
Plan**



Introduction

The Implementation Plan is a set of actions and procedures necessary to achieve the goals and policies set forth in the San Diego County General Plan. The broad array of actions, strategies, and processes undertaken to implement the General Plan will help achieve the County's vision for its growth and development. These programs are a combination of existing County activities, processes, reports, assessments, and plans, as well as new programs that will be initiated upon adoption of the updated General Plan. These programs, generally described in this chapter, are presented in greater detail in the Implementation Plan, which is adopted by the Board of Supervisors separate from the General Plan to allow efficient updating as a means to improve implementation of the General Plan. As a freestanding document that is directly linked and cross-referenced to the General Plan, the County maintains the flexibility to regularly update the Implementation Plan without the necessity of amending the General Plan. This flexibility is important to the County as a means to address the changes that occur over time and that may affect the County's vision, the availability of funding for programs, and future tools and technology that may be used to implement the General Plan.

The Implementation Plan is designed to be a key resource for County staff in assuring that the goals and policies of the General Plan are reflected in day-to-day County operations and services including preparing plans and programs, reviewing development proposals, and maintaining infrastructure. The Implementation Plan can be used as a work program, a framework for preparing departmental budgets, or as a monitoring tool to assess annual performance in achieving targeted goals for key implementation actions.

As mandated by State law, the Implementation Plan addresses specific actions required of the County including, but not limited to, the following key activities:

- Prepare an annual report on the status of the General Plan and progress of its implementation, as well as, its progress in meeting its regional housing needs allocation.
- Prepare an annual capital improvement program for scheduling and financing major public works projects consistent with the General Plan.
- Prepare an updated zoning code to achieve consistency of the zoning and development standards with the updated General Plan's land use designations and policies.

In addition to these key State-mandated actions, the programs and activities presented address the major areas of planning and service delivery for the future growth and development within the County as outlined in Chapters 3 through 8 of the General Plan.

Implementation Plan Overview

Each policy in the General Plan includes one or more implementation programs to assure that there is a mechanism for its implementation. Overall, the goals and policies of the General Plan will be undertaken through these programs, which include a variety of programs and actions that are collectively referred to as the Implementation Plan. The Plan is presented in a matrix format that is organized into six categories, each of which contains subcategories that further refine and group programs into related areas and topics. The programs and actions include established and/or ongoing programs, as well as proposed new initiatives that

IMPLEMENTATION PLAN OVERVIEW

must be developed by County staff and approved by the Board of Supervisors before being implemented. The broad categories of the Implementation Plan are briefly described below and include the following:

1. Long Range Land Use Planning
2. Built Environment
3. Housing
4. Mobility
5. Natural Resources
6. Safety, Health, and Welfare

Each implementation program or action includes the following components:

- **Policy Reference.** Each General Plan policy is correlated to a specific action in the Implementation Plan. Cross referencing each action in the Implementation Plan to a specific policy, enables the Plan to be revised as policies change or as new tools and methods for implementation are developed.
- **Responsible Department.** The lead County department with primary responsibility for completion of a program is listed. If additional departments or external agencies provide key support to implement the program, that entity is also indicated.
- **Program Implementation Category.** This information provides more detail regarding whether the action is a new or existing program and whether or not additional resources are needed to implement the action specified. The Program Implementation categories are identified below:
 - A-1: Current Program/No Change
 - A-2: Current Program/Change/Additional resources NOT required
 - A-3: Current Program/Change/Additional resources required
 - B-1: New Program/Additional resources NOT required
 - B-2: New Program/Additional resources requiredA “Change” to a current program is defined as a formal action that would be required, such as a change to an ordinance or Board of Supervisors policy. “No Change” indicates that no modifications or revisions to the current program would be required.
- **EIR Mitigation.** Identifies the necessary actions to mitigate environmental impacts that may result from the General Plan update.
- **Timeframe.** The timeline for the initiation or completion of programs is only an estimated timeframe and may not occur within the timeframe indicated due to budget or resource constraints. Timeframes are provided in periodic increments, as well as notations indicating whether that the program is annual or ongoing.

Below is a summary of the key tools used within the six major categories of implementation programs. The County of San Diego will use these key tools and other actions to implement the goals and policies of the General Plan. The County Implementation Plan provides a comprehensive listing of the programs and actions that will implement the County’s General Plan.



Long-Range Land Use Planning

Regional Planning. These programs relate to the long range planning efforts undertaken by the County, including coordination of planning activities with federal, State, regional, or local entities or County-led planning efforts.

Planning in the Unincorporated County. These plans include County actions to implement the General Plan as well as annual monitoring and amendments to the Plan, as necessary. These actions include annual review of the General Plan as required by State law to document progress in its implementation. This annual review provides a mechanism to identify critical areas of concern regarding the General Plan's validity as a policy document to direct the County's vision and its future development, and will inform its consideration of proposed General Plan amendments.

Community Plans. Community Plans, adopted as part of the General Plan, are plans specifically created to address the issues, community character, and visions of the distinct communities in unincorporated County areas. Community plans provide a framework for addressing the critical issues and concerns that are unique to a community and are not reflected in the broader policies of the General Plan.

Built Environment

These programs and actions relate to management of the physical development that sustains growth and economic vitality, and provides public services within the County. Such programs and actions include discretionary development review and other community development activities such as parks and recreation, public buildings, infrastructure, solid waste, and paleontological resources / unique geologic features.

Site Design of Discretionary Development. Many General Plan policies are implemented through the County's police power to protect public health, safety, and welfare. They are also implemented through the development review process, which applies to both public and private development projects. The County uses a combination of departmental procedures, Board policies, ordinances, and other regulations to review development projects. These tools allow the County to assess proposed development projects and approve, deny, or condition projects based on their consistency with the General Plan.

Zoning Ordinance. The County's Zoning Ordinance is one of the primary means of implementing the General Plan. Adoption of the updated General Plan necessitates a thorough review of Zoning Ordinance regulations pertaining to land use, density/intensity, design and development, resource conservation, and public safety. This review assures that the Zoning Ordinance is consistent with the updated General Plan, as required by State statutes, which also requires that consistency be achieved "within a reasonable time." The courts have found that this generally infers a one- to two-year time period.

Specific Plans. Specific plans are tools for the systematic implementation of the General Plan and are intended to implement and regulate land use and development within a specific project boundary, subject to the substantive and procedural requirements of State law. Specific plans are adopted by ordinance and, to date, have been incorporated into the San Diego County Zoning Code. Therefore, all development standards contained therein are enforceable by law.

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Subdivision Regulations. The Subdivision Ordinance regulates the design and improvement of subdivisions, requires dedications of public improvements, establishes development impact fees and mitigation programs, and requires conformity with the provisions of the County’s General Plan. This includes the review and approval of lot size and configuration, street alignments, street grades and widths, traffic access, drainage and sanitary facilities, lands dedicated for public uses (e.g., schools, parks, and trails) and open spaces, and other measures as may be necessary to insure consistency with or implementation of the General Plan.

Design Guidelines. The County of San Diego requires an architectural review of development site and building plans, elevations, signage for new and rehabilitated buildings or structures to assure compatibility with adjoining structures and uses. The review also ensures compatibility in scale and quality, a high level of character and quality, contribution to a vital, pedestrian-oriented environment, and compatibility with natural landscapes and environmental setting. The County has established Design Review Boards for the communities of Alpine, Lakeside, Julian, Ramona, and Valley Center and within the I-15 Corridor area.

Environmental Analysis (*California Environmental Quality Act*). A program Environmental Impact Report (EIR) was prepared and certified for the updated General Plan in accordance with the procedural and substantive requirements of the *California Environmental Quality Act* (CEQA). It may serve as a reference in the preparation of CEQA-required environmental documents for subsequent Specific Plans, capital improvements, and other actions that are consistent with the General Plan. Through the development review process, the County will assess a project’s compliance with the program General Plan EIR and determine whether additional or supplemental analysis is required prior to project approval.

In addition to the tools discussed above, the Implementation Plan includes actions that address parks and recreation facilities, public buildings, infrastructure, and solid waste.

Housing

The Housing Element differs from the other General Plan elements in that many of the programs which implement the Housing Element are required by State housing law. They address affordable and special needs housing, financial assistance, and the reduction of government constraints related to affordable housing. In addition to required programs, implementation of the Element also includes long-range programs to guide development planning beyond the horizon of the current housing cycle.

In the County, responsibility for the administration of these programs is shared by two primary departments: County Department of Housing and Community Development and the Department of Planning and Land Use. The Housing Element programs serve two purposes. The short-term programs are intended to fulfill State law requirements and address current housing needs as determined for the Regional Housing Needs Assessment cycle.

Mobility

These programs address maintenance, improvement, and development of a comprehensive multi-modal transportation network for the unincorporated County areas, such as the regional network of freeways, State highways, and transit systems; the County public and private road network; parking; and bicycle, pedestrian, and trail networks and facilities that are needed to sustain projected growth and development within the



County. The Mobility Element road network provides a guide for the construction of future roads to accommodate development in accordance with the General Plan Land Use Map. The Mobility Element road network requires new development to reserve rights-of-way and to construct portions of the road, as appropriate. A General Plan amendment is required to change the network.

The County Public Road Standards determine the specific road design according to the classification assigned in the General Plan. In addition to the General Plan road network, the County has adopted master plans, strategies, and programs that address other components of the Mobility Element. These plans are prepared to provide more specific direction for County decision-makers, staff, and the public on how the General Plan will be implemented. The following is a partial list of master plans, strategies, and programs that the County has adopted. The implementation programs for each of these plans calls for periodic review and update to address changes in these systems over time. The County’s master plans and programs include, but are not limited to, the following:

- Bicycle Transportation Plan
- Community Trails Master Plans
- Fallbrook Airport Master Plan
- Ramona Roads Master Plan

Natural and Cultural Resources

These programs and actions implement policies that seek to protect, conserve, and sustain the County’s natural and cultural resources, including biological habitat, water, agricultural lands, minerals, open space, air quality, cultural, paleontological, and visual.

Biological, Water, Agricultural, Air, Open Space, and Mineral Resources. This Plan includes resource conservation tools to regulate new development to ensure the protection of natural resources. Some of the more frequently used programs and ordinances include the following:

- *Multiple Species Conservation Program (MSCP)*—A plan to conserve habitat for endangered species.
- *Resource Protection Ordinance*—Places special controls on development to protect the County’s wetlands, floodplains, steep slopes, and sensitive biological habitats.
- *Biological Mitigation Ordinance*—Protects the County’s biological resources and prevents their degradation and loss by guiding development outside of biological resource core areas, and by establishing mitigation standards for discretionary projects.
- *Groundwater Ordinance*—Establishes regulations for the protection, preservation, and maintenance of this resource by ensuring that development will not occur in groundwater-dependent areas of the County unless adequate and sustainable groundwater supplies are available.
- *Watershed Protection Ordinance*—Provides regulations that protect water resources and improve water quality by reducing the adverse effects of polluted run-off discharges.

County Guidelines for Determining Significance. These Guidelines provide consistent, objective, and predictable evaluation of significant effects of discretionary development on the physical environment and are used to review discretionary projects to evaluate whether any adverse environmental effects may result from the project. Unique guidelines were developed to protect and preserve the following natural resources:

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agriculture, air, biological, groundwater, hydrology, minerals, and surface water. In addition, the Guidelines address protection and preservation of paleontological, cultural and visual resources.

Low Impact Development (LID) Program. The goal of the County’s LID Program is to protect water quality by preserving and mimicking nature through the use of stormwater planning and management techniques on a project site. Improvements in stormwater management have been made in the County since 2001 with the passing of the first Stormwater Municipal Permit. Additional stormwater improvements are now required as defined in the revised Stormwater Municipal Permit in 2007.

Safety, Health, and Welfare

These program actions relate to polices that promote human health, safety, and welfare. This section addresses potential safety hazards and mitigation, including fire and flood protection, geologic hazards, law enforcement, and airport hazards. In addition, this chapter addresses health and welfare issues such as climate change, noise attenuation, and the preservation of cultural and visual resources.

Tools in this section include Hazard Mitigation, Disaster Preparedness, and Emergency Response for Geologic, Flood, Fire, Hazardous Materials, and Law Enforcement, Noise, and Cultural Resources as well as policies that address Climate Change and the County’s visual resources. These tools include but are not limited to the following codes and guidelines.

Building and Fire Codes. Building construction in the County is regulated by the California Building Code, Uniform Mechanical Code, Uniform Plumbing Code, National Electrical Code, and the California Fire Code. The General Plan policies also provide for the continuation of opportunities for “Build Green” techniques as specified in the County’s Green Building Program.

County Guidelines for Determining Significance. These guidelines provide consistent, objective, and predictable evaluation of significant effects of discretionary development on the physical environment and are used to review discretionary projects to evaluate whether any adverse environmental effects may result from the project. The Guidelines provide direction for evaluating adverse environmental effects that a proposed project might have on safety concerns such as wildland fires, flooding, geologic hazards, airport hazards, and emergency response and evacuation plans. In addition, the Guidelines address health and welfare issues such as noise attenuation.

CHAPTER 10 **Acronyms and Glossary**



Acronyms

Acronym	Definition
ADT	Average Daily Traffic
AIA	Airport Influence Area
ALCUP	Airport Land Use Compatibility Plan
ALS	Advanced Life Support
APCB	California Air Pollution Control District
ARB	California Air Resources Board
BFE	Base Flood Elevation
BMPs	Best Management Practices
CAC	County Administration Center
CAL FIRE	California State Department of Forestry and Fire Protection
CalHFA	California Finance Agency
Caltrans	California Department of Transportation
CAPER	Consolidated Annual Performance and Evaluation Report
CBC	California Building Code
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CHRIS	California Historic Resources Information System
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CLUP	Coastal Land Use Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNR	Composite Noise Rating
CNU	Congress for the New Urbanism
CO	Carbon Monoxide
COS	Conservation & Open Space Element
CPA	Community Planning Areas
CPTED	Crime Prevention Through Environmental Design
CRHR	California Register of Historical Resources
CSA	County Service Area
CSD	Community Service District

ACRONYMS

Acronym	Definition
CTSA	Coordinated Transportation Service Agency
CUP	Conditional Use Permit
CWA	County Water Authority
dB	Decibel
dBA	A-Weighted Decibel
DOE	Department of Energy
DR	Distributed Resources
EDU	Equivalent Dwelling Unit
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESAs	Environmental Study Areas
ESHAs	Environmentally Sensitive Habitat Areas
FAA	Federal Aviation Administration
FACT	Full Access & Coordinated Transportation, Inc.
FAR	Floor Area Ratio
FCI	Forest Conservation Initiative
FERC	Federal Energy Regulatory Commission
GCC	Global Climate Change
GHG	Greenhouse Gases
GIS	Geographic Information System
gpd	Gallons per Day
gpm	Gallons per Minute
GRS	Groundwater Replenishment System
H	Housing Element
HCD	State Department of Housing and Community Development
HMP	Hazard Mitigation Plan
HOV	High Occupancy Vehicle
HUD	Housing and Urban Development
HVAC	Heating Ventilating and Air Conditioning
ICAO	International Civil Aviation Organization
ICC	International Code Council
ID	Improvement District
IRP	Integrated Resources Plan
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Plan
L _{dn}	Night Average Sound Level
LEED	Leadership in Environmental and Energy Design



Acronym	Definition
LEED-NP	LEED for Neighborhood Developments
L_{eq}	Equivalent Sound Level
L_{max} and L_{min}	The Maximum and Minimum Sound Levels
LOS	Level of Service
LU	Land Use Element
L_x	Percentile-Exceeded Sound Level
M	Mobility Element
MCB	Marine Corps Base
MFR	Multi-Family Residential
MG	Million Gallons
MGD	Million Gallons per Day
MIS	Management Information Systems
MMP	Mitigation Monitoring Program
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zones
MSCP	Multiple Species Conservation Program
MTS	Metropolitan Transit Services
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NCTD	North County Transit District
NEF	Noise Exposure Forecast
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NO_x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRDC	Natural Resources Defense Council
NRHP	National Register of Historic Places
OPR	State Office of Planning and Research
PCE	Passenger Car Equivalent
PF	Public Facilities
PLDO	Park Lands Dedication Ordinance
PM_{10} and $PM_{2.5}$	Particulate Matter
PNdB	Perceived Noise Decibels
PRD	Planned Residential Development
PUC	California Public Utilities Commission

ACRONYMS

Acronym	Definition
PURPA	Public Utility Regulatory Policy Act
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RMS	Remote Monitoring Systems
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
S	Safety Element
SANDAG	San Diego Association of Governments
SANGIS	San Diego County Geographic Information System
SB	Senate Bill
SCE	Southern California Edison Company
SCG	Southern California Gas Company
SCZ	Safety Compatibility Zones
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCRAA	San Diego County Regional Airport Authority
SDCWA	San Diego County Water Authority
SDSU	San Diego State University
SEL	Sound Exposure Level
SFHA	Special Flood Hazard Area
SGOA	Smart Growth Opportunity Areas
SIP	School Improvement Program
SMARA	Surface Mining and Reclamation Act
SO ₂	Sulfur Dioxide
SOI	Sphere of Influence
SO _x	Oxides of Sulfur
SP	Specific Plan
SR	State Route
SRAs	Source Receptor Areas
SSOs	Sanitary Sewer Overflows
TAC	Toxic Air Contaminants
TBR	Technical Background Report
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIF	Transportation Impact Fee



Acronym	Definition
TMDLs	Total Maximum Daily Loads
TRI	Toxics Release Inventory
TSA	Trail System Assessment
TSM	Transportation Systems Management
USFS	United States Forest Service
USGBC	United States Green Building Council
USPS	United States Postal Service
UWMP	Urban Water Management Plan
VPD	Vehicles per Day
WAN	Wide Area Network
WDRs	Waste Discharge Requirements
WQMP	Water Quality Management Plan

Glossary

100-Year Flood—The flood elevation that has a one percent chance of being equaled or exceeded each year. Thus, the 100-year flood could occur more than once in a relatively short period of time. The 100-year flood, which is the standard used by most Federal and State agencies, is also used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance.

Accident Potential Zone—A term used for military aviation facilities, which describes the zones of probable impact area if an accident were to occur, based on historical accident data. The APZ's "clear zone" is similar to the FAA's Runway Protection Zone, but APZ I and APZ II extend the probable impact areas further out than the RPZ.

Acre-Feet (af)—The volume of water that would cover one acre to the depth of one foot.

Adaptive Reuse—The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of a historic single-family home to office use.

Agriculture Preserve—An agricultural preserve defines the boundary of an area within which the County has entered into a contract with the property owner, through a resolution of the Board of Supervisors. Only land located within an agricultural preserve is eligible for a Williamson Act contract. Preserves are regulated by rules and restrictions designated in the resolution to ensure that the land within the preserve is maintained for agricultural or open space use.

Airport Influence Area—A planning area designated by the commission around each public airport which is, or reasonably may become, affected by airport related noise, fumes, or other influence, or which is, or reasonably may become, a site for a hazard to aerial navigation.

GLOSSARY

Airport Land Use Compatibility Plans (ALUCP)—Plans that protect airports from encroachment by incompatible land uses that could result in restricted operations of the airport.

Alignment—A planning term used to identify the general location of a current or future roadway. For future roadways, it is intended to describe a designated area or buffer set aside so a specific alignment can be determined as the need is established.

Alluvial Fan—A sedimentary deposit located in a topographic break such as the base of a mountain front, escarpment, or valley side, that is composed of streamflow and/or debris flow sediments and which has the shape of a fan, either fully or partially extended.

Alluvial Fan Flooding—Flooding occurring on the surface of an alluvial. Active alluvial fan flooding is a type of flood-hazard that occurs only on alluvial fans. It is characterized by flow path uncertainty so great that this uncertainty cannot be set aside in realistic assessments of flood risk or in the reliable mitigation of the hazard.

Alquist-Priolo Earthquake Fault Zoning Act (1973)—Prevents the construction of new buildings along known active faults and also requires that any building project in an active fault zone produce a geology report.

Ambient Air Quality Standards—These standards measure outdoor air quality. They identify the maximum acceptable average concentrations of air pollutants during a specified period of time. These standards have been adopted at a State and Federal level.

Ambient Noise—The total noise associated with a given environment and usually comprising sounds from many sources, both near and far.

Aquifer—A formation, group of formations, or part of a formation that contains sufficient saturated, permeable material to yield significant quantities of water to wells and springs.

Apartment building—A multi-unit dwelling made up of several (generally four or more) apartments, which are rented out to a family or one or more people for their exclusive use.

Area of Statewide Significance—An area designated by the State Mining and Geology Board pursuant to Section 2790 which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region (region wide) or state and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local or regional significance (Public Resources Code § 2726/ §2727).

Attached—Units that are placed side-by-side so that some structural parts are touching one another.

Attenuation—Reduction in the level of sound resulting from absorption by the topography, the atmosphere, distance, barriers, and other factors.

Average Daily Demand—The yearly total water use divided by the number of days in the year. This rate is used as the basis for projecting maximum day and peak hour demands and for estimating operating costs and expected revenues.

Average Daily Traffic—The average number of vehicles that travel on a given roadway in a 24-hour period (weekday).



A-weighted decibel (dBA or dB(A))—A-weighted decibels are an expression of the relative loudness of sounds in air as perceived by the human ear. In the A-weighted system, the decibel values of sounds at low frequencies are reduced compared with unweighted decibels, in which no correction is made for audio frequency.

Baseline Forecast—A prediction of future energy needs which does not take into account the likely effects of new conservation programs that have not yet been started.

Best Attainment Control Measures—A set of programs that identify and implement potentially best available control measures affecting local air quality issues.

Best Management Practices (BMP)—A policy, rule, or regulation that results in greater efficiency or benefits than from standard practices.

Bike Lanes—Bike lanes are paved areas located between the travel lane(s) and shoulder or a replacement to the shoulder. Bike lane locations are identified on the County's Bicycle Master Plan.

Bike Routes—

- *Class I*—A bike path characterized by complete physical separation from automotive traffic.
- *Class II*—A portion of a roadway or shoulder which is separated from traffic lanes by the use of a solid white stripe on the pavement and has been designated for preferential use by bicyclists.
- *Class III*—A bicycle route with roadside signs suggesting a route for cyclists, and urging auto users to share the road, but lacking any striping or preferential space for cyclists.

Biomass—Energy resources derived from organic matter. These include wood, agricultural waste, landfill gas, digester gas, and other living-cell material that can be burned to produce heat energy.

Buffer Zone—An area of land and/or physical impediment separating two distinct land uses or resources that acts to soften or mitigate the effects of one land use on the other.

Building—A building is a resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn. The Somers-Linden Farmstead, the McRae/Albright Ranch House, the Holmgren House, and the County Administration Center are examples of buildings in San Diego County.

Bus Services—

- *Express*—Routes generally found along heavy commuting corridors that try to take advantage of park and ride facilities. Fewer stops and longer routes than local service.
- *Local*—Routes are usually a few miles in length and could have stops every couple of blocks. An alternative form of local service can be described as neighborhood service and often operates as circular shuttle types.
- *Bus Rapid Transit (BRT)*—Much like the express service, BRT has limited stops, but can bypass red-lights and/or traffic jams by utilizing technology or by having a dedicated right-of-way for portions of the route.

GLOSSARY

California Clean Air Act (CCAA)—The CCAA is legislation that requires areas that have not attained State ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide to prepare plans to attain the standards by the earliest practicable date.

California Energy Commission—The state agency established by the *Warren-Alquist State Energy Resources Conservation and Development Act of 1974* (Public Resources Code, Sections 25000 et seq.), responsible for energy policy.

California Department of Fish and Game (CDFG)—The California Department of Fish and Game maintains native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible for the diversified use of fish and wildlife including recreational, commercial, scientific, and educational uses.

California Environmental Quality Act (CEQA)—A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Power Authority—Focus is on developing peak reserve margin and in developing renewable energy and conservation projects. Success depends on the ability to issue bonds and have them purchased.

California Public Utilities Commission (CPUC)—A State agency created by constitutional amendment in 1911 to regulate the rates and services of more than 1,500 privately-owned utilities and 20,000 transportation companies. The major duties of the CPUC are to regulate privately-owned utilities, securing adequate service to the public at rates that are just and reasonable both to customers and shareholders of the utilities; including rates, electricity transmission lines, and natural gas pipelines. The CPUC also provides electricity and natural gas forecasting, and analysis and planning of energy supply and resources.

Caltrans (California Department of Transportation)—State agency responsible for the design, construction, operation, and maintenance of the State highway system, including interstate freeways and state highways.

Capacity—The measure of a transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. Capacity and Level of Service are analyzed separately and are not simply related to each other; both must be fully considered to evaluate the overall operation of a facility.

Capital Improvement—A specific undertaking involving procurement, construction, or installation of infrastructure, facilities, or related equipment which improves, preserves, enhances or modernizes the County's provision of municipal services.

Capital Improvements Program (CIP)—A plan for the implementation and financing of public facilities projects including, but not limited to, a schedule for the commencement of construction, the estimated cost of construction, and the payment of facilities benefit assessments.

Carbon Dioxide (CO₂)—A chemical compound composed of one carbon and two oxygen atoms. It is present in the earth's atmosphere at a low concentration and acts as a greenhouse gas. Researchers estimate that



97 percent of atmospheric CO₂ created each year is from natural sources and approximately three percent is from human activities.

Carbon Footprint—A measure of the impact of human activities on the environment. Carbon Footprint can be measured as the total amount of greenhouse gases (GHG) and carbon dioxide emitted for a product or service within a specific geographic area.

Carbon Monoxide (CO)—A colorless odorless poisonous gas formed when carbon in fuels is not burned completely. It is a byproduct of motor vehicle exhaust that can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial processes and fuel combustion in sources such as boilers and incinerators.

Class 1 Designation—As defined in the *Clean Air Act*, “Class 1” areas are international parks, national wilderness areas (greater than 5,000 acres), national memorial parks (greater than 5,000 acres), and national parks (greater than 6,000 acres) that existed on August 7, 1977.

Climate Change (also referred to as “Global Climate Change”)—This term is sometimes used to refer to all forms of climatic inconsistency, but because the earth’s climate is never static, the term is more properly used to imply a significant change from one climatic condition to another. In some cases, climate change has been used synonymously with the term, ‘global warming;’ scientists, however, tend to use the term in the wider sense to address uneven patterns of predicted global warming and cooling and also include natural changes in climate.

Collector—Collector roads are designed to collect traffic from local streets and direct that traffic into larger arterials or regional expressways. In rural areas, collector routes serve intra-county rather than statewide travel. In urban areas, collector streets provide direct access to neighborhoods and arterials.

Commercial Solid Waste—Solid waste originating from stores, offices, and other commercial sources but does not include construction and demolition waste nor industrial solid waste.

Community Character—The aggregate of features and traits that form the individual nature and uniqueness of a community. The constructed and natural landmarks and surroundings that cause someone to identify with a particular place or community. This character is shaped by natural, cultural, societal, and economic forces.

Community Facilities District—A special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)—Refers to predominant community noise rating scale used in California for land use compatibility assessment. A CNEL value represents the average sound level for a 24-hour period based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity during the evening and night periods.

Community Service District (CSD)—Provides a variety of services, subject to LAFCO approval. These services include water service, irrigation, sanitation, fire protection, and recreational uses.

Compatible Use—Uses capable of existing together or adjacent to each other without conflict or ill effects.

GLOSSARY

Complete Streets—Streets that include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities with characteristics such as comprehensive, integrated, and connected network; balanced design; variety of uses and activities that create a varied streetscape; design that relates well to bordering uses and allows for continuous activity; pedestrian and biking facilities that promote safety and maximize access to bordering uses; aesthetically designed street lights that provide sufficient illumination of sidewalks; consistent landscaping that includes street trees and landscaped medians and sidewalks; sustainable design that minimizes runoff, minimizes heat island effects, responds to climatic demands, and conserves scarce resources; and well-maintained facilities.

Condominium—Often consists of units in a multi-unit dwelling (i.e., an apartment or a development) where each unit is individually owned and the common areas such as hallways and recreational facilities are jointly owned (usually as "tenants in common") by all the unit owners in the building.

Congestion—Congestion is usually defined as travel time or delay in excess of that normally experienced under free flow traffic conditions. Congestion is typically accompanied by lower speeds, stop-and-go travel conditions, or queuing, such as behind ramp meters or heavily used intersections.

Congestion Management Program (CMP)—A program that monitors the performance of the region's transportation system, develops programs to address near-term and long-term congestion, and better integrates transportation and land use planning.

Conservation—Steps taken to cause less energy to be used than would otherwise be the case. These steps may involve improved efficiency, avoidance of waste, reduced consumption, etc. They may involve installing equipment (such as a computer to ensure efficient energy use), modifying equipment (such as making a boiler more efficient), adding insulation, changing behavior patterns, etc.

Conservation Easement—An encumbrance which creates a legally enforceable land preservation agreement between a landowner and a government agency (municipality, county, state, federal) or a qualified land protection organization (often called a "land trust"), for the purposes of conservation. The property remains the private property of the landowner.

Context Sensitive Solutions—A collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.¹

Core Wildlife Area—A large block of habitat that is large enough to allow ecological processes to function naturally. Core areas are typically buffered from edge effects of urban development and support sensitive species and/or a high diversity of species. Core wildlife areas are typically 500 acres or more (not limited to project boundaries), though smaller areas with particularly valuable resources may also be considered a core wildlife area.

Corridor—A specific route that is used for movement and migration of species. A corridor may be different from a "Linkage" because it represents a smaller or narrower avenue for movement.

¹ Results of Joint AASHTO/FHWA CSS Strategic Planning Process (March 2007)



Corridor Study—A study conducted by either the County or Caltrans to identify: scenic, historical or recreational resources, scenic corridor boundaries, sites for rest stops, vista points, or map stops, existing and proposed land use, and potential problems in protecting these resources.

County Service Area (CSA)—The Board of Supervisors is established by law as the governing body to administer the operation of a CSA. The original intent of the law was to provide a method for providing services in the unincorporated areas of San Diego. CSA's are subject to LAFCO approval and may provide any one or more of several types of services such as water service or road maintenance.

Cubic feet per second (cfs)—A unit measure of flow expressed in cubic feet conveyed per one second.

Cubic Foot—The most common unit of measurement of natural gas volume. It equals the amount of gas required to fill a volume of one cubic foot under stated conditions of temperature, pressure, and water vapor. One cubic foot of natural gas has an energy content of approximately 1,000 Btus. One hundred (100) cubic feet equals one therm ($100 \text{ ft}^3 = 1 \text{ therm}$).

Curve Radius—A geometric design feature of the roadway. The curve radius can determine safety features and design speed of a given segment of road.

Database—A collection of information stored in an electronic format that can be searched by a computer.

Day-Night Average Noise Level (L_{dn})—A 24-hour average L_{eq} with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA L_{eq} , but a 66.4 dBA L_{dn}).

dBA—Measurement unit for “A-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Decibel (dB)—A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 ratio of the pressure of the sound measured to the reference pressure (which is 20 micro-Newtons per square meter).

Defensible Space—An area either natural or man-made, where material capable of allowing a fire spread unchecked has been treated, cleared, or modified to slow the rate and intensity of advancing wildfire. It is an area of increased safety for emergency fire equipment and evacuating residents and a point for fire suppression to occur.

Demand (Utility)—The level at which electricity or natural gas is delivered to users at a given point in time. Electric demand is expressed in kilowatts.

Density Bonus—The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code §65915, a housing development that provides 20 percent of its units for lower-income households, ten percent of its units for very-low income households, or 50 percent of its units for seniors is entitled to a density bonus and other concessions.

GLOSSARY

Density, Residential—The number of permanent residential dwelling units per acre of land. Densities specified in the general plan are expressed in units per gross acre.

Density Transfer—A way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities— while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Speed—The design speed of a roadway dictates which geometric design standards are used such as stopping sight distance, radius of curves, and banking (super-elevation) of road surfaces.

Designation, Land Use—A system for classifying and designating the appropriate use of properties. The land use designations refer to the type and intensity of land uses that are compatible with a particular location and its surroundings. The land use designations (listed in Table LU-1) are defined by the land use type— Residential, Commercial or Industrial—and the maximum allowable residential density or non-residential building intensity.

Development—Physical changes to land or structures that are subject to approval by the County, or other approvals by the County that ready land or structures for such changes.

Disaster—An occurrence threatening the health, safety, or property of a community or larger area, generally beyond the capability of a single jurisdiction to handle. Types of disasters include man-made, natural, or war-related; such as nuclear attack, earthquakes, tidal waves, floods, hurricanes, and dam failures.

Discharge—In its simplest concept, discharge means outflow; therefore, the use of this term is not restricted as to course or location, and it can be applied to describe the flow of water from a pipe or from a drainage basin. If the discharge occurs in some course or channel, it is correct to speak of the discharge of a canal or of a river.

Dispatch Time—The point of receipt of the emergency alarm at the public safety answering point to the point where sufficient information is known to the dispatcher and applicable units are notified of the emergency.

Distribution—The delivery of electricity to the retail customer's home or business through low voltage distribution lines.

Distribution System (Electric Utility)—The substations, transformers and lines that convey electricity from high-power transmission lines to ultimate consumers.

Distributed Resources (DR)—Includes energy efficiency, load management, renewables, and distributed generation.

Districts (Prehistoric and Historic)—Districts are united geographic entities that contain a concentration of historic buildings, structures, objects, and/or sites united historically, culturally, or architecturally. Districts are defined by precise geographic boundaries; therefore, districts with unusual boundaries require a description of what lies immediately outside the area, in order to define the edge of the district and to explain the exclusion of adjoining areas. Julian and the Harris Site are examples of districts.



Diversion—Any activity that results in the beneficial reuse or reduction in solid waste at the source of generation, or the diversion of solid waste from disposal through recycling, composting, and transformation.

Drainage area—The drainage area of a stream at a specified location is that area, measured in a horizontal plane, which is enclosed by a drainage divide.

Drainage basin—A part of the surface of the Earth that is occupied by a drainage system, which consists of a surface stream or a body of impounded surface water together with all tributary surface streams and bodies of impounded surface water.

Dry Year—A year in which rainfall is less than the long-term average.

Earthquake—This term is used to describe both sudden slip on a fault, and the resulting ground shaking and radiated seismic energy caused by the slip, or by volcanic or magmatic activity, or other sudden stress changes in the earth.

Emergency Storage—Additional water that is stored during a water year, for emergency use, should an emergency occur.

Emergency Storage Project—A set of SDCWA Capital Improvement Program projects that provide the County with a water supply during a two-month severance from imported supplies, resulting from a natural disaster or emergency.

Emission Standard—The maximum amount of a pollutant legally permitted to be discharged from a single source.

Energy/Conservation/Efficiency—Energy efficiency is using less energy/electricity to perform the same function. Programs designed to use electricity more efficiently—doing the same with less. Energy conservation has the connotation of doing without in order to save energy rather than using less energy to do the same thing and so is not used as much today.

Equivalent Dwelling Unit (EDU)—Measure where one unit is equivalent to wastewater effluent from one single-family unit.

Equivalent Sound Level (L_{eq})—The level of steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a one hour period is called the hourly L_{eq} or $L_{eq(h)}$.

Excavation—Any act by which soil, sand, gravel, or rock is cut into, dug, quarried, uncovered, removed, displaced, or relocated and shall include the conditions resulting there from. (San Diego County Code of Administrative Ordinances §87.803)

Extensive Agriculture—Pasture, grazing, and fallow lands are included in this category.

Exterior Noise Levels—Noise measured at all exterior areas which are provided for group or private useable open space purposes. For CNEL levels equal to 60 decibels or greater, an acoustical analysis shall be required.

Façade Articulation—Variations in the design—including building projections, heights, and colors—of the exterior wall of a building that is set along a frontage.

GLOSSARY

Farmland of Statewide Importance—Land other than Prime Farmland, which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Farmland of Local Importance—Land other than Prime Farmland, Farmland of Statewide Importance, or unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Fault—A fracture or zone of fractures along which there has been displacement of the sides relative to one another, parallel to the fracture.

Federal Aviation Administration—The United States government agency that is responsible for insuring the safe and efficient use of the nation's airspace.

Federal Disaster Relief Act—Public Law 93-288, as amended, gives the President broad powers to supplement the efforts and available resources of State and local governments in carrying out their responsibilities to alleviate suffering and damage resulting from major (peacetime) disasters.

Federal Emergency Management Agency (FEMA)—An independent Federal agency established to respond to major emergencies. FEMA seeks to reduce the loss of life and protect property against all types of hazards through a comprehensive, risk-based emergency management program. In March 2003, FEMA became part of the newly created U.S. Department of Homeland Security.

Federal Energy Regulatory Commission (FERC)—Regulates interstate sales and transportation of electric power and natural gas.

Federally-Mapped Floodplain—A flood prone area that has been mapped and accepted by FEMA as the result of a flood insurance study (FIS). Mapped floodplains are used for flood insurance needs and for other regulatory purposes.

Fire Hazard—A measure of the likelihood of an area burning and how it burns, developed to include speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front.

Fire Threat Index—Combines the Fire Rotation Interval and the Fuel Rank to classify areas into four classes ranging from moderate to extreme fire threat.

First Aqueduct—The eastern of two pipeline aqueducts of the San Diego County Water Authority which conveys water from Metropolitan Water District's system throughout the County.

Flash flood—A sudden, violent flood, as after an intense rain.

Flood—An overflow or inundation that comes from a river or other body of water and causes or threatens damage. Any relatively high streamflow overtopping the natural or artificial banks in any reach of a stream.

Flood Control—Various activities and regulations that help reduce or prevent damages caused by flooding. Typical flood control activities include: structural flood control works (such as bank stabilization, levees, and drainage channels); acquisition of flood prone land; flood insurance programs and studies; river and basin management plans; public education programs; and flood warning and emergency preparedness activities.



Floodplain—The lowland that borders a river, usually dry but subject to flooding. A floodplain is divided into two components: the floodway and the flood fringe.

- *Floodplain Fringe*—The portion of the floodplain outside the limits of the floodway.
- *Floodway*—The floodway is where the water is likely to be deepest and fastest. It is the area of the floodplain that should be reserved (kept free of obstructions) to allow floodwaters to move downstream. Placing fill or buildings in a floodway may block the flow of water and increase flood heights.

Floor Area, Gross—The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than 6 feet.

Floor Area Ratio (FAR)—The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a floor area ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway—A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled through the use of interchanges and intersection grade separations are required.

Fuel Modification Area—A wide strip of land where combustible vegetation and/or other combustible material has been removed or modified or both, with or without being partially or totally replaced with approved drought-tolerant, fire-resistant, and/or irrigated plants to provide an acceptable level of risk.

Fuel Rank—Based on expected fire behavior given unique combinations of conditions including topography, vegetative fuels, and severe weather conditions (wind speed, humidity, and temperature).

Gallons per day (gpd)—A unit measure of flow expressed in gallons conveyed in one day.

Gallons per minute (gpm)—A unit measure of flow expressed in gallons conveyed in one minute.

General Aviation— The portion of civil aviation that encompasses all facets of aviation except air carriers.

General Fund—Accounting term used by the state and school districts to differentiate general revenues and expenditures from those placed in separate budget funds for specific uses, such as a Cafeteria Fund.

General Plan—A compendium of city or county policies regarding its long-term development, in the form of goals, policies, implementation measures, and maps. The general plan is a legal document required of each local agency by the California Government Code Section 65301 and adopted by the City Council or Board of Supervisors.

Geographic Information System or Geographical Information System (GIS)—An information system for capturing, storing, analyzing, managing and presenting data which are spatially referenced.

GLOSSARY

Global Warming—An increase in the near surface temperature of the earth. Global warming has occurred in the distant past as the result of natural influences, but the term is most often used to refer to the warming predicted to occur as a result of increased emissions of greenhouse gases. Scientists generally agree that the earth's surface has warmed by about 1 degree Fahrenheit in the past 140 years, but warming is not predicted evenly around the globe. Due to predicted changes in the ocean currents, some places that are currently moderated by warm ocean currents are predicted to fall into deep freeze as the pattern changes.

Global Warming Solutions Act of 2006 (Assembly Bill 32)—The California State Legislature adopted Assembly Bill (AB) 32 in 2006, which focuses on reducing greenhouse gas (GHG) emissions in California. AB 32 requires the California Air Resources Board (CARB), the State agency charged with regulating state-wide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to state-wide levels in 1990 by 2020.

Goal—A statement that establishes the broad results that the County intends to achieve through the General Plan.

Grazing Land—Land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or growing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Greenbelt—A largely undeveloped area surrounding more urbanized areas, consisting of either agricultural lands, open space, conservation areas, passive parks, or very low density rural residential lands.

Greenhouse Effect—The warming of the earth's atmosphere attributed to a buildup of carbon dioxide or other gases; some scientists think that this buildup allows the sun rays to heat the earth, while making the infrared radiation atmosphere opaque to infrared radiation, thereby preventing a counterbalancing loss of heat.

Greenhouse Gas (GHG)—Any gas that absorbs infrared radiation in the atmosphere. GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), halogenated fluorocarbons (HCFCs), ozone (O₃), perfluorinated carbons (PFCs), and hydrofluorocarbons (HFCs). Sulfur dioxide belongs to the family of sulfur oxide gases (SO_x). These gases are formed when fuel containing sulfur (mainly coal and oil) is burned and can be exposed during metal smelting and other industrial processes. Hydrogen sulfide is a highly toxic flammable gas. Because it is heavier than air, it tends to accumulate at the bottom of poorly ventilated spaces.

Grey Water—Washwater, such as bath, dish, and laundry water excluding toilet wastes and free of garbage grinder residues. When properly managed, grey water can be a valuable resource for planners, builders, developers and contractors because of the design and landscaping advantages of on-site treatment/management.

Ground-Borne Vibration—Typical ground-borne vibration sources include; mining operations, including quarrying and blasting; railways and highways; industrial facilities including press shops and foundries. In extreme cases, these activities can bring about damage to local structures. It is also common for ground-borne vibration to cause disturbance to occupants of structures either above or adjacent to the source.



Ground Failure—A general reference to landslides, liquefaction, and any other consequence of shaking that affects the stability of the ground.

Ground Shaking—The movement of the earth’s surface from earthquakes or explosions. Ground motion is produced by waves that are generated by sudden slip on a fault that travel through the Earth and along its surface.

Groundwater—Water under the Earth’s surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge—The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (aquifers).

Hazard Mitigation Plan—A specific undertaking by a community to reduce or eliminate long-term risk to people and property from hazards. The mitigation strategy section of a hazard mitigation plan presents mitigation goals and proposes mitigation actions to achieve those goals.

Hazardous Material—A material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (California Health and Safety Code)

Hazardous Waste—A waste or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may either (a) cause, or significantly contribute to, an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible, illness or (b) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of, or otherwise managed. (California Health and Safety Code)

Highway—A general term usually referring to a state or federally-designated urban or rural route, designed to accommodate longer trips in the region.

Historic Water Demand—The amount of water demand that has historically been purchased, by a SDCWA member agency, as logged in their database.

Hourly Noise Level—The average noise level during the hour. More specifically, for airborne sound it is the mean-square A-weighted sound pressure level over the hour. The unit is the decibel (dB).

Household Hazardous Waste—Results from products purchased by the general public for household use, which, because of the quantity, concentration, physical and/or chemical characteristics, may pose a present or potential hazard to human health or the environment when improperly treated, disposed, or otherwise managed.

Impact Fees—Fees required by code, ordinance, resolution or other law to be paid as a condition of, or prerequisite to, issuance of a building permit for the development of residential, commercial, or industrial use, as those fees may be amended from time to time. (SCC 17.191.020)

GLOSSARY

Impervious Surface—A surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Imported Water Supplies—Water supplies that lie outside the San Diego region and require transport into the County.

Improvement District—A district or area that is established to provide a specific service for a given area i.e., water and/or sewer service. Certain jurisdictions utilize improvement districts as a mechanism to administer infrastructure improvements to specific areas within their service area boundaries.

Independent Power Producer (IPP)—Generates power that is purchased by an electric utility at wholesale prices. The utility then resells this power to end-use customers. Although IPPs generate power, they are not franchised utilities. IPPs usually do not own transmission lines to transmit the power that they generate.

Independent Sewer District—A district that is governed by an independent board of directors and provides sewer service to their customers under specific regulations as allowed by their legal authority. Independent sewer districts include sanitary districts, community service districts and county water districts.

Industrial Wastes—Solid, liquid or gaseous substances discharged or disposed of from an industrial, manufacturing, or commercial premise resulting from manufacturing, processing, treating, recovery, or development of natural or artificial resources of whatever nature.

Industrial Wastewater—All water carrying wastes and wastewater of the community, from any source, excluding domestic wastewater, including all wastewater from any producing, manufacturing, processing, institutional, commercial, service, agricultural, farming, all governmental uses, and all other operations of any kind or nature except domestic wastewater. These may include wastes of human origin similar to domestic wastewaters.

Industrial Solid Waste—Solid waste originating from mechanized manufacturing facilities, factories, refineries, publicly operated treatment works, and/or solid wastes placed in commercial collection bins.

Infill—Development and redevelopment of underused buildings and vacant lots in areas served by existing infrastructure. Development that channels economic growth into existing urban and suburban areas and conserves open space and agriculture at the periphery of the city.

Infrastructure—Public services and facilities, such as sewage-disposal systems, water supply systems, other utility systems, and roads.

Integrated Waste Management—A process that includes effecting an overall reduction in the generation of waste and treating discarded materials as a resource, rather than as a substance of no value.

Intensity, Building—For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Intensive Agriculture—Intensive agriculture includes row crops, grains, nurseries, greenhouses, flower fields, dairies, livestock, poultry and equine ranches as well as orchards and vineyards.



Interior Noise Levels—Noise measured inside structures which are influenced by exterior noise and must meet a CNEL level equal to or less than 45 decibels, with the exception of certain non-residential projects where an interior CNEL noise level of 50 decibels is allowed.

Intrusive Noise—The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Irrigated Land—Land that shows evidence of being irrigated during the year of the inventory or of having been irrigated during two or more of the last four years. Water is supplied to crops by ditches, pipes, or other conduits.

Land Use—The occupation or use of land or water area for any human activity or any purpose defined in the general plan.

Landfill Gas—Gas generated by the natural degrading and decomposition of municipal solid waste by anaerobic microorganisms in sanitary landfills. The gases produced, carbon dioxide and methane, can be collected by a series of low-level pressure wells and can be processed into a medium Btu gas that can be burned to generate steam or electricity.

Landslide—The down-slope movement of soil and/or rock.

Lateral—A small-diameter (minimum size is 8 inches in diameter) sewer pipe that houses and businesses connect into and that conducts wastewater to a sewer main.

L_{dn}—Day-night level descriptor of noise level based on energy equivalent continuous noise level (L_{eq}) over the whole day with a penalty of 10 dBA for night time noise.

Lead—Smelters and battery plants are the major sources of the pollutant lead in the air. The highest concentrations of lead are found in the vicinity of nonferrous smelters and other stationary sources of lead emissions. The EPA's health based national air quality standard for lead is 1.5 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) [measured as a quarterly average].

Leadership in Energy and Environmental Design (LEED)—A Green Building Rating System™ that encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

Level of Service—A qualitative measure describing operational conditions within a traffic stream and the motorists' perceptions of those conditions. For example, LOS A represents free flow, almost complete freedom to maneuver within the traffic stream. LOS F represents forced flow, more vehicles are attempting to use the freeway than can be served resulting in stop and go traffic.

Life Cycle—The period of time in which a facility runs on-line from construction completion through to the end of its useful life.

Linkage—An area of land which supports or contributes to the long-term movement of wildlife and genetic exchange by providing live-in habitat that connects to other habitat areas.

GLOSSARY

Liquefaction—A process by which water-saturated sediment temporarily loses strength and acts as a fluid. This effect can be caused by earthquake shaking.

Liquefied Natural Gas—Natural gas that has been condensed to a liquid, typically by cryogenically cooling the gas to minus 327.2 degrees Fahrenheit (below zero).

L_{max} and L_{min}—The maximum and minimum sound levels, respectively, recorded during a measurement period. When a sound meter is set to the “slow” response setting, as is typical for most community noise measurements, the L_{max} and L_{min} values are the maximum and minimum levels recorded typically for one second periods.

Local Agency Formation Commission (LAFCO)—A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. Each LAFCO has legal authority to establish and maintain spheres of influence for all local agencies within counties. The LAFCO members generally include two County supervisors, two City council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Loudness—The intensive attribute of an auditory sensation, measured in sones. Calculated loudness of a sound is obtained by a stated empirical rule from the sound spectrum in octave or third-octave bands.

Median—The portion of the roadway that separates opposing directions of traffic. It can be raised, landscaped, or level with the roadway, with turn features added intermittently or used as a continuous left turn lane.

Mined Lands—Includes the surface, subsurface, and ground water of an area in which surface mining operations will be, are being, or have been conducted, including private ways and roads appurtenant to any such area, land excavations, workings, mining waste, and areas in which structures, facilities, equipment, machines, tools, or other materials or property which result from, or are used in, surface mining operations. (Public Resources Code §2729).

Minerals—Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code §2005). Gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, etc., are examples of minerals.

Mineral Deposit—A naturally occurring concentration of minerals in amounts or arrangement that under certain conditions may constitute a mineral resource. The concentration may be of value for its chemical or physical characteristic or for both of these properties (Guidelines for Classification and Designation).

Mineral Reserves—That part of the resource base which could be economically extracted or produced at the time of determination.



Mineral Resource—A concentration of naturally occurring solid, liquid, or gaseous material-in or on the Earth's crust in such form and amount that economic extraction of a commodity from the concentration is currently or potentially feasible (OFR96-04).

Mixed-Use Development—Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Source—A mobile emission source is a moving object, such as on-road and off-road vehicles, boats, airplanes, lawn equipment, and small utility engines.

Multi-family Residential—A classification of housing where multiple separate housing units are contained within one building. The most common forms are apartment buildings and town homes.

Multimodal (transportation)—Generally refers to all modes of transportation, motorized and non-motorized forms, including motor vehicles, transit vehicles, trucks, and biking, pedestrian walking or jogging, and equestrian movements.

Multi-Species Conservation Plan (MSCP)—A comprehensive habitat conservation planning program that addresses multiple species’ needs, including habitat, and the preservation and management / monitoring of native vegetation/species.

Municipal and Industrial Water—Water for residential and commercial uses, accounting for approximately 80 to 85 percent of SDCWA demand. Agricultural water makes up the remaining 15 to 20 percent.

Mutual Aid Agreements—Written agreement between agencies and/or jurisdictions in which they agree to assist one another upon request, by furnishing personnel and equipment.

National Pollutant Discharge Elimination System (NPDES)—A national program under Section 402 of the Clean Water Act for regulation of discharges of pollutants from point sources to waters of the United States. Discharges are illegal unless authorized by an NPDES permit. (U.S. Environmental Protection Agency)

Noise—“Unwanted sound” because of its potential to disrupt sleep, rest, work, communication, and recreation, to interfere with speech communication, to produce physiological or psychological damage, and to damage hearing.

Noise Attenuation—The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

Noise Exposure Contours—Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and L_{dn} are the descriptors normally utilized to describe community exposure to noise.

Noise Exposure Forecast (NEF)—Related in constant manner to the energy average noise level in EPNdB over a 24-hour period with an approximate one-decibel penalty assigned to nighttime noise (10:00 P.M. to 7 A.M.). Substantial adverse impact is thought to begin at about 100 NEF

Non-Potable Water—Water that is not acceptable for human consumption in conformance with federal, state and local drinking water standards.

GLOSSARY

Non-Renewable Natural Resources—Inanimate resources that do not increase significantly with time and whose use diminishes the total stock (e.g., minerals, fossil fuels, and fossil water).

Object—The term “object” is used to describe those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, as opposed to a building or structure. Although it may be moveable by nature or design, an object is associated with a specific setting or environment. Objects should be in a setting appropriate to their significant historic use, role, or character. Objects that are relocated to a museum monuments, maritime resources, sculptures, and boundary markers are not eligible for listing in the Local Register. Examples of objects include fountains, monuments, maritime resources, sculptures, and boundary markers.

Octave—Interval between two sounds whose frequency ration is 2:1.

Off-Peak—Periods of relatively low system demands.

On-Peak Energy—Energy supplied during periods of relatively high system demand as specified by the supplier.

Open Space Preserves—Open Space Preserves are areas of environmental significance and beauty and often include MSCP preserves and/or Wildlife Agency lands. The primary purpose of Open Space Preserves is to preserve environmental resources and to make these resources available for public enjoyment. These parks will offer passive recreational opportunities and may provide interpretive or educational amenities. Typically, only minimal improvements such as trails, parking, and restroom facilities are found in Open Space Preserves. The size of these parks is dependent on the size of the resource preserved, and access is normally limited according to the sensitivity of the resource.

Ordinance—A law or regulation adopted by a governmental authority, usually a city or county.

Outage (Electric Utility)—An interruption of electric service that is temporary (minutes or hours) and affects a relatively small area (buildings or city blocks).

Outdoor Activity Areas—Patios, decks, balconies, outdoor eating areas, swimming pool areas, yards of dwellings, and other areas which have been designated for outdoor activities and recreation.

Outfall—A structure designed to conduct treated or untreated wastewater or other water discharges to a specific location in a receiving water body.

Overdraft—The condition of a groundwater basin or sub-basin in which the amount of water withdrawn by pumping (or by other means such as groundwater discharge to wetlands or streams) exceeds the amount of water that recharges the basin over a period of years, during which the water supply conditions approximate average conditions.

Ozone—Ozone is a pungent, colorless, toxic gas created in the atmosphere rather than emitted directly into the air. Ozone is produced in complex atmospheric reactions involving oxides of nitrogen, reactive organic gases, and ultraviolet energy from the sun in a photochemical reaction. Motor vehicles are the major sources of ozone precursors.



Ozone Precursors—There are several chemical steps in creating ozone. Ozone precursors are chemicals that lead to the eventual creation of ozone. Ozone precursors occur either naturally or as a result of human activities, such as the use of combustion engines in cars.

Paratransit—An alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically vans or mini-buses are used to provide paratransit service, but also share taxis and jitneys are important providers.

Parks—

- **Local Park**—Although typically smaller than regional parks, local parks range in size depending on the uses and community or neighborhood they serve, and may be associated with joint use facilities such as schools. Typically, local parks contain active and passive recreation areas; they may also contain use facilities such as a community center, athletic fields, or facilities of special interest to the community. Smaller local parks may be located within or near town centers, where they can be used as common recreation and gathering areas by the community. Some regional parks in the unincorporated areas also contain a local park element by serving as the recreation outlet for a community.
- **Regional Park**—Regional parks may serve all county residents. They are often larger than 200 acres, but smaller facilities may be appropriate for specific sites of regional interest. Regional parks often include an interpretive center as well as a variety of passive and active recreational uses. Most regional parks contain open space, natural resources, and cultural resources and enable residents and visitors to enjoy those resources via hiking, biking, or horseback riding. Some regional parks in the unincorporated areas also contain a local park element by serving as the recreation outlet for a community.

Parkway—The area from the roadway shoulder edge to the property line. Parkway width requirements can increase if bike lanes or other facilities/amenities are indicated on countywide master plans.

Pass-Through—The discharge of pollutants through the treatment facility in quantities or concentrations that are a cause in whole or part of a violation of any requirement of the publicly-owned treatment works' (POTW's) discharge order.

Peak Delivery—The delivery of water during a peak demand event such as a peak day.

Peak Hour—The time period during which the greatest demand occurs on the transportation or infrastructure system in the morning and early afternoon, also known as “rush hour.”

Peak Load—The highest electrical demand within a particular period of time. Daily electric peaks on weekdays occur in late afternoon and early evening. Annual peaks occur on hot summer days.

Peak Season—The months of the year that water demand is typically the highest, from June to October, inclusive. The remaining months comprise the off-peak season.

Permeability (groundwater)—Ability of a rock or unconsolidated deposit to transmit water through spaces that connect between grains. The size and shape of the spaces controls how well water transmits, or “flows.”

Performance Standards—Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting

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noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Pervious Surface—A ground cover through which water can penetrate at a rate comparable to that of water through undisturbed soils.

Photovoltaic Cell—A semiconductor that converts light directly into electricity.

Physical Landfill Capacity—The remaining volumetric capacity of existing landfills—governed by design limitations.

Place-Based Standards—Regulations based on the setting or context of an area—including development intensity and density; building location and orientation, availability of services, infrastructure, and facilities; site layout and design; and other attributes specific to the area.

Private Airport—Any airport that allows use of its facilities only by the owner or his invitees.

Proposition 13—An initiative amendment to the California Constitution passed in June 1978. Tax rates on secured property are restricted to no more than one percent of "full cash value." Proposition 13 also defines assessed value and requires a two-thirds vote to change existing or levy new taxes.

Public Airport—Any airport that offers the use of its facilities to the public in general, without prior notice and without specific invitation or clearance. An airport proprietor or operator may preclude use by a size or type of aircraft for which the facilities are not adequate without altering the public status of the airport.

Public Utility Regulatory Policy Act (PURPA)—1978—Federal legislation requires utilities to buy electric power from private "qualifying facilities," at an avoided cost rate. This avoided cost rate is equivalent to what it would have otherwise cost the utility to generate or purchase that power themselves. Utilities must further provide customers who choose to self-generate a reasonably priced back-up supply of electricity.

Rail Services—

- *Commuter*—Usually operates within a city or its adjacent suburbs, and has limited stops but many recurring trips. It typically transports employees to jobs within the Central Business District or other employment centers. Commuter rail has specific station to station prices, usually purchased in multiple use passes.
- *Heavy*—An electric railway with the capacity for a heavy volume of traffic, characterized by high speed and rapid acceleration passenger rail cars. General uses have high platform loading and does not share its right of way with people or cars.
- *Light*—Operates with lower volumes of passengers and may share its right of way with other motorized and non-motorized vehicles. Most of the light rail facilities are powered by overhead electric lines and link one or two cars together.

Rangeland—Open grazing land.

Reasonable Attainment Control Measures (RACMs)—The Environmental Protection Agency requirement for air quality attainment plans to: a) implement all reasonably available control measures; and b) do it as expeditiously as practicable.



Reactive Organic Gases (ROG)—Reactive organic gases are photochemically reactive and are composed of non-methane hydrocarbons. These gases contribute to the formation of smog.

Reclaimed Water—Tertiary-treated recycled water from the three-stage treatment of municipal wastewater and is allowable for full-body human contact but not for direct human consumption.

Reclamation (Mining)—The combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, including adverse surface effects incidental to underground mines, so that mined lands are reclaimed to a usable condition which is readily adaptable for alternate land uses and create no danger to public health or safety. The process may extend to affected lands surrounding mined lands, and may require backfilling, grading, resoiling, revegetation, soil compaction, stabilization, or other measures (Public Resources Code §2733).

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

Recycled Water—Water available from the district’s recycled water facilities, which may include a combination of treated wastewater, intercepted surface and subsurface stream flows, groundwater and other waters including potable water. Tertiary-treated recycled water can be used for virtually all non-potable applications such as urban landscapes, agriculture, and industrial uses, including structural and non-structural fire fighting. Irrigating with recycled water is making use of a valuable resource that would otherwise be disposed.

Recycling—The process of collecting, sorting, cleansing, treating, and reconfiguring materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products which meet the quality standards necessary to be used in the marketplace. Recycling does not include transformation.

Regional Category—A broad set of development classifications, the regional categories do not specify allowable land uses, but rather the general character, scale, and intensity of development. The regional categories allow many different land use types to be planned in a more unified, regional manner.

Regional Energy Infrastructure Strategy (REIS)—A coalition of local public agencies and non-governmental organizations commissioned the San Diego REIS to provide the necessary information to evaluate options and make choices for meeting future energy supply and demand of the region. The goal of the REIS was to develop a fact-based foundation for assessing San Diego region’s electricity and natural gas needs through 2030 and to provide a basis for long-term energy planning.

Regional Transportation Plan—A plan to meet the region's long-term mobility needs, better connect transportation and land use policy decisions, and create a transportation network that will serve the people of this region.

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Renewable Energy—Resources that constantly renew themselves or that are regarded as practically inexhaustible. These include solar, wind, geothermal, hydro, and wood. Although particular geothermal formations can be depleted, the natural heat in the Earth is a virtually inexhaustible reserve of potential energy. Renewable resources also include some experimental or less-developed sources such as tidal power, sea currents, and ocean thermal gradients.

Reservoir—A pond, lake, or basin, either natural or artificial, for the storage, regulation, and control of water.

Residential Solid Waste—Solid waste generated in single-family or multi-family dwellings.

Response Time—Calculated by adding the call-time (time it takes dispatcher to reach an emergency service provider), reflex time (time it takes service provider to put on equipment, leave the station, and travel to fire station), and travel time (time it takes to reach the emergency location).

Right-of-Way—The overall width of the roadway components, technically the area from property line to property line. These areas are predominately used for vehicular transportation and may also contain pedestrian walkway, utility easements, railroad crossings, and/or on-street parking areas.

Road Bed—The specified width of pavement of the roadbed and is measured from curb face to curb face. In the absence of curbs, the pavement width is measured from the edges of the roadbed. The roadbed or pavement width is typically utilized for vehicular traffic.

Road (Private)—Any road which has not been declared or accepted for public use and/or County-maintenance by the County.

Road (Public)—Any road improved to County standards with a dedicated right-of-way that has been granted and accepted into the County system of maintained public roads and approved for public use.

San Diego Air Basin (SDAB)—An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into fifteen air basins to assist with the statewide regional management of air quality issues. The SDAB is bounded on the north by Orange and Riverside Counties, on the east by Imperial County, on the west by the Pacific Ocean, and on the south by the Mexican State of Baja California.

San Diego Air Pollution Control District (SDAPCD)—The SDAPCD is the regulatory agency responsible for developing air quality plans, monitoring air quality, and reporting air quality data for the SDAB.

San Diego Association Of Governments (SANDAG)—Serves as the forum for decision-making on regional issues such as growth, transportation, land use, the economy, the environment, and criminal justice in the San Diego region. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the San Diego region's 19 local governments, as well as ex officio members from Caltrans, Indian tribes, and Mexico.

Scenic Corridor—The visible land outside of the highway right-of-way or "the view from the road" which can be subjected to the scenic corridor protection measures.



Scenic Highway—A highway may be designated as ‘scenic’ depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

Scenic Resources—The objective and subjective visual elements of a unique or irreplaceable landscape, including rewarding views of vegetation, topography, geological formations, and historical sites.

Scenic Viewshed—An aesthetic resource with views of a scenic vista or key point(s) of interest.

Secondary Uses—A land use on a site that is less visible, prominent, or important than the use intended by the land use designation.

Semi-public—Partially but not totally owned by the public, or a privately-owned public service. Examples include institutional uses, academic facilities, community service facilities, solid waste facilities, water facilities, and sewer facilities; privately-owned facilities built and maintained for public use, such as hospitals, cemeteries, and landfills.

Sensitive Receptors—Sensitive receptors are defined as land uses that typically accommodate sensitive population groups such as long term health care facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds.

Shoulder—The area between the travel lanes and the parkway, which is usually set aside for parking, bicycle lanes and emergency pull-off.

Sidewalk—A paved pedestrian walkway, generally located within the parkway.

Sound Exposure Level (SEL)—The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the level of time integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micro-Newtons per square meter and reference pressure of 20 micro-Newtons per square meter and reference duration of one second.

Sound Level—The quantity in decibels measured by a sound-level meter satisfying requirements of the American National Standard Specifications for Sound Level Meters S1.4-1971. Sound level is the frequency-weighted sound pressure level obtained with the standardized dynamic characteristic “fast” or “slow” and weighting A or C; unless indicated otherwise, the A-weighting is understood. The unit of any of the sound levels is the decibel. The A-weighting makes the sound-level meter relatively less sensitive to low-frequency sound, somewhat in the way the ear is progressively less sensitive to sounds of frequency below kHz. The C-weighting makes the sound-level meter relatively less sensitive to low-frequency sound, somewhat in the way the ear is progressively less sensitive to sounds of frequency below kHz. The C-weighting gives the sound-level meter a constant sensitivity in the frequency range 32 to 8000 Hz.

Source Reduction—Refers to any action which causes a net reduction in the generation of solid waste and includes, but is not limited to, replacing disposable materials and products with reusable materials and products, reducing packaging, and increasing the efficient use of materials.

Special-Use Airport—Airports with controlled access in support of commercial activities, public services operations, and/or personal use; not open to the general public.

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Special Waste—Solid waste which, because of its source of generation, physical, chemical or biological characteristics or unique disposal requirements, is specifically conditioned in a solid waste facilities permit for handling and/or disposal.

Specific Plan—A tool authorized by Government Code §65450, et seq. for the systematic implementation of the General Plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Speech Interference Level—For a sound that might interfere with understanding speech, the arithmetic mean of octave-band sound pressure levels, in decibels, centered on 500, 1000 and 2000 Hz. For many sounds it is seven decibels less than sound level, A-weighted. Originally the speech interference level was the mean of the octave-band sound pressure levels in the three octaves from 600 to 4800 Hz. The presently-used bands are centered on preferred frequencies; hence the common usage preferred-frequency speech interference level.

Sphere of Influence—The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

State Water Project—A water storage and delivery system of reservoirs, aqueducts, power plants, and pumping plants, which extends over two-thirds of California.

Stationary Source

- *Emission*—A stationary emission source is a non-mobile source, such as a power plant, refinery, or manufacturing facility.
- *Noise*— Any fixed or mobile source not preempted from local control by existing federal or state regulations. Examples of such sources include industrial and commercial facilities, and vehicle movements on private property.

Stormwater—Precipitation from rain or snow that accumulates in a natural or man-made watercourse or conveyance system.

Streamflow—The discharge that occurs in a natural channel. Although the term discharge can be applied to the flow of a canal, the word "streamflow" uniquely describes the discharge in a surface stream course. The term "streamflow" is more general than runoff, as streamflow may be applied to discharge whether or not it is affected by diversion or regulation.

Subdivision—The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subsidence—Refers to elevation changes of the land, whether slow or sudden and may be caused by liquefaction.



Surface Mining and Reclamation Act (SMARA)—State law that authorizes and directs local agencies to adopt ordinances establishing procedures for the review and approval of reclamation plans and the issuance of permits to conduct surface mining operations.

Surface Mining Operations—All, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine. Surface mining operations shall include, but are not limited to, in-place distillation or retorting or leaching, the production and disposal of mining waste, prospecting and exploratory activities (Public Resources Code §2735).

Surface Runoff—The amount of rainfall water that does not percolate into the ground prior to flowing by gravity to surface storage.

Surface Rupture—The breakage of ground along the surface trace of a fault caused by the intersection of the fault surface area ruptured in an earthquake with the Earth's surface.

Surface Water—Water that flows in streams and rivers and in natural lakes, in wetlands, and in reservoirs constructed by humans.

Suspended Solids—Solids that either float on the surface of, or are in suspension in water, sewage, or other liquids, and which are removable by laboratory filtering.

Sustainable Development—Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.²

Technical Background Report—An analysis of the current conditions, including the County's land use, economy, housing, circulation, etc. This information is compiled into a Technical Background Report that is used as the basis for the formulation of the updated General Plan as well as preparation of the Environmental Impact Report.

Threshold Capacity—The maximum capacity a road can carry at an acceptable level of service (defined by County policy as LOS A through D). Traffic volumes above this threshold indicate an unacceptable level of service (LOS E, F).

Total Response Time—The total amount of time it takes a unit to reach the incident from the time of the call. Total Response Time can be calculated by adding the Dispatch Time, Turnout Time, and Travel Time.

Town Centers—Places that serve as focal points for commercial and civic life of Village areas. A town center will typically contain one or more of the following: pedestrian-oriented commercial area, mixed-use development (residential, retail, and office/professional uses), higher-density residential developments, or community-serving private and public facilities. Town centers should be active places where community members interact, contribute to the local economy, and enjoy the unique sense of place offered by each community. Development plans need to facilitate these activities through the design of both public and private spaces. Wherever possible, major public facilities, such as schools, libraries, community centers, and parks, should be located in town centers.

² United Nations World Commission on Environment and Development. 1987 Brundtland Report

Traditional Cultural Properties (TCPs)— TCPs are associated with the cultural practices or beliefs of a living community that are rooted in that community's history and important in maintaining that community's continuing cultural identity. TCPs can be identified for the nation as a whole but are most often associated with Native American tribes or local ethnic groups. TCPs often take on vital significance such that any damage to them is perceived to be deeply offensive to, and even destructive of, the group that values them. These properties may be represented by rivers, or by pieces of forest. Examples of TCPs include locations associated with traditional beliefs of a community regarding its origins, locations where Native American religious practitioners perform traditional ceremonial activities, and locations where communities have traditionally carried out economic, artistic, or other cultural practices important in maintaining its historical identity.

Traffic Calming—Traffic calming is a technique aimed at significantly reducing vehicle speeds in areas with high traffic volumes, without restricting access. A goal of traffic calming is to protect vulnerable road users and residents, and improve the quality of life for those living in the neighborhood. Examples of traffic calming include sidewalk bulb-outs, traffic circles, roadway islands, chicanes, chokers, narrow travel lanes, landscape medians, and textured crosswalks.

Trail—A marked, graded, or paved non-motorized path, typically removed from vehicular roadways that are primarily recreational in nature. Trails can also serve as alternative modes of transportation. Trail characteristics vary depending upon location and type of use. Trails within or adjacent to open space or MSCP preserves are guided by ecological principles and the County MSCP, which require resources protection first, with active recreational as subservient uses.

Transit Service Types

- *Fixed*—Service that follows a set route and schedule.
- *Demand Responsive*—Service that does not operate on a set schedule, but is available to pick up passengers when they call for service. This is often in a van or smaller bus that picks up multiple passengers at a time.
- *Paratransit*—Demand responsive transit that is usually restricted to residents with disabilities.

Transportation Corridor—A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments. (APA Planning Glossary) Corridor where at least one main line, be it road or rail lines are built.

Transportation Demand Management—Various strategies to reduce the level of single occupant vehicle use by changing travel behavior (how, when and where people travel) in order to increase the efficiency of the transportation system and achieve specific planning objectives.

Transportation Impact Analysis—Information, typically in the form of a traffic study, concerning the impacts of a project on the transportation system in order to determine appropriate mitigation measures where impacts exist.

Transportation Management Agencies (TMA)—TMAs are private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center, or industrial park. TMAs are appropriate for any geographic area where there are multiple employers or businesses clustered together that can benefit from cooperative transportation management



or parking brokerage services. Regional and local governments, business associations, and individual businesses can all help establish TMAs.

Transportation Noise Source—Traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by existing federal or state regulations. However, the effects of noise from transportation sources may be controlled by regulating the location and design of adjacent land uses.

Transit—Transportation of persons from one place to another by a particular mode of travel (bus, train, shuttle etc.) and type of service.

Transit Nodes—A subcategory of the Village classification, includes sites within walking distance—approximately ½ mile—of future rapid transit stations. Served by either express bus or rail service, Transit Node areas are planned as diverse, mixed-use areas with a range of residential, retail, and where appropriate, employment-generating land uses (e.g., office/professional or light industrial) as well as parks and civic spaces.

Traveled Way—The lanes of a roadway which the moving vehicles travel; does not include shoulders or parking lanes.

U.S. Fish and Wildlife Service (USFWS)—A bureau within the Department of the Interior with the mission to work with others to conserve, protect and enhance fish, wildlife and plants and their habitats for the continuing benefit of the American people.

Unincorporated Area—Land located outside the city limits.

Unique Farmland—Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Utility—A regulated entity, which exhibits the characteristics of a natural monopoly. For the purposes of electric industry restructuring, "utility" refers to the regulated, vertically integrated electric company. "Transmission utility" refers to the regulated owner/operator of the transmission system only. "Distribution utility" refers to the regulated owner/operator of the distribution system, which serves retail customers.

Viewshed—A physically bounded area of landscape visible to an observer.

Village Boundary—A line delineated in a Community Plan that defines the extent of a village or rural village as a means to direct future growth and identify where development should be directed. These boundaries may also serve as the basis for community specific goals and policies.

Waste—Sewage and any and all other waste substance, liquid, solid, gaseous, or radioactive, associated with human habitation, or of human or animal origin, or from any producing, manufacturing, or processing operation of whatever nature, including such wastes placed within containers of whatever nature, prior to and for the purpose of disposal.

GLOSSARY

Wastewater—Commonly known as sewage, consists of three categories of liquid wastes: 1) those conducted away from all except industrial uses—known as sanitary, or domestic sewage; 2) those produced by industrial processes—known as industrial sewage; and 3) surface water, groundwater and stormwater that flow directly into or infiltrate sewers—known as storm sewage.

Water Distribution System—A means of transporting water to its diverse consumers throughout a community. The system generally consists of transmission mains, lateral mains, pipes that serve individual buildings, fire hydrants, and distribution reservoirs.

Watershed—An area of land that drains water into a lake, reservoir, or river. Everything that is on that land, whether a natural feature or human activity, is included.

Water Supply System—A utility system designed to carry water from a source to its diverse consumers. The system often consists of one or more water sources, a means of transporting water from the source to a water treatment plant, the plant itself and a distribution system for transporting water to individual consumers.

Water Master Plan—An important tool in the development of an effective and efficient water system. Serves as a guide for the orderly reinforcement and future expansion of a district’s water system.

Water Recycling—The treatment and disinfection of municipal wastewater to provide a water supply suitable for non-potable or potable reuse.

Water Use—The amount of water, historically, that was made available to meet the needs of a specified group.

Wetlands—Lands, including vernal pools, having one or more of the following attributes are wetlands: (1) at least periodically, the land supports a predominance of hydrophytes (plants whose habitat is water or very wet places); (2) the substratum is predominantly undrained hydric soil; or (3) it is an ephemeral or perennial stream and substratum is predominantly non-soil in which waters from a tributary drainage area of 100 acres or larger flow.

Wet Season—A period of eight months, spanning from October to May, in which rainfall is typically prevalent in Southern California.

Wildland/Urban Interface—The geographical meeting point of two diverse systems: wildland and structures. At this interface, structures and vegetation are sufficiently close that a wildland fire could spread to structures or a structure fire could ignite vegetation.

Williamson Act—Formally known as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain Prime Agricultural Land and open space in agricultural use, thereby slowing the conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning—Local codes regulating the use and development of property. A zoning ordinance divides the city or county into land use districts or “zones,” represented on zoning maps, and specifies the allowable uses



within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.