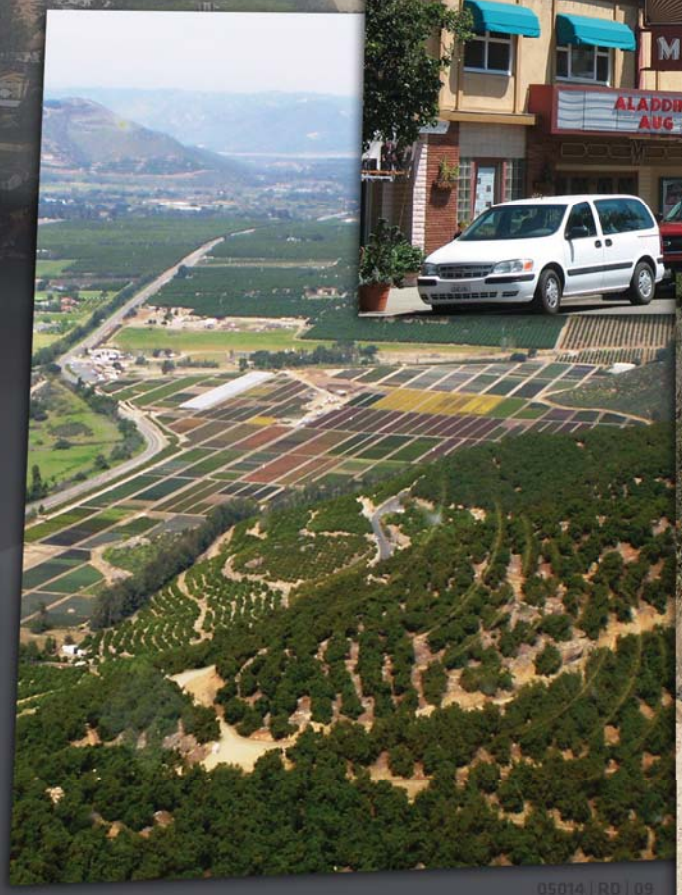
San Diego County
General Plan

A Plan for Growth, Conservation and Sustainability







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COUNTY OF SAN DIEGO
MDCCCLI

San Diego County General Plan

A Plan for Growth, Conservation, and Sustainability

August 2011



CERTIFICATE OF ADOPTION

I hereby certify that this is the text and exhibits of the San Diego County General Plan, and that it was considered by the San Diego County Planning Commission during nine hearings from November 6, 2009 through the 20th day of August 2010, and adopted by the San Diego County Board of Supervisors on the 3rd day of August 2011.



Attest: MARK WARDLAW, Director
Planning & Development Services

Amendments

January 11, 2012 – GPA 04-002
April 10, 2013 – GPA 12-008
April 24, 2013 – GPA 12-009
June 18, 2014 – GPA 05-003
June 18, 2014 – GPA 12-007
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November 18, 2015 – GPA 14-001
May 4, 2016 – GPA 15-005
December 14, 2016 – GPA 12-004
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March 15, 2017 – GPA 16-004
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CHAPTER 1 **Introduction**

Overview of the General Plan

This document is the first comprehensive update of the San Diego County General Plan since 1978 and is the result of the collective efforts of elected and appointed officials, community groups, individuals, and agencies who spent countless hours developing a framework for the future growth and development of the unincorporated areas of the County. This document replaces the previous General Plan and is based on a set of guiding principles designed to protect the County's unique and diverse natural resources and maintain the character of its rural and semi-rural communities. It reflects an environmentally sustainable approach to planning that balances the need for adequate infrastructure, housing, and economic vitality, while maintaining and preserving each unique community within the County, agricultural areas, and extensive open space.



Rural landscape



Public meeting



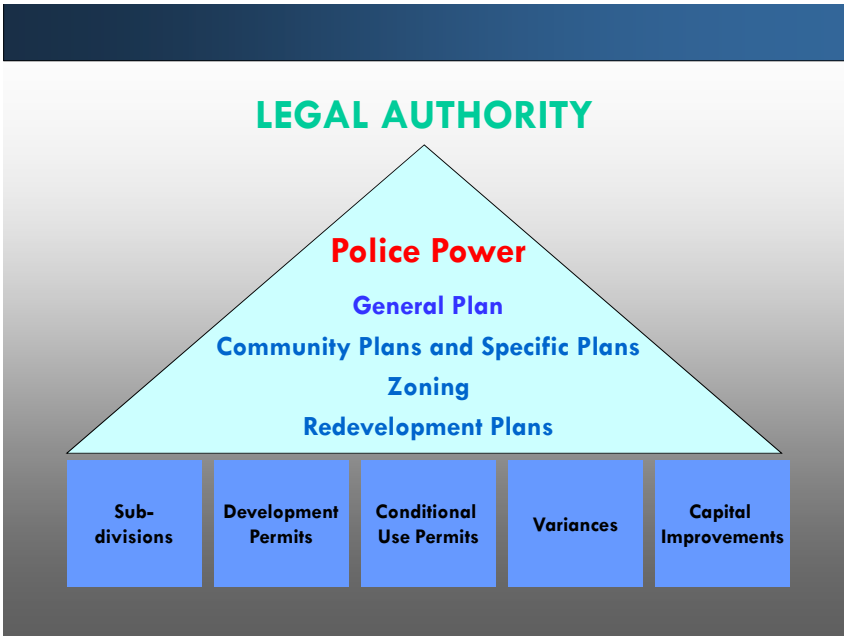
Lakeside community

The General Plan directs future growth in the unincorporated areas of the County with a projected capacity that will accommodate more than 232,300 existing and future homes. This growth is targeted to occur primarily in the western portions of the unincorporated County where there is the opportunity for additional development. Compared to the previous General Plan, this update reduces housing capacity by 15 percent and shifts 20 percent of future growth from eastern backcountry areas to western communities. This change reflects the County's commitment to a sustainable growth model that facilitates efficient development near infrastructure and services, while respecting sensitive natural resources and protection of existing community character in its extensive rural and semi-rural communities. The General Plan provides a renewed basis for the County's diverse communities to develop Community Plans that are specific to and reflective of their unique character and environment consistent with the County's vision for its future.

What Is a General Plan?

State law requires each city and county to prepare and adopt a comprehensive and long-range general plan for its physical development. The General Plan provides a consistent framework for land use and development decisions consistent with an established community vision. As the equivalent of a local "constitution" for land use and development, the General Plan's diagrams, goals, and policies form the basis for the County's zoning, subdivision, and infrastructure decisions. A number of important themes that are integral components of the County's vision for its future are woven throughout the General Plan rather than structured as separate elements such as community character, environmental sustainability, and global warming. As required by State law, the seven required elements of the General Plan are highly correlated and are presented in six chapters of the San Diego County General Plan as shown in the following matrix.

San Diego County General Plan Elements	Legally Required General Plan Topics						
	Lands Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Land Use	●						
Housing			●				
Circulation (Mobility)		●					
Conservation & Open Space				●	●		
Safety							●
Noise						●	
Implementation Plan	●	●	●	●	●	●	●



The General Plan serves as the "constitution" for decision-making regarding the County's physical development

How Is It Organized?

Following the Introduction and Vision, Chapters 3 through 8 comprise the "elements" of the General Plan required by State law. Each element includes a purpose and scope, the context of the planning issues, and the goals and policies for the various element topics. Chapter 9 describes the broad actions that implement the Plan's policies and the final chapter presents the acronyms and a glossary of terms. Map figures depicted in the General Plan are also available online or hard copies are available for purchase at the County DPLU. The General Plan also includes appendices and other documents such as community plans that are separately bound. An overview of the Plan's chapters follows:

1. **Introduction** presents information about the Plan's purpose and organization, describes the General Plan process, and provides a profile of San Diego County.
2. **Vision Statement and Guiding Principles** presents the vision and overarching themes that guided development of the goals, policies, and implementation programs.
3. **Land Use Element** presents a policy framework for shaping the type and location of new development and strategies to maintain and enhance existing development and community character.
4. **Circulation (Mobility) Element** provides a framework for providing a balanced, multi-modal transportation system for the movement of people and goods within the County.
5. **Conservation and Open Space Element** provides policies relating to the conservation, protection, and management of natural resources and the preservation of open space, along with provision of park and recreation resources.
6. **Housing Element** presents goals, policies, and programs designed to assist the development of housing for the County's current and future residents at all income levels.
7. **Safety Element** establishes policies that minimize the risk of personal injury, loss of life, and property and environmental damage associated with natural and man-made hazards.
8. **Noise Element** provides a process to control and abate environmental noise and to protect citizens from excessive exposure.
9. **Implementation of the General Plan** summarizes the general categories of the actions to be taken to carry out the vision of the General Plan as specified in the goals and policies. The Implementation Plan, a separate document from the General Plan, is envisioned to be a fluid document that will be used for developing annual work programs and establishing funding needs and priorities for County departments, as appropriate.
10. **Acronyms and Glossary** provides a listing and full description of acronyms used in the General Plan and a glossary that defines terminology used in the General Plan.

Appendices that provide technical information and maps in support of the elements:

- Land Use Maps are community-level maps that depict designations as color or graphic patterns that indicate allowable uses and permitted development densities or intensities.
- Mobility Element Roadway Network is depicted on community-level maps that show the road classification series and the general route of each road.
- Forest Conservation Initiative language enacted in 1993.

Separately Bound Documents

- Community Plans, adopted as an integral parts of the County of San Diego's General Plan, are policy plans specifically created to address the issues, characteristics, and visions of communities within the unincorporated County.
- Housing Element Background Report

How to Use the General Plan

The General Plan is intended for use by all members of the community as described below. The General Plan must be referred to in its entirety, including separately bound portions (such as community plans). While the General Plan is internally consistent, some issues are addressed through multiple policies and some receive refined and more detailed direction in community plans.

The policies contained within this General Plan were written to be a clear statement of policy but also to allow flexibility when it comes to implementation. Policies cannot be applied independently; rather, implementation of the policies must be balanced with one another and will address details such as how and when the policy is applied and any relevant exceptions. For example, a policy to conserve open space is not a mandate for preservation of 100 percent of the existing undeveloped land in the County. It must be balanced with other policies that allow development and other uses of the land. In this case, implementation of the policy in new developments will be achieved through regulations such as the Resource Protection Ordinance, Biological Mitigation Ordinance, and California Environmental Quality Act, which will guide to what degree open space must be conserved.

If you are a San Diego County resident or property owner, the General Plan indicates the general types of uses that are permitted around your home and changes that may affect your neighborhood, and the policies the County will use to evaluate development applications that might affect you and your neighbors. The Plan also informs you regarding how the County plans to improve mobility infrastructure, continue to provide adequate parks, schools, police, fire, and other public services, protect valued open spaces and environmental resources, and protect you from the risks of earthquakes, fires, and other natural hazards.

If you are interested in developing land within the County or moving your household or business to the County, the Plan will introduce you to the community and provides an overview of the County's overall approach to land development within its jurisdiction. However, it is also important to review other County planning documents and regulations to get a complete perspective on how and where development may take place. A complete listing of relevant documents and regulations is available on the Department of Planning and Land Use website (http://www.sdcounty.ca.gov/dplu/).



County Administration Center

The General Plan is also a tool to assist County supervisors and planning commissioners as well as County staff in making land use and public infrastructure decisions. It provides the framework for the County's Zoning Ordinance. It identifies mobility and infrastructure improvements, community services, and environmental sustainability initiatives to sustain the County's quality of life. Future development decisions must be consistent with the Plan. Finally, the Plan is intended to help other public agencies, from Caltrans to local school districts, as they contemplate future actions in the County.

While the General Plan's narrative text and maps frame the key proposals, the essence of the Plan lies in its goals, policies, and implementation programs. These are declarative statements that set forth the County's approach to various issues. Goals, policies, and implementation measures are described as follows:

- *Goals* describe ideal future conditions for a particular topic, such as town centers, rural character, protection of environmental resources, traffic congestion, or sustainability. Goals tend to be very general and broad.
- *Policies* provide guidance to assist the County as it makes decisions relating to each goal and indicates a commitment by the County to a particular course of action. The policy is carried out by implementation measures. While every effort has been made to provide clear and unambiguous policies, the need for interpretation will inevitably arise. The authority of interpretation lies with the

County and will be enacted through its implementation measures and decisions. Therefore, the Implementation Plan should be reviewed for a complete understanding of each policy.

- *Implementation Measures*, adopted by the County in a separate Implementation Plan, identify all the specific steps to be taken by the County to implement the policies. They may include revisions of current codes and ordinances, adoption of plans and capital improvement programs, financing actions, and other measures that will be assigned to different County departments after the General Plan is adopted.

The following diagram is intended to serve as a "reader's guide" to the goals and policies of the General Plan.

Process for Preparing the General Plan

Steps in the Planning Process

The process of preparing the General Plan included the following key steps:

- Prepare background reports and technical studies
- Develop alternative growth plans and select a preferred plan through a public outreach process
- Prepare draft goals and policies
- Prepare the Draft General Plan
- Prepare the Implementation Plan
- Prepare the Draft Environmental Impact Report
- Conduct public hearings to adopt the General Plan and certify the EIR
- Publish the final General Plan and EIR

TECHNICAL STUDIES AND BACKGROUND REPORTS

As required by State law, a General Plan must be based upon existing conditions and trends in a community and be responsive to the needs and issues identified in an analysis of existing conditions. Background Reports were prepared for each of the seven State-mandated topical areas to be covered in the General Plan including Land Use, Mobility, Housing, Safety, Conservation, Open Space, and Noise. In addition, technical studies such as traffic impacts, noise, and commercial and industrial lands needs analyses were conducted as a basis to develop a Land Use Plan responsive to community needs and issues.

How to Use the General Plan

SECTION HEADER
Identifies the section (if on an even-numbered page) or element (if on an odd-numbered page).

GOAL NUMBERING
Each goal number starts with the element acronym and is followed by the number of the goal (e.g., S-14 = Safety Element, fourteenth goal).

GOAL TITLE
Each goal contains a leading title in bold for a quick reference to the goal.

GOALS
A goal is a general direction-setter. Each goal has one or more policies associated with the goal.

POLICIES
A policy is a specific statement that guides decision-making. It indicates a commitment to a particular course of action carried out by implementation measures. Each policy is associated with a specific goal.

POLICY NUMBERING
Continuing from the goal numbering, the policy number is shown as the last number, supporting the goal it follows (e.g., Policy S-14.3 = Safety Element, fourteenth goal, third policy).

POLICY TITLE
Each policy contains a leading title in bold for a quick reference to the policy.

SAFETY ELEMENT GOALS AND POLICIES

GOAL S-5

Regional Fire Protection. Regional coordination among fire protection agencies.

Policies

S-5.1 **Regional Coordination Support.** Advocate and support regional coordination among fire protection and emergency service providers.

S-5.2 **Fire Service Provider Agreements.** Encourage agreements between fire service providers to improve fire protection and to maximize service levels in a fair, efficient, and cost effective manner.

GOAL S-6

Adequate Fire and Medical Services. Adequate levels of fire and emergency medical services (EMS) in the unincorporated County.



Fire station in Pine Valley

Policies

S-6.1 **Water Supply.** Ensure that water supply systems for development are adequate to combat structural and wildland fires.

S-6.2 **Fire Protection for Multi-Story Development.** Coordinate with fire services providers to improve fire protection services for multi-story construction.

Multi-story structures are associated with densities of 15 to 30 dwelling units per acre–particularly in areas within the County Water Authority (CWA) Boundary. Design features may include safe zones and increased building design features.

S-6.3 **Funding Fire Protection Services.** Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

S-6.4 **Fire Protection Services for Development.** Require that development demonstrate that fire services can be provided that meet the minimum travel times identified in Table S-1 (Travel Time Standards).

Travel times are to be calculated using accepted methodology based on the travel distance from the fire station to the furthest dwelling unit of the development. Fire stations must be staffed year-round, publicly supported, and committed to providing service. These do not include volunteer stations, seasonal fire stations, and stations that are not obligated by law or agreement to automatically respond to an incident. Table S-1 establishes a service level standard for fire and first responder emergency medical services that is appropriate to the area that a development is located. Standards are intended to (1) help ensure development occurs in areas with adequate fire protection and/or (2) help improve fire service in areas with inadequate coverage by requiring services level improvements prior to project approval.

COUNTY OF SAN DIEGO 7-9 GENERAL PLAN

PAGE NUMBER
Shows the chapter and page number (e.g., 7-28 = Chapter 7, page 28).

POLICY BACKGROUND AND SIDEBARS
Provides further clarification and reasoning for the policy.

ALTERNATIVE LAND USE/GROWTH PLANS

Prior to adoption of the Land Use Map, four alternative maps were considered. These alternatives included (1) a Referral Map that the Board of Supervisors created during the land use mapping phase of the project to incorporate a number of property-specific requests not included in the Draft Land Use Map, (2) a Draft Land Use Map that was created out of a stakeholder-driven process and includes land uses to meet the County's Housing Element allocation and achieve a balanced road network, (3) a Hybrid Map that strikes a balance between the Referral Map and the Draft Land Use Map in meeting the County's targeted growth consistent with its guiding principles, and (4) an Environmentally Superior Map that reflects more stringent **and** aggressive application of the principles to restrict growth in portions of the Semi-Rural and Rural Lands Regional Categories.

GOALS, POLICIES, AND IMPLEMENTATION PLAN

Goals, policies, and an Implementation Plan were prepared based on the land use maps, current issues, and community needs, understandability, effectiveness in previous applications, practicality, and feasibility, embodiment of state-of-the-art planning practices, consistency with current legislation and court decisions, community values, and past Board of Supervisors policy decisions. General guiding principles, goals, and policies developed by the advisory committees served as the foundation for this undertaking. Specific goals, policies, and implementation measures were then prepared by working with internal and external technical review committees for inclusion in the Draft General Plan.

DRAFT GENERAL PLAN

The Draft General Plan was first circulated for public review in November 2008, incorporating an overview of background data, goals, and policies. As part of this review, the Draft General Plan was reviewed by the advisory committees, stakeholders, and relevant public agencies. Comments were incorporated and the revised Draft General Plan was circulated for public review in July 2009, along with the Draft Environmental Impact Report, Implementation Plan, and revisions to the Community Plans.

ENVIRONMENTAL IMPACT REPORT

A Draft EIR was prepared in accordance with the requirements of the *California Environmental Quality Act* (CEQA). In July 2008, the Draft EIR was circulated for a 60-day public review and comment period. Responses to all comments were prepared and incorporated into the Final EIR, which was reviewed and certified by the Board of Supervisors.

ADOPTION AND CERTIFICATION

The Planning Commission and Board of Supervisors conducted public hearings on the Draft General Plan and EIR. In consideration of the public input, the Commission made a recommendation to the Board of Supervisors regarding the General Plan and certification of the Final EIR. The Board of Supervisors considered the Commission's



Meeting of the County Board of Supervisors

input and based on its findings, the Board of Supervisor adopted the General Plan with changes and certified the Final EIR.

PLAN IMPLEMENTATION

Once adopted, implementation of the County of San Diego General Plan will begin in accordance with the Implementation Plan. Associated changes to zoning, other regulations, policies, and procedures will be made. Implementation of the General Plan will be monitored and reported on an annual basis.



Planning Commission meeting

Public Outreach and Involvement in the Planning Process

The General Plan planning process involved a broad spectrum of the community through an extensive public outreach program that included hundreds of meetings, mailings, and e-mail updates, a hotline, and a website. The outcome of the effort led to the development of land use maps and a road network, the development of goals and policies, and the preparation of the General Plan based upon input from the numerous workshops, open houses, and community meetings.



Interest Group meeting



Steering Committee meeting



Community meeting

The entire process was guided by two regional advisory committees:

- *Steering Committee*—Chairpersons or designated representatives from 26 Community Planning and Sponsor Groups
- *Interest Group*—Designated representatives from environmental groups, professional organizations, building industry representatives, and the Farm Bureau

These groups made policy recommendations to staff, the Planning Commission, and Board of Supervisors. All meetings were advertised, open to the public, and held in accordance with the Brown Act.

Through frequent work sessions, the public and stakeholders were provided the opportunity for involvement throughout the entire planning process from the initial establishment of population growth targets, to development of a land use framework, identification and refinement of desired goals and policies, and review of land use map and road network alternatives. In addition to the advisory groups, the community

planning and sponsor groups served as the primary conduit for public outreach throughout the planning process. Community planning groups worked closely with staff throughout the development of the land use map, along with town center and road network planning efforts. Since 2000, staff participated in over 212 meetings with the full Planning and Sponsor groups, 109 workshops, and 216 subcommittee meetings. All meetings were advertised to the general public through standard planning and sponsor group agendas or through the General Plan Update mailing lists described below. Most meetings were advertised in multiple ways.



Public workshop

Other groups involved in the planning process included:

- *Native American Tribal Nations*—A tribal outreach strategy that invited the 18 tribes in the County to participate in the process coordinated through the Native American Heritage Commission.
- *City Planning Directors*—Staff coordinated with the Planning Directors from incorporated cities within the County to provide status reports on the progress of the General Plan Update and solicit their feedback.

In an effort to continually involve interested parties in the planning process to obtain valuable feedback, other methods of public outreach over the course of the project included a General Plan Update Hotline number, informational flyers, and a General Plan website where members of the public could find out up-to-date information about the project.

- *Hotline*—An unmanned telephone hotline was established that allowed the public direct access to the San Diego County Department of Planning and Land Use with an ability to leave a message (i.e., be placed on mailing lists), or could get general questions answered.
- *Project Initiation Postcard*—All property owners in the unincorporated County in January 2001 were mailed a postcard introducing the General Plan Update to inform the public about the update and encourage their involvement.
- *Flyer*—In 2002, an informational flyer was developed to inform the public about the proposed changes to land use density and announce a Land Use Map. This flyer was mailed to every property owner in the unincorporated County.
- *Monthly Newsletter*—A monthly e-mail newsletter was used to inform interested parties of project progress, major milestones, website updates, documents available for review, and upcoming meetings or events.
- *Mailing Lists*—Mailing lists were accumulated over the project duration of individuals and organizations interested in receiving the newsletter, notices of specific meetings, hearings, and documents available for review. Parties were notified through their requested method, mail or e-mail, when appropriate.
- *Website*—A website was developed and maintained by County Staff to inform the public about the General Plan Update, including its progress and any upcoming public meetings. The site also provided the population forecast projections, land use and circulation frameworks, and land use distribution and road network maps for each community for quick access to information as they evolved

throughout the planning process. In addition, complete reports to the Planning Commission and Board of Supervisors were posted prior to each public hearing to inform the public of the issues and other information that were planned to be addressed during the hearing. http://www.sdcounty.ca.gov/dplu/gpupdate/index.html

- *Local Newspapers*—Several regional and local newspapers published notices, stories, and editorials related to the General Plan Update.

Community Plans

Community plans are policy plans specifically created to address the issues, characteristics, and visions of communities within the County. These diverse communities each have a distinct physical setting with a unique history, culture, character, life style, and identity. Community and subregional plans, thus 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 Land Use Element of the General Plan. These goals and policies are designed to provide more precise guidance regarding the character, land uses, and densities within each community planning area. Generally, these goals and policies are more limiting and restrictive than the countywide goals and policies, consistent with State legislation for internal consistency. The Community Plans are adopted as integral parts of this General Plan but bound separately, and must be referenced in determining the types and density of land use that may be considered for any property within the community planning area.

When updating Community Plans, communities are encouraged to delineate areas within their plans that will assist with the future planning of developments, infrastructure, facilities, and regulations. An Urban Limit Line and/or Village Boundary may be defined in the Community Plan as a community-specific growth boundary that identifies an area to which development should be directed. These boundaries may also serve as the basis for community specific goals and policies.

Another convention that is encouraged for use in Community Plans is the designation of Special Study Areas. Special Study Areas define areas for further planning and implementation and should be further defined in more detail in the Community Plan for each area that is identified. The designation a Special Study Area does not presume that modifications to the General Plan are necessary nor does it bestow any additional entitlement upon the property. The property retains the land use designations shown in the General Plan. Any changes to the General Plan resulting from this additional study must occur through a General Plan Amendment (GPA), be evaluated independently, and must be consistent with all other components of the General Plan. The designation of a Special Study Area is intended to give a clear commitment to the community and property owners that if further changes to the General Plan are processed in the future, those changes will address the areas identified as areas needing further information and evaluation. The Special Study Area designation provides assurances that the areas of concern will be addressed as staff and stakeholders change over time. Outlining the objectives of the study area helps ensure that all interested parties continue to have the same understanding of the intent of efforts for that area.

The scope of the additional planning will vary widely between areas and communities but some possibilities include (but are not limited to): Specific Plans; master development plans; design guidelines; circulation networks including local public roads, bicycle and pedestrian facilities; and plans for civic, park and

recreational facilities. Special Study Areas are particularly useful for town centers, village cores where revitalization is desired, areas designated for mixed use, transit nodes, and areas that are generally undeveloped or developed at low intensities but are planned as future growth areas. Where appropriate, the Community Plan may restrict development within the Special Study Area until more detailed plans are prepared and approved, so that interim development does not preclude the preparation and implementation of the study.

As integral components of the County of San Diego General Plan, Community Plans have the same weight of law and authority in guiding their physical development. The Community Plans are introduced by a vision statement defining intentions regarding the role, character, and values of each community. This is followed by a description of the community and goals and policies corresponding to each of the countywide elements. In some cases, there may be no unique local policies applicable to a countywide element topic.

The Community Plans are prepared for the following communities and subregional planning areas:

- Alpine
- Bonsall
- Central Mountain
  - Cuyamaca
  - Descanso
  - Pine Valley
- Crest/Dehesa/Harbison Canyon/Granite Hills
- Desert
  - Borrego Springs
- Fallbrook
- Jamul/Dulzura
- Julian
- Lakeside
- Mountain Empire
  - Boulevard
  - Jacumba
  - Campo/Lake Morena
  - Potrero
  - Tecate
- North County Metro
  - Twin Oaks Valley
  - Hidden Meadows
- North Mountain
- Otay
- Pala-Pauma Valley
- Pendleton/ De Luz
- Rainbow
- Ramona
- San Dieguito
- Spring Valley
- Sweetwater
- Valle de Oro
- Valley Center

Related Documents

Background Reports and GIS

The General Plan is based upon a series of Background Reports containing relevant topical data and analyses as well as identification of relevant issues and trends to be considered in preparation of the General Plan. These reports and technical studies serve as the existing conditions or existing setting for the General Plan elements and the Environmental Impact Report (EIR). These background reports are not adopted by the County and may be expanded or modified without an amendment to the General Plan. Also, separate from the General Plan but utilized as background data for analysis is the County's Geographic Information System (GIS) database. Data related to land use, physical constraints, and resources, included in various figures in the General Plan are available from the San Diego Geographic Information Source (SanGIS) at www.sangis.org.

Environmental Impact Report

A program EIR was prepared for the General Plan in accordance with the substantive and procedural requirements of the *California Environmental Quality Act* (CEQA). The EIR describes environmental conditions

in the County, assesses the possible adverse environmental impacts that the General Plan adoption will have on these conditions, identifies actions that will be undertaken to reduce these impacts, and evaluates the comparative impacts of alternatives to adoption of the General Plan. Mitigation measures in the EIR are incorporated both as policies in the General Plan and as implementation measures in the Implementation Plan and, consequently, the General Plan is generally considered to be "self-mitigating."

The document is considered a "program level" EIR, meaning that it examines the general nature of impacts at a Countywide scale. The findings of the EIR help determine the appropriate level of environmental review that should be performed when subsequent projects consistent with the Plan are proposed.

Implementation Plan

The Implementation Plan is a set of the principal actions and procedures necessary to achieve the goals and policies set forth in the General Plan. It is a separate document that is directly correlated and cross referenced to the policies in the General Plan, but it may be modified and updated as necessary without the necessity of a General Plan amendment. An overview of the Implementation Plan is provided in Chapter 9.

Regional and Multi-Jurisdictional Plans

There are 19 jurisdictions in San Diego County, including the unincorporated County, with local land use authority along with the responsibility for preparing their own general plans. Regional coordination is necessary to guide overall development and ensure an efficient allocation of infrastructure funding. The San Diego Association of Governments (SANDAG) serves as the region's Metropolitan Planning Organization (MPO) responsible for area-wide coordination and as the technical and informational resource for the region's local jurisdictions. SANDAG prepares regional land use and transportation plans, which provide a basis for allocating federal and state funds used for specific items such as land use incentives and transportation improvements.

The Regional Comprehensive Plan (RCP) identifies existing and planned Smart Growth Opportunity Areas (SGOAs)—compact, mixed use, pedestrian-oriented development patterns where a higher priority is placed on providing transportation facility improvements. A specific SGOA category was developed to accommodate the unique community character and development patterns found in village centers for some unincorporated communities. Therefore, the SGOA is closely related to the community development model, which is one of the fundamental components of this General Plan Update. The Regional Transportation Plan (RTP) seeks to improve transportation connections to SGOAs. Road network planning for the County General Plan Update considered the RTP when identifying the necessary improvements to the County's Mobility Element road network.

The Multiple Species Conservation Program (MSCP) is a County conservation planning program designed to establish connected preserve systems that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the unincorporated County. Plans created under this program are both a federal Habitat Conservation Plan (HCP) and a State Natural Community Conservation Planning (NCCP) program plan. The MSCP addresses the potential impacts of urban growth, natural habitat loss, and species endangerment and creates plans to mitigate for the potential loss of

sensitive species and their habitats. The MSCP Plan covers 582,243 acres over twelve jurisdictions. Each jurisdiction has its own Subarea Plan; however, there are only minor differences in how each is implemented. The MSCP is also an important program that significantly contributes to the County's ability to realize its watershed protection and climate change goals.

The County also works with the San Diego County Regional Airport Authority (SDCRAA) on a regular basis to ensure land use compatibility around each of the eight County-owned airports. The SDCRAA serves as San Diego County's Airport Land Use Commission (ALUC), responsible for protecting public health and safety surrounding airports. The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for all public-use and military airports in San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general.

The San Diego Local Agency Formation Commission (LAFCO) is a regulatory agency responsible for annexation and detachment of territory, incorporation of cities, and the formation of special districts. LAFCO also develops and adopts spheres of influence for each city and special district within the unincorporated county. A sphere of influence is defined as a "plan for the probable physical boundaries and service area of a local government agency. In addition to LAFCO, the County of San Diego also coordinates planning efforts with tribal governments and special district agencies, such as fire, water, school, and sanitation districts.

Other County Policies and Ordinances

A number of local plans and ordinances are impacted by the County's General Plan:

- **Zoning Ordinance**—The County administers its General Plan primarily through its Zoning Ordinance. While the General Plan identifies general land use designations, zoning identifies specific uses and development standards. As mandated by the State, the General Plan must be consistent with the County Zoning Ordinance. Changes in this General Plan Update require an update to the County Zoning Ordinance.
- **Subdivision Ordinance**—State law, through the *Subdivision Map Act*, governs local approval of land subdivision, which is further directed in the County Subdivision Ordinance. Review of proposed subdivisions and parcel maps includes a determination of consistency with General Plan goals and policies.
- **Specific Plans**—Specific plans provide an alternative to the Zoning Ordinance in that they are customized plans that delineate land uses, infrastructure, development standards and criteria, and implementation measures. Specific plans must be consistent with the General Plan, and can be used to implement the General Plan within a limited area.
- **The Forest Conservation Initiative** (FCI)—Enacted in 1993 with the goal of preserving the area's unique resources and the rural environment and open space, the FCI affects nearly 91,000 acres of privately owned land in the unincorporated County within the Cleveland National Forest by establishing a 40-acre minimum parcel size with a restriction of one dwelling unit per parcel. This initiative only remains in effect until December 31, 2010, and is included as an appendix to this General Plan. Upon expiration, a General Plan amendment will be required to redesignate the FCI lands to be consistent with the General Plan Update.

Implementing and Amending the Plan

This comprehensive update to the General Plan will be implemented through a variety of ordinances, programs, and activities. These specific actions are described in the Implementation Plan, which is a separate document to the General Plan.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, any of the Plan's mandatory elements may be amended up to four times a year. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for substantive General Plan amendments. A comprehensive update to the General Plan requires an assessment of all seven mandated regional elements, including the Land Use and Mobility Element network maps. This General Plan includes policies that require a comprehensive General Plan update to accommodate significant land use changes.

Global Climate Change: AB 32 Compliance



The issue of global climate change has received greater attention from governments around the world in recent years. Global climate change refers to the transformation in the average weather of the earth as observed in wind patterns, storms, precipitation, and temperature.

Human activities associated primarily with the use of carbon-based fossil fuels have led to changes in the composition of the atmosphere. The combustion of carbon-based fossil fuels creates greenhouse gas (GHG) emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), which has caused the earth's atmosphere to absorb more heat from the sun. The concentration of greenhouse gases in the atmosphere has significantly increased as a result of combustion of fossil fuels primarily associated with automobile use and energy production. Scientists have already observed some of the negative effects of climate change, and expect more changes in the future. Governments, organizations, and private citizens all over the world are looking for ways to reduce GHG emissions to create a better future, while preparing to adapt as necessary to the inevitable repercussions of this situation.

In 2006, the California State Legislature took a proactive role in addressing the challenges of climate change with the adoption of the California *Global Warming Solutions Act of 2006*, Assembly Bill 32 (AB 32). AB 32 focuses on reducing GHG emissions in California. By 2020, AB 32 requires the California Air Resources Board (CARB), the state agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990. Since 2006, the State Legislature has adopted several other pieces of legislation to further efforts in addressing climate change. Senate Bill 375 (SB 375), adopted in 2008, is one of those bills and is significant because it connects land use planning with AB 32. SB 375 will result in development of regional greenhouse gas emission reduction targets by the State

that will then be implemented by regional transportation planning agencies. In San Diego, this responsibility falls to the San Diego Association of Governments (SANDAG).

In California, carbon dioxide accounts for approximately 84 percent of all greenhouse gases, while methane makes up approximately eight percent and nitrous oxide and hydrocarbons contributing an additional six and two percent, respectively. Fossil fuel combustion is the principal source, an estimated 98 percent, of carbon dioxide emissions. Of this, transportation and development are the primary sources of fossil fuel combustion. In California, more than half of fossil fuel emissions of carbon dioxide are related in some way to transportation. Worldwide, buildings contribute 40 percent of greenhouse gases, though this is comparatively less in the County due to the rural character of many areas. Clearly, dispersed development patterns that necessitate extensive vehicle trips and gasoline consumption and the predominance of buildings that use extensive climate control systems play a significant role in affecting greenhouse gases.

An underlying premise of the San Diego County General Plan is to conserve natural resources and develop lands and infrastructure more sustainably in the future. Planning and developing a truly sustainable future depends on a healthy environment, strong economy, and the social well-being of the County's residents. Throughout the General Plan are goals and policies that contribute to achieving this goal, including the following:

- Environment: conserving air, water, land, soils, minerals, natural habitat, energy, and aesthetic resources; while protecting life and property from the risks of wildfires, flooding, and other hazards.
- Economy: creating good jobs, income, and financial resources.
- Equity and Social Well-Being: providing library, park and recreations facilities, along with programs that contribute to improvements in education, income, health, safety, arts, and cultural attainment for all.

AB 32's mandate to reduce greenhouse gas emissions represents a key element in meeting sustainability objectives. The General Plan takes steps to address the challenging issue of climate change by reducing GHG emissions, retaining and enhancing natural areas, improving energy efficiency, reducing waste, recycling, and managing water use. The General Plan will reduce GHG emissions primarily through minimizing vehicle trips and approving land use patterns that support increased density in areas where there is infrastructure to support it, increased opportunities for transit, pedestrians, and bicycles, and through green building and land development conservation initiatives. Policies also address adaptation to climate change, such as continued wildfire management and protection, monitoring flood hazards, and regional collaboration on biological preservation, water use and supply, and other areas of concern.

The sources, impacts, and solutions to climate changes are complex. Climate change and GHG emissions reduction are addressed in policies and programs from multiple elements of this General Plan rather than in a single section. Table I-1 (General Plan Policies Addressing Climate Change) identifies the policies in the San Diego County General Plan that carry out the primary objectives of AB 32: mitigation (reduce greenhouse gas emissions) and adaptation (changing current strategies to adapt to climate change). Table I-1 further categorizes the General Plan policies according to the strategies identified to accomplish the two primary objectives. The primary objectives of AB 32 are identified below.

- **Mitigation (Objective A)**—Responses producing a strategy that seeks to reduce greenhouse gas emissions.

- **Adaptation (Objective B)**—Responses adapting current strategies so that Climate Change is integral to planning activities and decisions.

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
OBJECTIVE A: MITIGATION—REDUCTION IN GREENHOUSE GAS EMISSIONS		
Strategy A-1: Reduce vehicle trips generated, gasoline/energy consumption, and greenhouse gas emissions		
Land Use	LU-1.2	Leapfrog Development
	LU-1.3	Development Patterns
	LU-1.4	Village Expansion
	LU-3.3	Complete Neighborhoods
	LU-5.1	Reduction of Vehicle Trips within Communities
	LU-5.2	Sustainable Planning and Design
	LU-5.4	Planning Support
	LU-5.5	Projects that Impede Non-Motorized Travel
	LU-6.3	Conservation-Oriented Project Design
	LU-6.4	Sustainable Subdivision Design
	LU-9.5	Village Uses
	LU-9.7	Town Center Planning and Design
	LU-9.8	Village Connectivity and Compatibility with Adjoining Areas
	LU-9.10	Internal Village Connectivity
	LU-9.12	Achieving Planned Densities in Villages
	LU-10.1	Residential Connectivity
	LU-10.4	Commercial and Industrial Development
	LU-11.1	Location and Connectivity
	LU-11.3	Pedestrian-Oriented Commercial Centers
	LU-11.6	Office Development
	LU-11.8	Permitted Secondary Uses
Mobility	M 1.2	Interconnected Road Network
	M-3.1	Public Road Rights-of-Way
	M-3.2	Traffic Impact Mitigation
	M-4.1	Walkable Village Roads
	M-4.2	Interconnected Local Roads
	M-4.3	Rural Roads Compatible with Rural Character
	M-5.1	Regional Coordination
	M-6.5	Adaptive Reuse of Abandoned Rail Lines
	M-8.1	Maximize Transit Service Opportunities
	M-8.2	Transit Service to Key Community Facilities and Services
	M-8.3	Transit Stops That Facilitate Ridership
	M-8.4	Transit Amenities
	M-8.5	Improved Transit Facilities
	M-8.6	Park and Ride Facilities
	M-8.7	Inter-Regional Travel Modes

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
	M-8.8	Shuttles
	M-9.1	Transportation Systems Management
	M-9.2	Transportation Demand Management
	M-9.3	Preferred Parking
	M-9.4	Park-and-Ride Facilities
	M-10.1	Parking Capacity
	M-10.2	Parking for Pedestrian Activity
	M-10.3	Maximize On-Street Parking
	M-10.5	Reduced Parking
	M-10.6	On-Street Parking
	M-11.1	Bicycle Facility Design
	M-11.2	Bicycle and Pedestrian Facilities in Development
	M-11.3	Bicycle Facilities on Roads Designated in the Mobility Element
	M-11.4	Pedestrian and Bicycle Network Connectivity
	M-11.5	Funding for Bicycle Network Improvements
	M-11.6	Coordination for Bicycle and Pedestrian Facility Connectivity
	M-11.7	Bicycle and Pedestrian Facility Design
	M-11.8	Coordination with the County Trails Program
	M-12.1	County Trails System
	M-12.2	Trail Variety
	M-12.3	Trail Planning
	M-12.4	Land Dedication for Trails
	M-12.5	Future Trails
	M-12.6	Trail Easements, Dedications, and Joint-Use Agreements
	M-12.7	Funding for Trails
	M-12.8	Trails on Private Lands
Conservation and Open Space	COS-14.1	Land Use Development Form
	COS-14.2	Villages and Rural Villages
	COS-14.3	Sustainable Development
	COS-14.4	Sustainable Technology and Projects
	COS-14.9	Significant Producers of Air Pollutants
	COS-14.10	Low-Emission Construction Vehicles and Equipment
	COS-14.13	Incentives for Sustainable and Low GHG Development
	COS-15.1	Design and Construction of New Buildings
	COS-15.2	Upgrade of Existing Buildings
	COS-16.1	Alternative Transportation Modes
	COS-16.2	Single-Occupancy Vehicles
	COS-16.3	Low Emission Vehicles
	COS-16.5	Transit-Center Development
	COS-21.5	Connections to Trails and Networks
	COS-23.2	Regional Coordination

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
Housing	H-1.2	Development Intensity Relative to Permitted Density
	H-1.3	Housing near Public Services
	H-1.4	Special Needs Housing near Complementary Uses
	H-1.5	Senior and Affordable Housing near Shopping and Services
	H-1.6	Land for All Housing Types Provided in Villages
	H-1.7	Mix of Residential Development Types in Villages
Strategy A-2: Reduce non-renewable electrical and natural gas energy consumption and generation (energy efficiency)		
Land Use	LU-5.2	Sustainable Planning and Design
Conservation and Open Space	COS-6.5	Best Management Practices
	COS-14.4	Sustainable Technology and Projects
	COS-14.5	Building Siting and Orientation in Subdivisions
	COS-14.6	Solar Access for Infill Development
	COS-14.7	Alternative Energy Sources for Development Projects
	COS-14.12	Heat Island Effect
	COS-15.1	Design and Construction of New Buildings
	COS-15.2	Upgrade of Existing Buildings
	COS-15.3	Green Building Programs
	COS-15.4	Title 24 Energy Standards
	COS-15.5	Energy Efficiency Audits
Strategy A-3: Increase generation and use of renewable energy sources		
Land Use	LU-4.6	Planning for Adequate Energy Facilities
	LU-5.2	Sustainable Planning and Design
Conservation and Open Space	COS-6.5	Best Management Practices
	COS-14.4	Sustainable Technology and Projects
	COS-14.5	Building Siting and Orientation in Subdivisions
	COS-14.6	Solar Access for Infill Development
	COS-14.7	Alternative Energy Sources for Development Projects
	COS-15.2	Upgrade of Existing Buildings
	COS-15.3	Green Building Programs
	COS-16.4	Alternative Fuel Sources
	COS-17.5	Methane Recapture
	COS-18.1	Alternate Energy Systems
	COS-18.2	Energy Generation from Waste
Strategy A-4: Reduce water consumption		
Land Use	LU-5.2	Sustainable Planning and Design
	LU-6.4	Sustainable Subdivision Design
	LU-6.9	Development Conformance with Topography
Conservation and Open Space	COS-4.1	Water Conservation
	COS-4.2	Drought-Efficient Landscaping

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
	COS-4.5	Recycled Water
	COS-14.4	Sustainable Technology and Projects
	COS-14.11	Native Vegetation
	COS-15.1	Design and Construction of New Buildings
	COS-15.2	Upgrade of Existing Buildings
	COS-15.3	Green Building Programs
Strategy A-5: Reduce and maximize reuse of solid wastes		
Land Use	LU-5.2	Sustainable Planning and Design
	LU-6.1	Environmental Sustainability
	LU-6.4	Sustainable Subdivision Design
	LU-16.3	New Waste Management Facilities
Conservation and Open Space	COS-10.7	Recycling of Debris
	COS-14.4	Sustainable Technology and Projects
	COS-15.1	Design and Construction of New Buildings
	COS-15.2	Upgrade of Existing Buildings
	COS-15.3	Green Building Programs
	COS-17.1	Reduction of Solid Waste Materials
	COS-17.2	Construction and Demolition Waste
	COS-17.4	Composting
	COS-17.6	Recycling Containers
	COS-17.7	Material Recovery Program
	COS-18.2	Energy Generation from Waste
Strategy A-6: Promote carbon dioxide consuming landscapes		
Land Use	LU-1.3	Development Patterns
	LU-2.5	Greenbelts to Define Communities
	LU-5.2	Sustainable Planning and Design
	LU-5.3	Rural Land Preservation
	LU-6.1	Environmental Sustainability
	LU-6.2	Reducing Development Pressures
	LU-6.3	Conservation-Oriented Project Design
	LU-6.6	Integration of Natural Features into Project Design
	LU-6.9	Development Conformance with Topography
	LU-7.1	Agricultural Land Development
	LU-7.2	Parcel Size Reduction as Incentive for Agriculture
	LU-9.10	Internal Village Connectivity
Conservation and Open Space	COS-14.4	Sustainable Technology and Projects
	COS-14.11	Native Vegetation

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
Strategy A-7: Maximize preservation of open spaces, natural areas, and agricultural lands		
Land Use	LU-1.3	Development Patterns
	LU-1.4	Village Expansion
	LU-1.6	Conversion of Public Lands to Private Ownership
	LU-3.3	Complete Neighborhoods
	LU-5.2	Sustainable Planning and Design
	LU-5.3	Rural Land Preservation
	LU-6.1	Environmental Sustainability
	LU-6.2	Reducing Development Pressures
	LU-6.3	Conservation-Oriented Project Design
	LU-6.4	Sustainable Subdivision Design
	LU-6.6	Integration of Natural Features into Project Design
	LU-6.7	Open Space Network
	LU-6.9	Development Conformance with Topography
	LU-7.1	Agricultural Land Development
	LU-7.2	Parcel Size Reduction as Incentive for Agriculture
	LU-9.11	Integration of Natural Features in Villages
	LU-10.2	Development—Environmental Resource Relationship
Mobility	M-2.3	Environmentally Sensitive Road Design
Conservation and Open Space	COS-1.1	Coordinated Preserve System
	COS-1.2	Minimize Impacts
	COS-1.3	Management
	COS-1.4	Collaboration with other Jurisdictions
	COS-1.5	Regional Collaboration
	COS-2.1	Protection, Restoration and Enhancement
	COS-2.2	Habitat Protection Through Site Design
	COS-3.1	Wetland Protection
	COS-3.2	Minimize Impacts of Development
	COS-7.2	Open Space Easements
	COS-14.11	Native Vegetation
	COS-23.2	Regional Coordination
	COS-24.1	Park and Recreation Contributions
	COS-24.2	Funding Opportunities
Housing	H-2.2	Projects with Open Space Amenities in Villages
OBJECTIVE B: ADAPTATION—ADAPTING CURRENT STRATEGIES SO THAT CLIMATE CHANGE IS INTEGRAL TO PLANNING ACTIVITIES AND DECISIONS		
Strategy B-1: Reduce risk from wildfire, flooding, and other hazards resulting from climate change		
Land Use	LU-1.2	Leapfrog Development
	LU-1.4	Village Expansion
	LU-5.2	Sustainable Planning and Design

Table I-1 General Plan Policies Addressing Climate Change

Element	Policies	
	LU-5.3	Rural Land Preservation
	LU-6.3	Conservation-Oriented Project Design
	LU-6.4	Sustainable Subdivision Design
	LU-6.7	Open Space Network
	LU-6.9	Development Conformance with Topography
	LU-6.10	Protection from Hazards
	LU-6.11	Protection from Wildfires and Unmitigable Hazards
	LU-6.12	Flooding
Mobility	M-2.3	Environmentally Sensitive Road Design
Conservation and Open Space	COS-5.1	Impact to Floodways and Floodplains
	COS-5.3	Downslope Protection
	COS-5.4	Invasive Species
	COS-14.4	Sustainable Technology and Projects
Safety	S-1.3	Risk Reduction Programs
	S-2.2	Participation in Mutual Aid Systems
	S-2.3	Familiarity with National and State Response Plans
	S-2.5	Existing Development within 100-year Flood Zones
	S-2.6	Effective Emergency Evacuation Programs
	S-3.1	Defensible Development
	S-3.2	Development in Hillsides and Canyons
	S-3.3	Minimize Flammable Vegetation
	S-3.4	Service Availability
	S-3.5	Access Roads
	S-3.6	Fire Protection Measures
	S-4.1	Fuel Management Programs
	S-5.1	Regional Coordination Support
	S-5.2	Fire Service Provider Agreements
	S-6.1	Water Supply
	S-6.4	Fire Protection Services for Development
	S-9.1	Floodplain Maps
	S-9.2	Development in Floodplains
	S-9.3	Development in Flood Hazard Areas
	S-9.4	Development in Villages
	S-9.5	Development in the Floodplain Fringe
	S-9.6	Development in Dam Inundation Areas
	S-10.1	Land Uses within Floodways
	S-10.2	Use of Natural Channels
	S-10.3	Flood Control Facilities
	S-10.4	Stormwater Management
	S-10.5	Development Site Improvements
	S-10.6	Stormwater Hydrology

Table I-1 General Plan Policies Addressing Climate Change		
Element	**Policies**	
Strategy B-2: Conserve & improve water supply due to shortages from climate change		
Land Use	LU-5.2	Sustainable Planning and Design
	LU-6.2	Reducing Development Pressures
	LU-6.4	Sustainable Subdivision Design
	LU-6.5	Sustainable Stormwater Management
	LU-698	Development Conformance with Topography
	LU-8.1	Density Relationship to Groundwater Sustainability
	LU-8.2	Groundwater Resources
	LU-8.3	Groundwater-Dependent Habitat
	LU-8.4	Program for Borrego Valley Aquifer
	LU-13.1	Adequacy of Water Supply
	LU-13.2	Commitment of Water Supply
	LU-16.1	Location of Waste Management Facilities
Mobility	M-2.5	Minimize Excess Water Runoff
	M-10.7	Parking Area Design for Stormwater Runoff
Conservation and Open Space	COS-4.1	Water Conservation
	COS-4.2	Drought-Efficient Landscaping
	COS-4.3	Stormwater Filtration
	COS-4.4	Groundwater Contamination
	COS-4.5	Recycled Water
	COS-5.2	Impervious Surfaces
	COS-5.5	Impacts of Development to Water Quality
	COS-14.4	Sustainable Technology and Projects
	COS-19.1	Sustainable Development Practices
	COS-19.2	Recycled Water in New Development
Strategy B-3: Promote agricultural lands for local food production		
Land Use	LU-1.3	Development Patterns
	LU-5.2	Sustainable Planning and Design
	LU-5.3	Rural Land Preservation
	LU-6.1	Environmental Sustainability
	LU-6.2	Reducing Development Pressures
	LU-6.3	Compatibility with Recreational Open Space
	LU-6.4	Sustainable Subdivision Design
	LU-7.1	Agricultural Land Development
	LU-7.2	Parcel Size Reduction as Incentive for Agriculture
	LU-12.9	Environmental and Agricultural Resources
Conservation and Open Space	COS-6.1	Economic Diversity
	COS-6.2	Protection of Agricultural Operations
	COS-6.4	Conservation Easements

Table I-1 General Plan Policies Addressing Climate Change		
Element	**Policies**	
Housing	H-3.6	Housing for Special Need Populations
	H-3.7	Alternative Affordable Housing Options
Strategy B-4: Provide education & leadership		
Conservation and Open Space	COS-17.8	Education
	COS-20.1	Climate Change Action Plan
	COS-20.2	GHG Monitoring and Implementation
	COS-20.4	Public Education
Safety	S-2.4	Emergency and Disaster Education Programs

San Diego County History and Community Profile

The San Diego County Profile is described below in terms of its history, physical setting, economy, population and growth patterns, and the unique communities in the unincorporated County.

History

The County of San Diego was established on February 18, 1850, as one of the original 27 counties of California. The newly created County covered nearly 40,000 square miles including the present counties of San Diego, Imperial, Riverside, and San Bernardino, along with the eastern portion of Inyo County.

The territory comprising San Diego County was under Mexican rule from 1821 until 1846 during which time private land grants covering 948 square miles were bestowed throughout the County. The grants resulted in the formation of private ranchos, some of which are recognizable areas today, such as Rancho Santa Fe (Rancho San Dieguito), Marine Corps Base Camp Pendleton (Rancho Santa Margarita y Las Flores), Rancho Santa Maria (Ramona), and Rancho El Cajon (El Cajon, Lakeside, Santee, and Bostonia). Many ranchos were transformed into incorporated cities; for example, National City and Chula Vista were formed from Rancho de la Nación. Today, the County includes 18 incorporated cities, but retains a large unincorporated area which is the subject of this General Plan.

Physical Setting and Community Planning Areas



Valley landscape



Borrego desert



Fallbrook community

San Diego County, including incorporated cities, contains approximately 4,261 square miles that cover 65 miles north to south and 86 miles east to west. The County is bordered by Riverside County and Orange

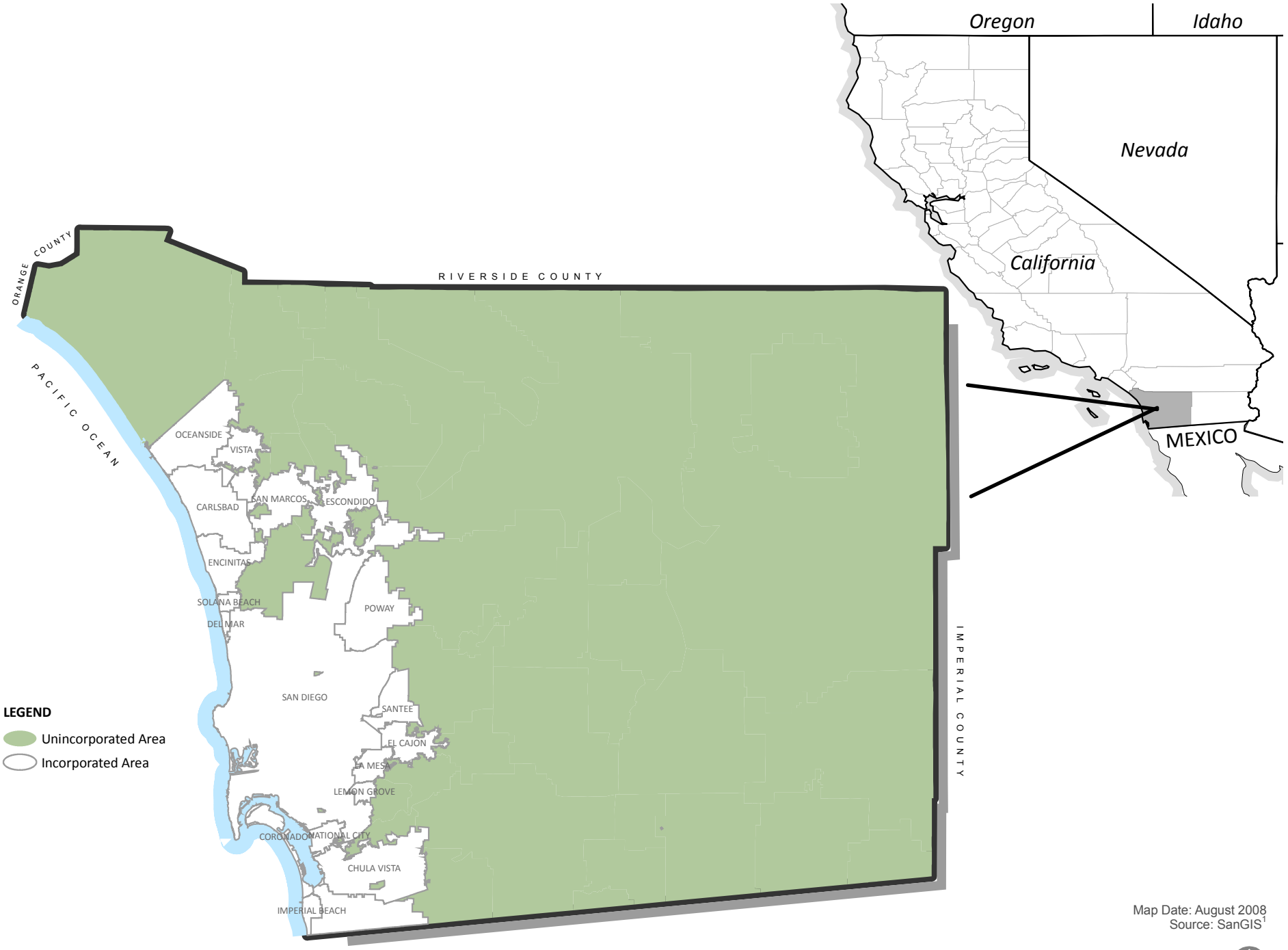
County to the north; Imperial County to the east; the nation of Mexico to the south; and the Pacific Ocean to the west as shown in Figure I-1 (Regional Context). The County's western portion includes 18 cities, while in the unincorporated area specifically designated subregions and community planning areas encompass the remainder of the County. These community and subregional planning areas are shown in Figure I-2 (Unincorporated County Communities). A majority of the land in the unincorporated area is open space or undeveloped and includes large tracts of federal, state, or regional parklands, and agricultural production areas. Residential land uses account for the majority of the developed land in the unincorporated County.

Relative to the incorporated areas located near the coast, development opportunities in the unincorporated areas of the County are generally more highly constrained due to more rugged terrain, more occurrences of sensitive species and habitat; and less opportunity for the provision of infrastructure and essential services. These physical, environmental, and infrastructure considerations, particularly the limited availability of water service from the County Water Authority (CWA), and the limited availability of other urban services such as sewer, fire, and emergency services, are major factors that shape the County's future growth and development potential.

The most developed communities in the unincorporated County are located at its westernmost boundaries within the CWA boundary; they have access to public services and infrastructure and have sustained growth at a more rapid rate than in other parts of the County. The communities closest to the core metropolitan area of the region have limited potential for future growth because much of their land is already developed. These communities—Valle de Oro, Spring Valley, Sweetwater, the western portions of Lakeside—contain substantial existing populations. These communities desire to retain the existing community character and remaining open space. These more densely populated communities are also concerned about limiting negative impacts caused by road construction and certain developments in incorporated jurisdictions.

Other communities that are more distant from the San Diego metropolitan center but within the CWA—Alpine, Ramona, Valley Center, North County Metro, Bonsall, Fallbrook, and Otay Mesa—have a greater capacity to grow when compared to other communities. However, in all of these communities, any future growth must be carefully balanced with other factors to preserve their identity and unique resources. Although within the CWA, growth potential is more limited in Rainbow, Twin Oaks, and Hidden Meadows (part of North County Metro), Jamul, and Crest/Dehesa/Harbison Canyon/Granite Hills due to the absence of infrastructure, the rugged terrain, and sensitive habitats.

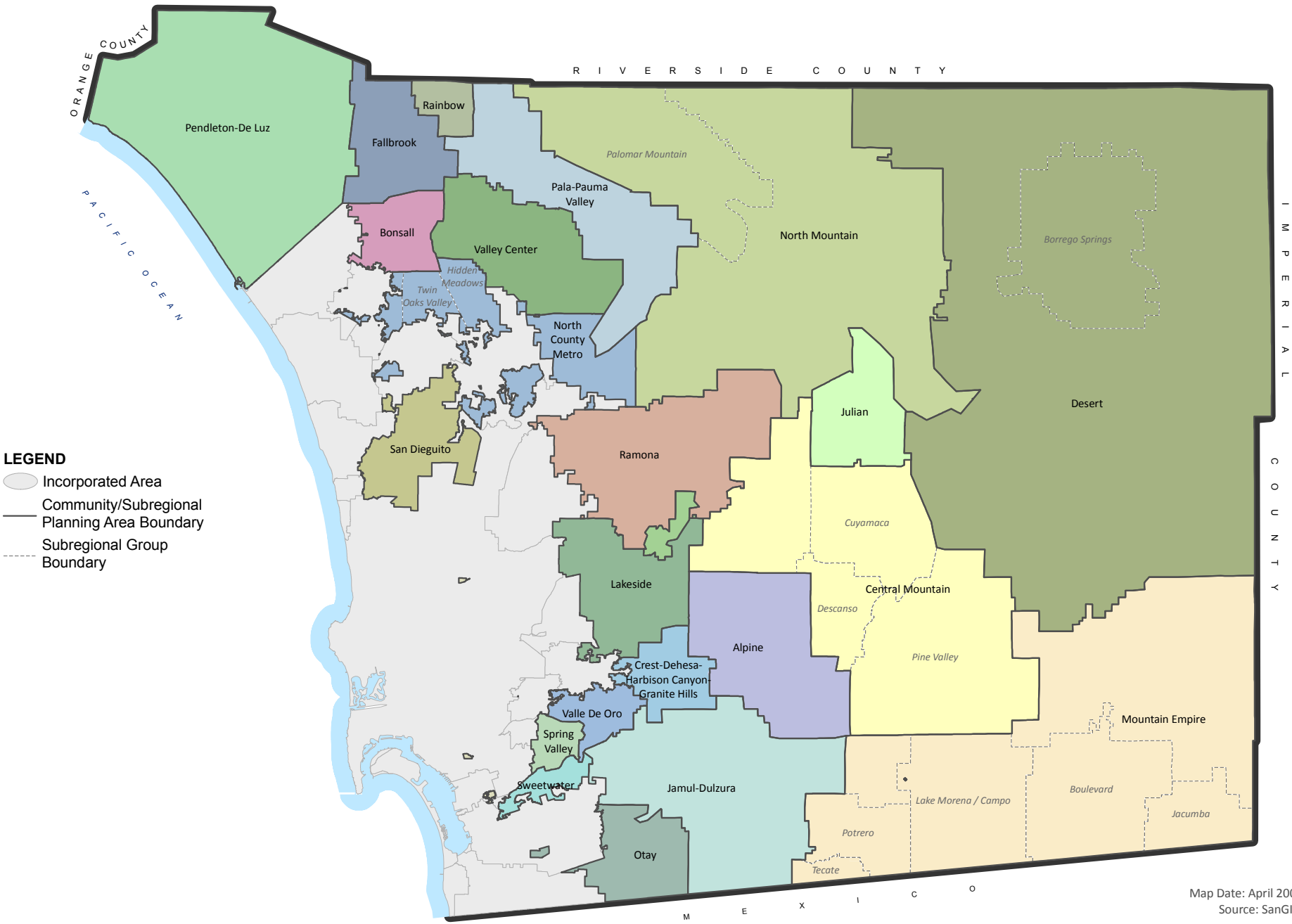
San Diego's remaining major rural communities include Dulzura, Julian, Pala-Pauma, Palomar, Borrego Springs, Cuyamaca, Descanso, Pine Valley, Jacumba, Boulevard, Lake Morena, Campo, Potrero, and Tecate. Rugged terrain, agriculture, and sensitive environmental habitats, as well as limited road networks and public services, limit growth in these areas. With few exceptions, these communities are sparsely populated and lack the infrastructure and employment opportunities to support anything more than limited population growth. With the exception of some limited areas of sewer service, these communities rely largely upon septic systems. Without imported water, groundwater is also a limiting factor to growth. Further, this area of the County contains a substantial amount of public lands, tribal land, and land affected by the Forest Conservation Initiative (FCI). Residents in these communities desire to preserve the existing rural setting and character.



REGIONAL CONTEXT

San Diego County General Plan

Figure I-1



UNINCORPORATED COUNTY COMMUNITIES

Demographic Patterns

The unincorporated County encompasses 3,570 squares miles that represent 84 percent of the total land area of San Diego County, yet its 2008 population of 491,764 persons represented only 15.6 percent of the total County population. During the period from 1980 to 2008, the average annual population rate increase for the unincorporated area was approximately 1.1 percent, whereas the average annual rate of increase for the entire County was 3.4 percent between 1980 and 1990 and 1.3 between 1990 and 2008. Population forecasts for 2030 indicate that the population of the entire County will grow by 42 percent.

Once dependent on the military and defense-related industries, San Diego County now has a diverse economy that includes manufacturing, telecommunications, tourism, trade, biosciences, software, multimedia, and digital technology. These industries are largely located in the 18 cities, with the exception of agricultural production, which is primarily located in the unincorporated County and which is a significant component of its economy.



Valley Center



Fallbrook Village



Twin Oaks agriculture

CHAPTER 2 Vision and Guiding Principles

Introduction

The County of San Diego's General Plan sets a direction for the future of the unincorporated area of San Diego County by providing clear, unified framework for community development and conservation. The development of this General Plan began in 1998 and included extensive community involvement, the results of which informed the creation of the Vision Statement and Guiding Principles. The Vision Statement and Guiding Principles in turn establish the foundation upon which the General Plan elements and its components are consistent, related, and measured. The Vision represents the basis by which all updated plan goals, policies, and implementation programs are measured and constitute the Plan's legislative intent as approved by the Board of Supervisors.

Vision

The Vision is derived from the strategic initiatives of the County's General Management System (GMS), which include:

- Kids—Improve opportunities for children
- The Environment—Manage resources to ensure environmental preservation, quality of life, and economic development
- Safe and Livable Communities—Promote safe and livable communities





The General Plan provides a key vehicle for the County to implement these strategic initiatives by identifying innovative growth solutions that address a full spectrum of issues, including housing, transportation, community infrastructure, and environmental impact. The County of San Diego is committed to improving opportunities and outcomes for children by providing a healthy and safe physical environment, while supporting recreational opportunities and land use patterns that encourage a healthy lifestyle. This General Plan guides the County's management of its environmental resources through policies to sustain and enhance the land, water, air, and biodiversity upon which all life depends, while recognizing that our growing population must also be accommodated. While the General Plan's goals and policies address San Diego County's natural hazards and human activities that pose a threat to public safety, promoting livable communities requires much more than just safety. Essential components of livable communities include: a sense of place with attractive and convenient service and support facilities, a safe and efficient

transportation network, public and personal safety, and sustainable development. The following represents the vision for what San Diego County is intended to become with build-out of this General Plan.

What We Plan to Be





San Diego County is comprised of diverse communities offering residents with places to live, work, shop, be educated, and recreate in settings dominated by the natural environment and open spaces. It is generally a low-density alternative to the urbanized San Diego coastline and inland areas. Many communities consist of small scale villages or residences on large lots with agriculture and open space. Our villages are intended to grow in compact land development patterns to minimize intrusion into agricultural lands and open spaces; the distance that we travel to our local services and businesses; and the need for extensive infrastructure and services; while also inducing community association, activity, and walking. The County's ambience will remain quiet and peaceful, with nighttime skies illuminated by the stars. Our infrastructure and services will retain the characteristics of rural places with natural water courses, septic systems, low-level street lighting, and limited sidewalks. Buildings and architecture will continue to be subsumed within and complement our physical setting of valleys, hillsides, and deserts.

Our Physical Setting





We recognize the importance of the San Diego region's natural environment and are committed to sustaining its diversity, health, and integrity as a distinguishing asset for residents and visitors. New development shall respect and maintain the physical and visual integrity of the hillsides, valleys, and deserts that shape and provide identity for our community. We will continue to avoid or minimize developing in areas susceptible to geologic, wildfire, and flooding risks and we will continue to retain and protect the viability of our woodlands, riparian corridors, and important plant and animal habitats, maintaining the health and viability of declining species. The County's lakes and streams will be free of toxins and harmful pollutants, sustaining fish populations and a healthy water supply, while offering abundant recreation opportunities for residents and

visitors. We will continue to recognize and maintain strong partnerships with state and federal agencies in protecting and preserving our natural environment.

Protecting Our Agriculture





We will continue to value our agricultural lands and recognize the importance of preserving opportunities for the production of healthy food and ornamental crops for our population and others. We will emphasize the distribution of our agricultural products locally and within the region. Our future development patterns and parcel sizes will avoid incentivizing the conversion of agriculture for urban uses.

Our Communities

The County of San Diego will continue to provide a diversity of choices for the type and character of community in which we live. These choices will include villages that contain a mix of housing types that are located near retail businesses, employment, schools, parklands, churches, and public institutions. These villages will vary in density and character that will provide affordable housing choices, some will be located near and transitioning with coastal suburban communities, while others will reflect the unique character of their mountain, valley, and desert setting. An alternative choice will be to continue to live on large parcels, separated from our neighbors by agriculture and open spaces with few or no urban services.

How We Get Around





San Diego County infrastructure will be planned to offer easy and convenient access within and between our communities and to the greater region. The County's streets and highways will be planned to provide a comprehensive, well-connected network maintained to support use by all our road users — cars, trucks, transit, bicyclists, and pedestrians. Our road network will also be planned to channel traffic to avoid conflicts with our residential neighborhoods. Our traffic signalization and traffic control mechanisms will be planned to facilitate traffic flow and avoid congestion. As an alternative to the automobile, bicycle paths and

pedestrian-ways will be planned to be strategically located within and around village areas and designed to provide a pleasant experience for users. We will continue to explore opportunities to expand transit services commensurate with needs and density. Our village cores will be planned to shared parking facilities that enable residents and visitors to park once, walk along lively streets, and patronize multiple business establishments and community services.

How We Sustain Our Community





The County of San Diego recognizes its long-term obligations to future residents by simultaneously promoting ecological health, economic vitality, and social well-being. In our villages, the Land Use Map provides a mix and density of land uses that will minimize automobile trips and their length, invigorate the economic health of our businesses, and promote association with our neighbors. These, coupled with increased access to transit, will reduce our air emissions, greenhouse gas emissions, energy consumption, noise, and time spent away from our families. We will walk more in our village cores and participate in recreational activities, improving the health of our families and children. We will develop our properties and design our buildings to reduce energy consumption, use low-impact alternative energy sources, capture stormwater and recycle wastewater, use recycled construction materials, reuse our solid wastes, and use non-toxic paints and materials. Our sustainable practices will contribute to a healthy environment, enhancing the livability of San Diego County.

Our Sustainable and Vital Economy

We will continue to strive to maintain a healthy and vital economy, providing a variety of jobs for our residents and a climate in which our businesses can prosper. Our businesses are diverse, building on the resources uniquely available in the County, including its agriculture and natural setting that offers opportunities for tourism and, at the same time, providing goods and services to our residents. By providing our residents with housing in compact villages, we will provide a strong customer base to maintain the viability of our businesses.



Our Safe Community

We value the safety of our community. Our neighborhoods continue to be safe places to live and we continue to be comfortable in our business districts, parks, and open spaces with almost non-existent crime.

While we value and enjoy the beauty of our outdoors and environment, we continue to recognize the inherent risks of wildfires, flooding, earthquakes, and other natural hazards and take measures to locate and design our development to avoid these risks and provide excellent and responsive police and fire services to protect our well-being.

Guiding Principles

The Guiding Principles constitute a set of rules by which updated General Plan policies were developed. They guide the formulation of growth and development plans, environmental conservation, provision of infrastructure and services, and protection from environmental and man-induced hazards. The General Plan maps, goals and policies, and implementation programs are based on a set of ten interrelated principles that provide guidance for accommodating future growth while retaining or enhancing the County's rural character, its economy, its environmental resources, and its unique communities. The ten Guiding Principles are:

1. Support a reasonable share of projected regional population growth.
2. Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development.
3. Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.
4. Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.
5. Ensure that development accounts for physical constraints and the natural hazards of the land.
6. Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.
7. Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.
8. Preserve agriculture as an integral component of the region's economy, character, and open space network.
9. Minimize public costs of infrastructure and services and correlate their timing with new development.
10. Recognize community and stakeholder interests while striving for consensus.

In summary, the Guiding Principles provide for the development of land uses, investment in infrastructure and public services, and conservation of natural resources that enable the County's residents and businesses to enjoy a more sustainable environment, economy, and well-being and health. Each of the guiding principles is outlined in more detail below.

Guiding Principle 1

Support a reasonable share of projected regional population growth.

California and the San Diego region have been among the fastest growing areas in the nation and projections indicate that this will continue during the upcoming decades, regardless of variations associated with

economic cycles. Data indicate that much of the growth has been and will continue to be attributable to birth rates of existing residents coupled with the longer lifespan of the population and, secondarily, due to immigration. The San Diego Association of Governments (SANDAG) projects that the entire County's population will increase by 40 percent between 2000 and 2030, or approximately 1,140,000 persons. Though considerable growth in the region is likely to gravitate toward existing urbanized areas to facilitate access to jobs and services and reduce vehicle commutes and gasoline consumption, demand for development in unincorporated County areas is anticipated to continue as available lands within urbanized areas diminish and residents choose to live in a rural environment.

As growth continues in the region, the County will accommodate a reasonable share in the unincorporated County in a manner that sustains the natural setting, characteristics, and qualities that distinguish the County, its communities, and rural places as special places to live. The County will implement this guiding principle by planning and facilitating housing in and adjacent to existing and planned villages.

Guiding Principle 2

Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development.



Julian's compact development patterns with a small central core surrounded by semi-rural and rural development

Low-density, large-parcel development patterns in the County afford residents the opportunity to enjoy open spaces, natural areas, and a rural lifestyle. However, such fragmentation and dispersal of development can result in corresponding increases in impacts on environmental resources and the costs of community infrastructure and services. The complexity and cost of the network of highways, water pipes, electrical energy, and other utility infrastructure needed to serve development is a function of the distance from supply source to the user. The greater the dispersal of development, the greater the improvements and associated costs required for the user and community. Similarly, community services such as police and fire are provided from central locations and require travel times to access users. Those travel times increase with decreasing densities. Low-density and fragmented development patterns also increase travel distances and times from homes to jobs, shopping, and services. These, in turn, increase gasoline consumption, air pollution, greenhouse gas (GHG) emissions, and time away from home and the family.

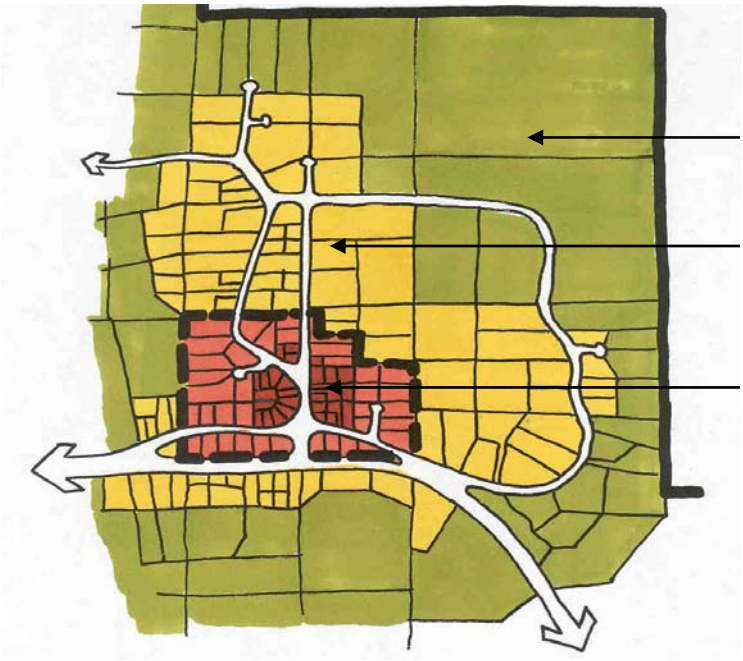
Large-parcel development also contributes to the loss of agriculture and natural habitats. Research for the Multi-Species Conservation Program (MSCP) indicates that there has been a considerable loss of habitat in San Diego region over the past several decades, with some habitats occupying less than 10 percent of their historic range.

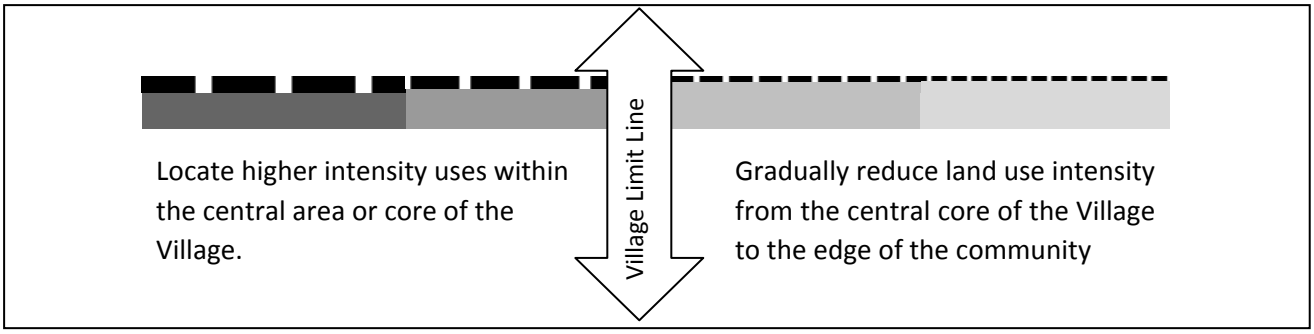
As population growth continues in the San Diego County, more compact development should occur within existing and planned communities to reduce these impacts. Locating housing closer to retail, services, schools, and jobs and on smaller lots within communities can reduce the size of required infrastructure

improvements and number and length of automobile trips, while increase the efficiency of delivering police, fire, and other public services and enhancing community livability. A more compact form of development in the County would reduce the amount of developed land, or its "footprint," increasing the amount of open space, natural habitat, and agriculture that can be preserved, as well as reducing pressure on groundwater resources. It also would contribute to the retention of the rural setting and lifestyle of backcountry communities.

A model of compact development begins with a central core, referred to as a "Village" or, in very rural communities, a "Rural Village" in which the highest intensities of development are located. Under ideal conditions for achieving sustainability, the central core would be surrounded by areas of very low density. In unincorporated San Diego County, the ideal model has been modified with semi-rural areas surrounding the central core to reflect the existing pattern of development for most of the unincorporated County, along with a realization that the ideal Community Development Model is only achievable with a wide ranging and extensive transit network. Therefore, in the County's Community Development Model, the central core is surrounded by areas of lesser intensity including "Semi-Rural" and "Rural Lands." The edge of a "Village" or "Rural Village" can be defined by a boundary that can be used to differentiate permitted development densities and design standards. The "Village" would contain the densest neighborhoods and a broad range of commercial and civic uses that are supported by a dense network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, schools, and public areas. Outside of the "Village," "Semi-Rural" areas would contain low-density residential neighborhoods, small-scale agricultural operations, and rural commercial businesses. In turn, these would be surrounded by "Rural Lands" characterized by very low-density residential areas that contain open space, habitat, recreation, agriculture, and other uses associated with rural areas. The diagrams below illustrate these relationships:

Community Development Model





Developing the County's communities more compactly meets critical objectives for compliance with the mandates of AB 32, the *California Global Warming Solutions Act of 2006*. The bill requires the reduction of GHG emissions to 1990 levels by 2020, about a 25 percent reduction from current levels. Governor Schwarzenegger's Executive Order S-E-05 requires further reductions to 80 percent below 1990 levels by 2050. As automobile use and energy consumption are principal contributors to GHG emissions, compact land use patterns and development practices that reduce trip generation and distances will be essential.

Guiding Principle 3

Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.



Main Street in Fallbrook

Critically important in defining the San Diego region is the diversity and character of its distinct communities. Some are located at the edges and serve as transitions from coastal and inland urbanized cities to agriculture and open spaces. These communities are often integrated into the more urban fabric of the region and will serve an important role in meeting the region's housing and employment needs. Others are remotely located in agricultural, pine-covered mountain, valley, and desert locations. Each has emerged in a distinct physical setting with a unique history, culture, character, life style, and identity that has attracted residents and, in some cases, tourists.

As the County continues to grow, it is critical that development be located, scaled, and designed to retain and enhance the qualities that distinguish its communities. Development planning must consider uses; parcel sizes; building form, scale, massing, and architecture; landscapes; and site development practices that are comparable to, or transition with, existing development to ensure that new development "fits" with the community. Smaller parcel sizes in community cores, for example, can be developed to replicate the character and scale of existing development. An economically viable community must also provide housing for all income levels. Close coordination with communities will be essential in understanding those attributes that distinguish them. Clear and effectively crafted community plans have an important role in communicating these principles.

With new development, it is also crucial to accommodate, and provide incentives for, important missing uses that residents and other stakeholders indicate are needed to "complete" the community. These may include locally-needed retail and services and/or amenities, such as parks, sidewalks that are pedestrian-friendly, trails and pathways, and parking facilities.

Guiding Principle 4

Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.

The San Diego region is considered to be one of the most biologically diverse areas in the United States[1] and it is home to more rare and endangered species than any other region in the continental United States. Large lot development practices during recent decades have resulted in a loss of habitat resources, with some habitat types occupying less than five to ten percent of their historic ranges. The continued existence of over 400 sensitive plant and animal species depends on the assurance that sufficient amounts of native habitat, wildlife corridors, and habitat linkages are preserved and managed in a viable manner. The County, in cooperation with the City of San Diego, local, state, and federal agencies, has been aggressive in documenting and developing policies for the protection of sensitive species and habitats. The Multiple Species Conservation Program (MSCP) provides the foundation for these efforts through conservation of land and adaptive management and monitoring activities.

As growth and new development occur in the County, critical lands and habitat should be set aside and protected from development. On other lands, buildings, infrastructure, and other improvements should be located and designed to prevent degradation and adverse impacts on adjoining resources. Maintenance of viable and healthy habitats and biological resources not only sustains sensitive plant and animal species, but also contributes to the economic value, character, and identity of the County.

As practiced, the strict correlation of parcel size with density has been contrary to these objectives. Smaller lot sizes are an essential tool when planning for new development to preserve sensitive resources. Another important consideration is the configuration of the lots, which should be arranged to connect open spaces and create a linked network throughout the region.





[1] Dobson, A.P., J.P. Rodriguez, W.M. Roberts, and D.S. Wilcove. 1997 Geographic Distribution of Endangered Species in the United States. Science 275(5299): 550-553

Guiding Principle 5

Ensure that development accounts for physical constraints and the natural hazards of the land.



Residents, businesses, and visitors to the San Diego region are exposed to a diversity of natural and human-induced hazards that could affect life and property. Rupture of the Elsinore, Earthquake Valley, and San Jacinto Faults, and other ancillary faults, may incur property and personal damage due to ground shaking, landslides, liquefaction, and tsunamis. Landslides and rockfalls occur throughout the County's mountainous terrain. Hillside canyons, valleys, the desert floor, and flatlands may be impacted by heavy storm runoff and flooding. Wildland fires often occur in grasslands, chaparral, and forests, while threatening structures in urbanized areas. Some industrial and commercial businesses involve the use of toxic chemicals and hazardous materials that pose a risk to human health.

New development should be located and designed to protect life and property from these and similar hazards. In high risk areas, development should be prohibited or restricted in type and/or density. In other areas, structures, properties, infrastructure, and other improvements should be designed to mitigate potential risks from these hazards. Development that cannot avoid high risk areas should be carefully reviewed for consistency with County building codes and development regulations to eliminate or minimize potential risks.

Guiding Principle 6

Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.

The transportation system within the unincorporated County will rely primarily on a public road network that contains transportation routes for vehicular and non-vehicular travel such as pedestrians and bicycles. Future development will be more compact, which will reduce travel distances and the geographic extent of the transportation network, as discussed in Guiding Principle 2. These compact development patterns will support the development of a public transportation system. However, the mix and densities of land uses in the rural setting will be insufficient to support the development of a more comprehensive public transportation system accessible to a significant number of residents and the automobile will remain the primary mode of transportation in these areas. Nevertheless, public transit will be supported and enhanced where appropriate. Additionally, bike routes, pathways, and trails will be integrated with the road network providing options for travel and recreation.





An effective transportation system should provide convenient access to employment, education, public service, commercial, and recreational centers. It should provide connectivity within each community and within the region. The capacity of the transportation network should be adequate to support the development capacity of the land use plan for housing, retail, industrial, recreational, and other uses. Routes should be designed and developed that are sensitive to their context and minimize construction and environmental costs.

The transportation network should be built to support and correlate with community development patterns. Where more compact forms of development occur, a transportation network should provide a unified and connected system of public roads that accommodate private vehicles, bus or transit stops, pedestrian routes, and bicycles. In low-intensity rural areas, transportation routes should provide safe connections within the community, as well as connections to the regional transportation network.

Guiding Principle 7

Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.



Example of native landscaping

There is a growing body of evidence that our built communities and typical lifestyles are resulting in over-consumption and degradation of natural resources and that a major shift in human behavior and development practices is necessary to overcome these. Increasingly, communities are seeking more sustainable approaches to development and conservation where persons and societies can live within the means of what the Earth can provide over the long term. A generally accepted definition states "sustainability meets the needs of the present without compromising the ability of future generations to meet their own needs."[2] The emission of GHGs is one critical issue among many that cumulatively contribute to a community's and a region's sustainability.

Sustainability principles also recognize the need to balance the environment with economic and social equity needs. A sustainable economy is one in which good jobs are available for residents and businesses thrive, providing capital to support human needs and protect the environment. A sustainable society is one in which residents are well-educated, have access to cultural activities, are physically active and healthy, and

[2] United Nations World Commission on Environment and Development

participate with their neighbors in community activity. Together, these are referred to as the "triple bottom line" of sustainability and all are considered of equal importance.

The County of San Diego can move towards sustainability and a reduction of GHG emissions by managing land development and building construction, conserving habitats and natural resources, providing efficient transportation and mobility systems, and developing its infrastructure and public services. As described for Guiding Principle 2, land should be developed more compactly, resulting in reduced automobile use and increased use of public transit, walking, and bicycling. This will result in less consumption of gasoline, generation of less air pollution and GHG emissions, the preservation of greater amounts of habitat and agricultural lands, and the improvement of the lifestyles and health of community residents. Locating residences closer to retail stores and jobs also increases the economic viability of those commercial entities. Providing new recreational facilities and access to the County's abundant open spaces can improve public health. Similarly, choices for alternative transportation modes including bus and transit systems, pedestrian routes, and bicycle paths should be expanded, as described in Guiding Principle 6. This will result in similar benefits to public health by increasing outdoor activities.

Reduced consumption of energy, water, and raw materials, generation of waste, and use of toxic and hazardous substances should be considered in all aspects of development. Buildings should be oriented on properties to maximize opportunities for solar access and photovoltaic energy systems. Rainfall should be captured on site, lessening runoff into storm drainage facilities and pollution of creeks and streams, and used for irrigation and to replenish the groundwater supply. Buildings should be designed to reduce energy consumption by incorporating natural ventilation, insulation, sunshades, use of energy-efficient equipment, and similar techniques. Wastewater should be re-used for irrigation, toilets, and other suitable purposes. Sites should be landscaped with plant materials that are drought-tolerant and require little water and fertilizer. These represent some of the diverse techniques that should be considered as growth occurs in the County.

Guiding Principle 8

Preserve agriculture as an integral component of the region's economy, character, and open space network.



Agriculture contributes to the County's rural character and is an important contributor to the regional economy. Unlike many agricultural areas that depend primarily on soil quality, agriculture in San Diego County relies primarily on the region's mild climate and its long growing seasons. These factors allow the County to facilitate small farms and crop diversification through support of the Farm and Home Advisor.

Growth and development in the County should be directed to areas so as to protect opportunities for continued agricultural production. Development of compact communities, as defined by Guiding Principle 2, will contribute to this objective. Permitted densities in prime agricultural areas should be reduced to sustain sufficient parcel size

for viable agricultural activities. Incentives should be provided to enable farmers to create small lot subdivisions while retaining the bulk of their land for agricultural operation. Land uses that are incompatible with agricultural uses should be prohibited from major agricultural areas. Finally, a program for the purchase of development rights for agricultural lands should be implemented.

Guiding Principle 9

Minimize public costs of infrastructure and services and correlate their timing with new development.

Population growth impacts the cost to build and operate essential public services. The development of housing, retail stores, and industrial jobs and services requires new roads, schools, parks, law enforcement, fire protection, and other public services. National studies indicate that a residential development does not pay for itself, requiring an estimated $1.42 in public expenditures for every dollar it generates in tax revenues. In California, this deficit is even greater due to the limitations of Proposition 13. In addition, dispersed development patterns, common in unincorporated areas, are costly to serve because they require a more extensive road network for transportation and fire protection, law enforcement, and emergency services. The U.S. Department of Agriculture, for example, found that the capital costs for public infrastructure are typically 74 percent greater for low-density, semi-rural development than for high-density development.[3] Although entitlement fees cover some of the initial public costs for capital improvements, they do not pay for operational or maintenance costs and property taxes do not generate sufficient revenue to fund operational costs.

To reduce the costs of construction and maintenance, development in the County should be designed to be more compact and located in proximity to existing and planned infrastructure and services. New development located near existing and planned infrastructure and services would be served in a more efficient manner and would require less extensive roads and infrastructure, as defined by Guiding Principle 2. This could reduce the need to build and operate new road networks, emergency and law enforcement facilities, libraries, schools, parks, and other public services needed to support residential development in remote areas. Additionally, new technologies and planning approaches that improve cost effectiveness of services and infrastructure should be continually sought out and applied when appropriate.

Guiding Principle 10

Recognize community and stakeholder interests while striving for consensus.

The residents of San Diego County's unincorporated communities and rural areas have chosen to live here largely due to its environmental setting of hillsides, valleys, deserts, and agriculture; low-density rural character; absence of congestion and pollution; friendliness of neighbors; and pace of life that contribute to a high quality of life distinct from the urbanized environment of coastal San Diego and adjoining inland areas. As growth continues, development must be managed to protect these assets.

[3] "Development of the Urban Fringe and Beyond," Economic Research Service, USDA, June 2001. The report defines "low density" as less than 2 dwelling units per acre.



A community meeting held during the General Plan Update planning process

In addition to individual property owners, stakeholders of this Plan primarily include community groups, the building industry, environmental organizations, agricultural interests, and planning and design professionals. These groups represent a myriad of competing interests as do the goals and policies in this Plan that address those interests. While there is often an apparent disconnect between the goals and policies, the Plan's implementation must strike a balance between these individual interests.

To this end, opportunities must continue to be provided to engage the County's residents, business persons, and stakeholder interests in planning and development decisions that affect the character and quality of the communities and rural areas. Forums for citizens to voice their opinions and provide input regarding proposed land uses to be accommodated; their density, design and development character; compatibility and "fit" with existing uses; obligations to support public infrastructure and services; and impact mitigation must be continued. Where significant debates occur, processes should be established to enable each viewpoint to be heard and for compromise positions to be reached. Community groups such as the community planning and sponsor groups should continue to have an active role in these processes.

CHAPTER 3 Land Use Element

Introduction

The **Land Use Element** provides a framework to accommodate future development in an efficient and sustainable manner that is compatible with the character of unincorporated communities and the protection of valuable and sensitive natural resources.

Currently, the County of San Diego is faced with both significant growth pressures and severe environmental constraints. While population continues to grow, the supply of land capable of supporting development continues to decrease. In accommodating this growth, the land use plan encourages the provision of diverse housing choices while protecting the established character of existing urban and rural neighborhoods.

In general, the majority of new development—approximately 80 percent—is planned within the County Water Authority (CWA) boundary. This strategy coincides with the provision of imported water in San Diego County's semi-arid environment, and reflects the development pattern of the County's largest unincorporated communities, which are located in the County's western areas where demand for new development has and will continue to be greatest. The County's unincorporated communities and rural lands, however, exhibit tremendous diversity. This General Plan recognizes and encourages these unique identities by providing sufficient flexibility within a countywide framework to respect the character of individual communities, neighborhoods, and landscapes.

Focusing development in and around existing unincorporated communities allows the County to maximize existing infrastructure, provides for efficient service delivery, and strengthens town center areas while preserving the rural landscape that helps define the unique character of the unincorporated County.

Purpose and Scope

COUNTYWIDE

The Land Use Element is a framework that provides maps, goals, and policies that guide planners, the general public, property owners, developers, and decision makers as to how lands are to be conserved and developed in the unincorporated County. The first section, **Land Use Framework**, defines the categories of use to be permitted. These are defined at two scales: *(a)* broadly defined regional categories differentiated by character and overall density and *(b)* detailed categories that break-down the regional categories into more precise land use types, population densities, and development intensities. The Land Use Maps Appendix presents the **Land Use Map** depicting the allocation of these categories to all unincorporated County lands based on the General Plan's **Guiding Principles** in Chapter 2 (Vision and Guiding Principles). The Land Use Map serves as the regulatory document guiding land use, conservation, and development. The final section presents the goals and policies that carry out and amplify the intentions of the Land Use Map.

COMMUNITY PLANS

While the Land Use Element inclusive of Land Use Maps and Goals and Policies applies to all lands throughout the unincorporated County, there are special land use issues and objectives that uniquely pertain to each of its diverse communities. These are addressed by **Community Plans** in which goals and policies are

defined to provide more precise guidance regarding the character, land uses, and densities within each community planning area. Though Community Plans are a part of this General Plan, they are bound separately and must be referenced in determining the types and density of land use that may be considered for any property within the community planning area.

PUBLIC INFRASTRUCTURE AND SERVICES

Public infrastructure such as roads, drainage facilities, sewer and water lines, and treatment plants are the structural framework that supports development. Their availability plays an important part in determining the pattern of land uses within a community, as well as the direction and intensity of growth. Community services such as law enforcement, fire protection, libraries, and parks are important to the safety and livability of communities. They can affect the well-being of communities and should also be accounted for when planning future growth.

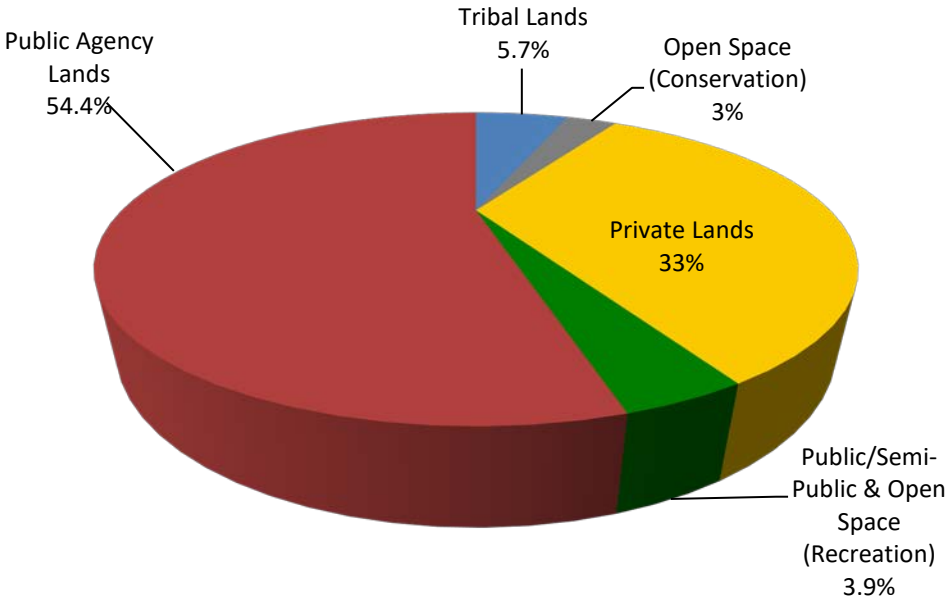
Community services and infrastructure in the County of San Diego are either provided by the County or by independent agencies and special districts at the local, regional, state, and federal levels. Actions taken by these independent districts for the planning, provision, and funding of public facilities are not subject to the County's land use authority. The County does operate and maintain several dependent sanitation districts and wastewater facilities. In addition, some regional public facilities, such as courthouses, are under the authority of the County and serve the entire San Diego region, including residents of the County's 18 cities. Also, the County operates the library system for all unincorporated areas, along with some incorporated jurisdictions.

This element includes a **Community Services and Infrastructure** section. Goals and policies specific to services or infrastructure that correspond to other elements can be found in those elements. Refer to the Mobility Element for transportation-related infrastructure, the Conservation and Open Space Element for recreational facilities, and the Safety Element for emergency services and law enforcement.

Land Use Setting

The unincorporated portion of San Diego County is located in the southwestern corner of California and encompasses approximately 2.3 million acres, or 3,570 square miles. A majority of the unincorporated County's land, in excess of 90 percent, is either open space or undeveloped. This includes several large federal, state, and regional parklands that encompass much of the eastern portion of the County. Only 35 percent or about 807,000 acres of the unincorporated County is privately owned. In 2007, it was estimated that approximately 5.6 percent of the unincorporated County, or 128,369 acres, was private undeveloped land with potential for future development in Village, Semi-Rural, Commercial, or Industrial areas.

Land Ownership in the Unincorporated County



SOURCE: County of San Diego DPLU 2011

The predominant pattern of development in the unincorporated County is rural in character, offering a choice in use and lifestyle different from the urbanized coastal and inland communities. Dispersed throughout the unincorporated County are over 20 distinct communities that vary in land use and density. In general, the communities include a core of local-serving commercial uses, services, schools, and public facilities surrounded by residential neighborhoods. They vary from "semi-suburban" communities that transition in scale and density from adjoining incorporated cities to low-density "village" centers surrounded by agricultural lands and open spaces. Some of the communities are uniquely defined by their setting in hillside areas, the desert valley, and agricultural areas.

The most developed communities are located along the unincorporated territory's westernmost boundaries and include the community plan areas of Spring Valley, Sweetwater, Valle de Oro, Lakeside, San Dieguito, portions of North County Metro, and Fallbrook. These areas are largely within the County Water Authority service area and have had access to water, sewer, roads, schools, and comparable public facilities, enabling them to grow at a faster rate. As such facilities are more costly and difficult to develop as distances increase further inland, development occurs more sparsely in the backcountry region.

Guiding Principles for Land Use

The Land Use Element's maps and goals and policies are based on and amplify the Guiding Principles specified in Chapter 2 of the General Plan. Central to the land use concept for unincorporated San Diego County is a development pattern that balances the land requirements of residential growth, with those of commerce, agriculture, recreation, and wildlife habitats.

The location and densities of land uses, as depicted on the Land Use Map, are based on an analysis of development constraints such as road access, available water/sewer services, topography, significant

habitats, groundwater resources, hazards, and accessibility to emergency fire protection services. Using these factors in defining permitted land use locations and densities is consistent with the County's Strategic Initiatives (which include safe livable communities and the environment) and *California Government Code* requirements. This approach will promote health and well being, while reducing environmental impacts that would likely result from locating development in inappropriate locations.

Within these constraints, the core concept for the County's development directs future growth to areas where existing or planned infrastructure and services can support growth and locations within or adjacent to existing communities. By giving priority to areas identified for urban level densities, this concept also helps to retain the rural setting and lifestyle of remaining areas of the County. Most areas that are appropriate for growth are located within the CWA boundary, while future development outside that boundary is limited. To decrease potential development outside the CWA boundary and areas without infrastructure and services, residential densities will typically be reduced where land is not already subdivided.

The Land Use Element establishes a model for community development based on a physical structure defining communities by a "village center" surrounded by semi-rural or rural land. In communities inside the CWA boundary, higher density neighborhoods and a pedestrian-oriented commercial center would provide a focal point for commercial and civic life. Medium-density, single-family neighborhoods, as well as a broad range of commercial or industrial uses, would surround the commercial core. Semi-rural neighborhoods surrounded by greenbelts, agricultural uses, or other rural lands would be located outside the more urbanized portion of the community.

Relationship to Other GP Elements

In many respects, the issues, goals, and policies discussed in the Land Use Element represent the synthesis of those of all or most other General Plan elements. Nearly any issue that deals with the physical characteristics of the land has implications for land use conservation and development. Recognition and understanding of the interrelationship between the Land Use Element and these other elements is necessary to assure an integrated and cohesive General Plan. The following describes the interrelationships between these elements:

- **Mobility Element**—The Mobility Element provides the backbone of roads, bike routes, and trails that support the uses designated by the Land Use Element, connect the communities, and are linked within the region. The capacity required for the road network is based on the average number of daily vehicle trips that would be generated with build-out of the uses designated by the Land Use Map, in consideration of infrastructure costs, environmental constraints, and community compatibility. Goals and policies of the Land Use Element closely consider the design, characteristics, and availability of transportation infrastructure addressed by the Mobility Element to assure their compatibility with the character and needs of the communities.
- **Housing Element**—The Land Use Element is closely related to the Housing Element in that the Land Use Map must provide sufficient capacity to meet goals of the State Housing Law including the Regional Housing Needs Assessment. It establishes the distribution of residential growth and densities appropriate for a range of housing types and affordability.
- **Conservation / Open Space Element**—The Conservation and Open Space Element provides measures for the preservation, conservation, development, and use of natural resources. In turn, these influence

the distribution and density of use depicted by the Land Use Map. Additionally, the Land Use Map incorporates designations that support the conservation and preservation of natural resources.

- **Safety Element**—The Safety Element identifies and maps hazards and provides hazard-specific goals and policies to more clearly guide land use to protect life and property from potential hazards. The Land Use Element goals, policies, and map minimize future development in hazardous areas.

- **Noise Element**—The Noise Element establishes noise compatibility guidelines that are applied to future development. In addition, noise compatibility concerns were taken into account during development of the Land Use Map.

Land Use Framework

The General Plan guides the intensity, location, and distribution of land uses in the unincorporated County through a two-tier land use framework. The first tier, **Regional Categories**, establishes a hierarchy for the overall structure and organization of development that differentiates areas by overall character and density, while the second tier, **Land Use Designations**, disaggregates these categories and provide more precise direction regarding the planned density and intensity of residential, commercial, industrial, open space, and public land uses. This framework establishes the range and intensity of allowable land uses, for all areas under the County of San Diego's land use jurisdiction. Unincorporated San Diego County contains numerous lands that are outside the land use jurisdiction of the County, such as tribal lands, military installations, public utility lands, State parks, and national forests. Examples of these lands include the Cleveland National Forest, Anza-Borrego State Park, Cuyamaca Rancho State Park, Palomar Mountain State Park, Marine Corps Base Camp Pendleton, and 18 different tribal reservations. While the land use framework does not apply to these lands, the present and planned uses on these lands were considered in its development and assignment of the Regional Categories and Land Use Designations. Additionally, this element contains goals and policies that relate to the planning and development of these lands.

The Community Development Model

A major component to guiding the physical planning of the County is the **Community Development Model** (discussed in Chapter 2). The Community Development Model is implemented by three regional categories—Village, Semi-Rural, and Rural Lands—that broadly reflect the different character and land use development goals of the County's developed areas, its lower-density residential and agricultural areas, and its very low–density or undeveloped rural lands (see Figure LU-1 [Regional Categories Map] at the end of the section). The Community Development Model directs the highest intensities and greatest mix of uses to **Village** areas, while directing lower-intensity uses, such as estate-style residential lots and agricultural operations, to **Semi-Rural** areas. The Semi-Rural category may effectively serve as an edge to the Village, as well as a transition to the lowest-density category, **Rural Lands**, which represents large open space areas where only limited development may occur.

The three regional categories are described further in the following section. As a broad set of development classifications, the Regional Categories do not specify allowable land uses, but rather the general regional structure, character, scale, and intensity of development. The Regional Categories allow many different land

use types to be planned in a more unified, regional manner. As a result, they do not regulate allowed uses or intensities of individual development proposals. Instead, they are intended to provide a structure for the location of specific Land Use Designations, described later in this element, that define allowed type and intensity of uses.

To facilitate a regional perspective, the Regional Categories of Village, Semi-Rural Lands, and Rural Lands have been applied to all privately-owned lands within the unincorporated County. The Open Space (Recreation), Open Space (Conservation), and Public/Semi-Public Facilities designations can be assigned to any of the Regional Categories, based on ownership and location. Tribal Lands and Federal and State Lands (including MCB Camp Pendleton) are assigned to the No Jurisdiction Regional Category. As shown in Figure LU-1, approximately 2.3 percent of the County is designated as Village, 10.3 percent as Semi-Rural, 36.7 percent as Rural Lands, and 50.7 percent as No Jurisdiction.[1]

Regional Categories

As stated above, the Regional Categories provide a framework for the regional distribution of uses that serves as the foundation for the Land Use Map designations, goals, policies, and regulations that guide future development.

VILLAGE

The Village category identifies areas where a higher intensity and a wide range of land uses are established or have been planned. Typically, Village areas function as the center of community planning areas and contain the highest population and development densities. Village areas are typically served by both water and wastewater systems. Ideally, a Village would reflect a development pattern that is characterized as compact, higher density development that is located within walking distance of commercial services, employment centers, civic uses, and transit (when feasible).



Alpine Boulevard serves as the primary circulation route in the village of Alpine



Rural Village of Pine Valley in the Central Mountain Subregion

Generally, larger Villages are anchored by "**Town Center**" areas that serve as focal points for commercial and civic life. Town Centers often benefit from the development of more detailed plans to guide new

[1] These percentages are based off the Draft Land Use Map, and will be updated based upon what Land Uses are adopted by the Board of Supervisors.

development in achieving consistency with the goals and policies of the General Plan. 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
- Community-serving private and public facilities

Transit Nodes typically encompass lands within walking distance—approximately one-half mile—of future rapid transit stations and should be located within a Village. These may be planned as diverse, mixed-use areas with a range of residential, commercial, and where appropriate, employment-generating land uses (e.g., office/professional or industrial) as well as parks and civic spaces. However, planning must be consistent with the type and quantity of ridership expected of the node as well as the surrounding community. Potential Transit Node locations are based on long-range transit plans and include rail stations as well as express bus stops that feed into rail systems.

SEMI-RURAL

The Semi-Rural category identifies areas of the County that are appropriate for lower-density residential neighborhoods, recreation areas, agricultural operations, and related commercial uses that support rural communities. Semi-Rural areas often function as a transition between the Village and Rural Lands categories, providing opportunities for development, but without the intensity and level of public services expected in Villages and with design approaches that blend the development with the natural landscape. Semi-Rural residential densities are derived in consideration of the physical conditions, community character, and availability of public services, roads, and other infrastructure. Higher densities within the allowable range should be located near Village areas, while lower densities should be located near Rural Land areas. Site design methods that reduce on-site infrastructure costs and preserve contiguous open space or agricultural operations are encouraged.



Semi-rural development patterns in Bonsall community



View of the Cuyamaca Reservoir and rural community

RURAL LANDS

The Rural Lands category is applied to large open space and very-low-density private and publicly owned lands that provide for agriculture, managed resource production, conservation, and recreation and thereby retain the rural character for which much of unincorporated County is known. Rural areas are not appropriate for intensive residential or commercial uses due to significant topographical or environmental constraints, limited access, and the lack of public services

or facilities. Further, the undeveloped nature of Rural Lands benefits all of San Diego County by doing the following:

- Preserving the County's rural atmosphere
- Protecting land with significant physical or environmental constraints or hazards
- Preserving open space, farmland, and natural resources
- Providing open space buffers and a visual separation between communities
- Preserving and providing land for agricultural opportunities
- Preventing sprawl development, which reduces vehicle miles traveled and greenhouse gas emissions

NO JURISDICTION

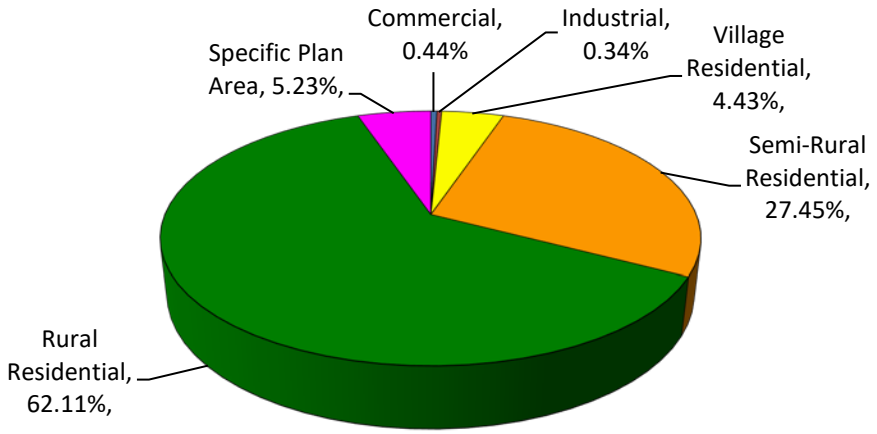
The No Jurisdiction Regional Category is applied to those areas where the County does not have land use planning jurisdiction, including lands under state or federal jurisdiction and tribal reservations.

Land Use Designations

Where the Regional Categories represent a broad framework for the form and organization of development, the Land Use Designations are property specific and identify the type and intensity of land uses that are allowed. The Land Use Designations are defined by the land use type—Residential, Commercial or Industrial—and the maximum allowable residential density or nonresidential building intensity. The designations are applied throughout the County, as shown on Land Use Maps, which are located in the Land Use Maps Appendix. More specific standards may be established for each Land Use Designation to implement the goals and policies of the General Plan, through such tools as the Zoning Ordinance, to address impacts related to specific land uses or the needs of an individual community.

Assignment of the land use designations to lands in the County is guided by the goals and policies contained in this element, which reflect the Guiding Principles presented in Chapter 2. A general summary of the designations is shown on the Land Use Maps in the Land Use Maps Appendix. The pie chart shown below depicts how the privately owned lands are designated.

Land Use Designations for Privately Owned Lands in the Unincorporated County



Development within **Residential**, **Commercial**, **Industrial**, **Specific Plan Areas**, and **Public/Semi-Public** General Plan land use designations is regulated through either a maximum residential density or building intensity. **Residential density** is expressed as a maximum number of dwelling units per gross acre (exclusive of public road rights-of-way). **Nonresidential building intensity** is expressed as a maximum floor-area ratio (FAR). A **floor-area ratio** (FAR) is the ratio of the gross building square footage on a lot to the net square footage of the lot or parcel (listed in Table LU-1 [Land Use Designations and Compatible Regional Categories]). For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building area, regardless of the number of stories in the building. When combined with height and setback standards in the Zoning Ordinance, a maximum FAR can also be clearly translated into limits on building mass and bulk. In addition to density/intensity standards, some land use classifications also stipulate allowable building types, such as single-family residential, to respect the character of certain existing and planned neighborhoods.



Multifamily housing in 4S Ranch



Single-family residential at 7.3 dwelling units per acre

RESIDENTIAL LAND USE DESIGNATIONS

Seventeen residential land use designations provide for a full range of housing types, from village multi-family development to rural single-family housing. As noted previously, residential densities are stated as a maximum number of housing units per gross acre with the provision that at least one dwelling unit may be built on each existing legal lot designated for residential use. The stated maximum residential density may or may not be achievable in a given area due to local site conditions and constraints. In addition to these primary residential designations, residential uses are also permitted in certain commercial designations as specified in the Zoning Ordinance.

Second dwelling units are allowed pursuant to the Zoning Ordinance and are in addition to the maximum densities otherwise permitted.

VILLAGE RESIDENTIAL DESIGNATIONS

Nine residential land use designations are applied within the Village regional category ranging from two to 30 dwelling units per gross acre. Village residential densities are not subject to density reductions based on slope. The residential densities permitted within Village areas typically require water and wastewater service and can support a range of housing types including single-family and multifamily housing. Generally, residential densities of 10.9 dwelling units per gross acre or higher require multi-family development. Typically, multi-family development is characterized as attached apartments or condominiums that are two to three stories in height. The higher densities may require structured or underground parking.

Table LU-1 Land Use Designations and Compatible Regional Categories

Designation	Maximum Density[b]	Maximum FAR[a]	Compatible Regional Category[f]		
			Village	Semi-Rural	Rural Lands
Village Residential					
Village Residential 30 (VR-30)	30 units per gross acre	—	X		
Village Residential 24 (VR-24)	24 units per gross acre	—	X		
Village Residential 20 (VR-20)	20 units per gross acre	—	X		
Village Residential 15 (VR-15)	15 units per gross acre	—	X		
Village Residential 10.9 (VR-10.9)	10.9 units per gross acre	—	X		
Village Residential 7.3 (VR-7.3)	7.3 units per gross acre	—	X		
Village Residential 4.3 (VR-4.3)	4.3 units per gross acre	—	X		
Village Residential 2.9 (VR-2.9)	2.9 units per gross acre	—	X		
Village Residential 2 (VR-2)	2 units per gross acre	—	X		
Semi-Rural					
Semi-Rural 0.5 (SR-0.5)	1 unit per 0.5, 1, or 2 gross acre	—	X	X	
Semi-Rural 1[c] (SR-1)	1 unit per 1, 2, or 4 gross acres	—	X	X	
Semi-Rural 2[c] (SR-2)	1 unit per 2, 4, or 8 gross acres	—	X	X	
Semi-Rural 4[c] (SR-4)	1 unit per 4, 8, or 16 gross acres	—	X	X	
Semi-Rural 10[c] (SR-10)	1 unit per 10 or 20 gross acres	—	X	X	
Rural Lands					
Rural Lands 20 (RL-20)	1 unit per 20 gross acres	—	X	X	X
Rural Lands 40 (RL-40)	1 unit per 40 gross acres	—	X	X	X
Rural Lands 80 (RL-80)	1 unit per 80 gross acres	—	X	X	X
Commercial					
General Commercial (C-1)	—[e]	0.45 or 0.70[a]	X	X	
Office Professional (C-2)	—[e]	0.45 or 0.80[a]	X	X	
Neighborhood Commercial (C-3)	—[e]	0.35 or 0.65[a]	X	X	
Rural Commercial (C-4)	2 units per gross acre	0.35 or 0.60[a]	X	X	X
Village Core Mixed Use (C-5)	30 units per gross acre[d]	0.70[d]	X		
Industrial					
Limited Impact Industrial (I-1)	—[e]	0.60	X	X	
Medium Impact Industrial (I-2)	0	0.50	X	X	X
High Impact Industrial (I-3)	0	0.35	X	X	X
Other - with the exception of Specific Plan Area, the following designations are compatible with the No Jurisdiction Regional Category (see page 3-7)					
Tribal Lands (TL)	—[f]	—			
Public Agency Lands	—[f, h]	—			
Specific Plan Area (SPA)[g]	refer to individual SPA	—	X	X	X
Public/Semi-Public Facilities (P/SP)	—[h]	0.50	X	X	X
Open Space—Conservation (OS-C)	0	—	X	X	X
Open Space—Recreation (OS-R)	1 unit per 4, 8, or 16 gross acres[i]	—	X	X	X

a. Maximum floor area ratio is provided based on regional categories to guide intensity of development. Community Plans may specify specific areas where these FARs may be exceeded such as areas with shared parking facilities or mixed uses, areas in or around town centers or transit nodes, or when other special circumstances exist.
b. The General Plan land use densities for emergency shelters shall not apply to the County of San Diego, or lands that they control, during, immediately following, or throughout the recovery efforts authorized by the County of San Diego, related to an emergency declared by the Governor of the State of California and/or the Board of Supervisors of the County of San Diego.
c. The maximum density for lands designated as Semi-Rural is based on the slope of the site (see Table LU-2).
d. This denotes the upper range for each component, but there is no expectation that this would be achieved when each component is applied in the same area. The maximum FAR in the Village Core Mixed Use Designation is 0.7 unless offsite parking or underground parking is provided in conjunction with the proposed development. In that case, the maximum FAR could be up to 1.3.
e. Maximum residential densities are applied per the Zoning Ordinance.
f. The reflection of existing land uses on the Land Use Map results in some land use designations that are not consistent with the compatibility set forth in this table. This exception is available to existing land uses only.
g. This designation solely reflects those designations retained from the former General Plan. New SPAs will not be shown on the Land Use Map under the SPA designation, rather these areas will retain their underlying land uses.
h. Refer to Policy LU-1.6
i. Residential uses would not occur within this designation unless the proposed development has been carefully examined to assure that there will be no significant adverse environmental impacts, and erosion and fire problems will be minimal.

SEMI-RURAL RESIDENTIAL DESIGNATIONS

Five residential land use designations are applied within Semi-Rural regional category (refer to Table LU-1). Semi-Rural densities range from one dwelling unit per 0.5 acre to one dwelling unit per ten gross acres. Residential development within Semi-Rural areas is not typically served by municipal sewer systems, but is often served by municipal water systems especially where water-intensive crops such as avocado and citrus are common.

In an effort to balance the allowance of reasonable use of property on lands constrained by steep slopes, the maximum allowable residential densities for the five Semi-Rural designations are reduced according to Table LU-2 (Density Formula for Slope-Dependent Lands).



Examples of semi-rural residential at one to two dwelling units per acre

Table LU-2 Density Formula for Slope-Dependent Lands

Land Use Designation	Slope less than 25%	Slope 25% to less than 50%	Slope 50% or greater
Semi-Rural 0.5	2 du/gross acre	1 du/gross acre	1 du/2 gross acres
Semi-Rural 1	1 du/gross acre	1 du/2 gross acres	1 du/4 gross acres
Semi-Rural 2	1 du/2 gross acres	1 du/4 gross acres	1 du/8 gross acres
Semi-Rural 4	1 du/4 gross acres	1 du/8 gross acres	1 du/16 gross acres
Semi-Rural 10	1 du/10 gross acres	1 du/20 gross acres	1 du/20 gross acres

Density calculations shall be based on a topographic map with 10-foot contour intervals or less. To calculate maximum density for a property the acreage of the property should be divided into the above three categories (<25%, 25–50%, >50%), each total should be multiplied by the associated density, and then the resulting yields combined.
du = dwelling unit

RURAL LANDS RESIDENTIAL DESIGNATIONS

Four residential land use designations are applied within the Rural Lands regional category. The densities provided by these designations are the lowest in the unincorporated County—ranging from one dwelling unit per 20 gross acres, to one dwelling unit per 80 gross acres—and are intended to reflect and preserve the rural agricultural, environmentally constrained, and natural "backcountry" areas of the County (see Table LU-1). Residential development within the Rural Lands category is typically not served by either municipal water and or municipal sewer systems.



House on a large lot in a rural area of County

NONRESIDENTIAL LAND USE DESIGNATIONS

Eight nonresidential land use designations provide for commerce and employment in the unincorporated County. The maximum development intensity of uses in these designations is expressed as a maximum FAR (see Table LU-1). As these are expressed as maximums, in many communities the desired FAR will likely be lower. Similarly, in specific areas (identified by Community Plans) it may be appropriate to accommodate an increased FAR to meet specific development objectives, such as areas with shared parking facilities, mixed uses, or around Town Centers or Transit Nodes. Detailed regulations specified in the Zoning Ordinance will support the desired development intensity. In any case, the permitted development intensity must be supportive of the goals and policies of the General Plan and the applicable Community Plan.

While zoning regulations and site constraints may reduce development potential within the allowable range, zoning can also provide specific exceptions to the FAR limitations, such as FAR bonuses in return for the provision of public amenities or other community benefits. Illustrative public amenities and benefits include public parks and affordable housing units.

COMMERCIAL DESIGNATIONS

General Commercial. This designation provides for commercial areas where a wide range of retail activities and services are permitted. This designation is appropriate for the following types of commercial areas: (1) regional shopping centers, (2) community shopping centers, and (3) existing strip development or commercial clusters containing small but diverse commercial uses. Uses permitted within this designation are typically limited to commercial activities conducted within an enclosed building. Residential development may also be allowed as a secondary use in certain instances. The maximum intensity of General Commercial development varies according to the compatible regional category as follows:

- Village—0.70 FAR
- Semi-Rural—0.45 FAR



Shopping center in the Valle de Oro community

Neighborhood Commercial. This designation provides locations for limited, small-scale retail sales and service uses intended to meet the convenience needs of local residents. The limited commercial uses allowed under this designation should be considered in contrast to the larger scale and more broadly serving General Commercial designation. Neighborhood Commercial establishments should be compatible in bulk and scale with adjacent residential



Neighborhood Commercial use in the Crest community

neighborhoods. Residential development may also be allowed as a secondary use in certain instances. The maximum intensity of Neighborhood Commercial development varies according to the compatible regional category as follows:

- Village—0.65 FAR
- Semi-Rural—0.35 FAR

Rural Commercial. This designation provides for small-scale commercial and civic development. Mixed-use development may take the form of small offices or residences up to two units per gross acre (as further specified by the Zoning Ordinance) either above ground-floor retail uses or separated structures typically with commercial or civic uses located along the road frontage. A wide variety of local serving commercial and civic uses is encouraged by this designation, including: retail stores; visitor-oriented services; automotive sales and services; eating and drinking establishments; professional offices; business and personal services; and parks, libraries, and other community facilities. The maximum intensity of Rural Commercial development varies according to the compatible Regional Category as follows:



Rural Commercial use in Valley Center

- Rural Village—0.60 FAR
- Semi-Rural and Rural Lands—0.35 FAR



Mixed uses along Main Avenue in Fallbrook

Village Core Mixed Use. This designation is intended for pedestrian-scaled town center development. A wide variety of commercial, civic, and residential uses are encouraged by this designation, and these uses may be mixed "vertically"—on separate floors of a building—or "horizontally"—in separate buildings on a single site or on adjacent parcels. To maintain a pedestrian scale and orientation, retail and other active uses are encouraged at street level. Structured parking may be necessary to accommodate allowable densities, and shared parking arrangements may be allowed consistent with the nature of the mixed uses. Specific maximum FAR and residential density standards shall be developed through community-specific town center planning, though in no case, within either multiple- or single-use buildings, may nonresidential intensities exceed 1.3 FAR or residential densities exceed 30 units per acre. Permitted uses must be consistent with the town center plan, or in absence of a town center plan, shall not preclude the development and implementation of such a plan.

Office Professional. This designation provides areas dedicated to administrative and professional services as well as limited retail uses related to or serving the needs of the primary office uses. Residential development may also be allowed as a secondary use in certain instances. The maximum intensity of Office Professional development varies according to compatible regional category as follows:

- Village—0.80 FAR
- Semi-Rural—0.45 FAR



Office complex in Rancho San Diego

INDUSTRIAL DESIGNATIONS

Limited-Impact Industrial. This designation provides for both freestanding and campus-style industrial development in Village and Semi-Rural areas with access to key transportation corridors at a maximum FAR of 0.60. Typical uses within this designation include light manufacturing, processing, and assembly, all within enclosed buildings, with no exterior indications of such activity or need for outdoor storage. This designation may be located in close proximity to residential and commercial designations in Village and Semi-Rural areas with suitable screening and buffering. Supporting uses—such as office, business service, and institutional uses—and accessory retail uses are also allowed.



Public storage facility in Spring Valley

Medium-Impact Industrial. This designation provides for freestanding industrial development in all Regional Category areas with access to key transportation corridors at a maximum FAR of 0.5. Typical uses within this designation include: manufacturing, processing, and assembly; warehousing and distribution; large equipment supply and sales; and other industrial and commercial activities that are generally incompatible with dissimilar adjacent land uses. Uses in this designation may include outdoor operations or require significant outdoor storage of process materials and product. This designation should generally not be located in close proximity to residential and commercial designations in Village areas, because significant screening and buffering will typically be required to minimize unacceptable off-site impacts. Supporting uses are allowed in this designation, including business services.



Medium-Impact Industrial use with outdoor storage in 4S Ranch

High-Impact Industrial. This designation provides for freestanding industrial development in areas with access to key transportation corridors at a maximum FAR of 0.35. Typical uses within this designation are similar to those of the Medium Impact Industrial designation and include: manufacturing, processing, and assembly; warehousing and distribution; large equipment supply and sales; and other industrial and commercial activities that are generally incompatible with dissimilar adjacent land uses. However, the off-site impacts of industrial uses in this designation are likely to be more significant due to process, product, and reliance on outdoor operations or storage of process materials and product. Therefore, this designation may be incompatible with most Village areas and must be thoughtfully applied in any location in the unincorporated area. In certain limited circumstances it may be designated near the periphery of Village areas where the industrial use is isolated from residential and commercial designations and all allowed uses are adequately screened and buffered to eliminate unacceptable off-site impacts. Secondary support uses are also allowed in this designation, including related business and industrial services.



Steel fabricating plant in Spring Valley

OTHER LAND USE DESIGNATIONS

Seven additional land use designations are applied in the General Plan to recognize other existing land use types and jurisdictions. Four designations—Specific Plan Areas, Public and Semi-Public Facilities, Open Space—Conservation, and Open Space—Recreation—generally relate to areas where the County or some other agency controls land under County jurisdiction to provide public facilities, such as schools, protect open space resources, or to serve recreational needs. Two other designations—Tribal Lands, and Federal and State lands—apply to areas where the County has no jurisdiction over land use.



Resort hotel, casino, and golf course on the Barona Reservation

Tribal Lands. These lands comprise about 126,000 acres, or five percent of the unincorporated County on 18 federally recognized reservations or Indian villages. Tribal lands are primarily located in Rural Areas.

Public Agency Lands (State Parks, National Forests and other public agency non-conservation lands). Public agency lands comprise 1,160,700 acres, or 50.8 percent, the majority of the unincorporated County land area. State Parks—including Anza-Borrego Desert State Park, Cuyamaca Rancho State Park, and Palomar Mountain State Park—and the Cleveland National Forest contribute significantly to the unique and unspoiled character of the County's backcountry. The County contains several military installations, including Marine Corps Base Camp Pendleton, which alone encompasses about 135,000 acres, or



Laguna Meadow within the Cleveland National Forest

six percent of the unincorporated County. These installations are designated as "Military Installations." This category also includes lands owned by the Bureau of Land Management (BLM) and incorporated jurisdictions.

Specific Plan Area. This designation is applied to **areas** where a Specific Plan was adopted by the County prior to the adoption of this General Plan. Specific Plans may contain residential, commercial, industrial, public, institutional, and/or open space uses; and detailed land use regulations are contained within each adopted specific plan document. The designation of new Specific Plan Areas to substitute for General Plan Land Use Designations is not permitted. This is not intended to restrict the use of Specific Plans, which are useful planning tools allowed for by State law and may be developed for areas of the County to provide more precise guidance for land development, infrastructure, amenities, and resource conservation consistent with the use types and densities specified by the Land Use Designations and the goals and polices of the General Plan. The intention is to retain the underlying densities on the General Plan Land Use Plan to clearly show the area's relationship within the context where it is located.

Public and Semi-Public Facilities. This designation identifies major facilities built and maintained for public use. Examples include institutional uses, academic facilities, governmental complexes, and community service facilities, such as County airports, public schools, correctional institutions, solid waste facilities, water facilities, and sewer facilities. This designation may include privately owned facilities built and maintained for public use, such as hospitals, cemeteries, and landfills. A maximum FAR of 0.50 is permitted by this designation.



Post office in the rural village of Pine Valley

Public/Semi-Public Lands (Solid Waste Facility). This designation occurs on two sites in the County: the Gregory Canyon and East Otay Mesa landfill sites. On November 8, 1994, the voters adopted County of San Diego Initiative Proposition C, which amended the General Plan and re-designated the Gregory Canyon site. Similarly, on June 8, 2010, the voters adopted County of San Diego Initiative Proposition A, which re-designated the East Otay Mesa Site. Both initiatives assigned a (22) Public/Semi-Public Lands designation with a Solid Waste Facility Designator based on the General Plan that was in effect at that time. Although that designation has since been amended in an updated General Plan, the previous designation has been retained for those two sites to comply with the voter-adopted ordinances.



Open space preserved in Mountain Empire Subregion

Open Space—Conservation. This designation is primarily applied to large tracts of land, undeveloped and usually dedicated to open space, that are owned by a jurisdiction, public agency, or conservancy group. Allowed uses include habitat preserves, passive recreation, and reservoirs. Grazing and other uses or structures ancillary to the primary open space use may be permitted if they do not substantially diminish protected resources or alter the character of the

area. Such ancillary uses within this designation will typically be controlled by use-permit limitations. Open space preserves total 159,400 acres or 7 percent of the total land area in the unincorporated County. Due to the success of the County's MSCP program, this number continues to grow.

This designation is not normally applied to conservation easements within residential subdivisions on private lots.

Open Space—Recreation. This designation is applied to large, existing recreational areas. This designation allows for active and passive recreational uses such as parks, athletic fields, and golf courses. Uses and structures ancillary to the primary open space use may be permitted to enhance recreational opportunities only if they relate to the recreational purpose and do not substantially alter the character of the area.

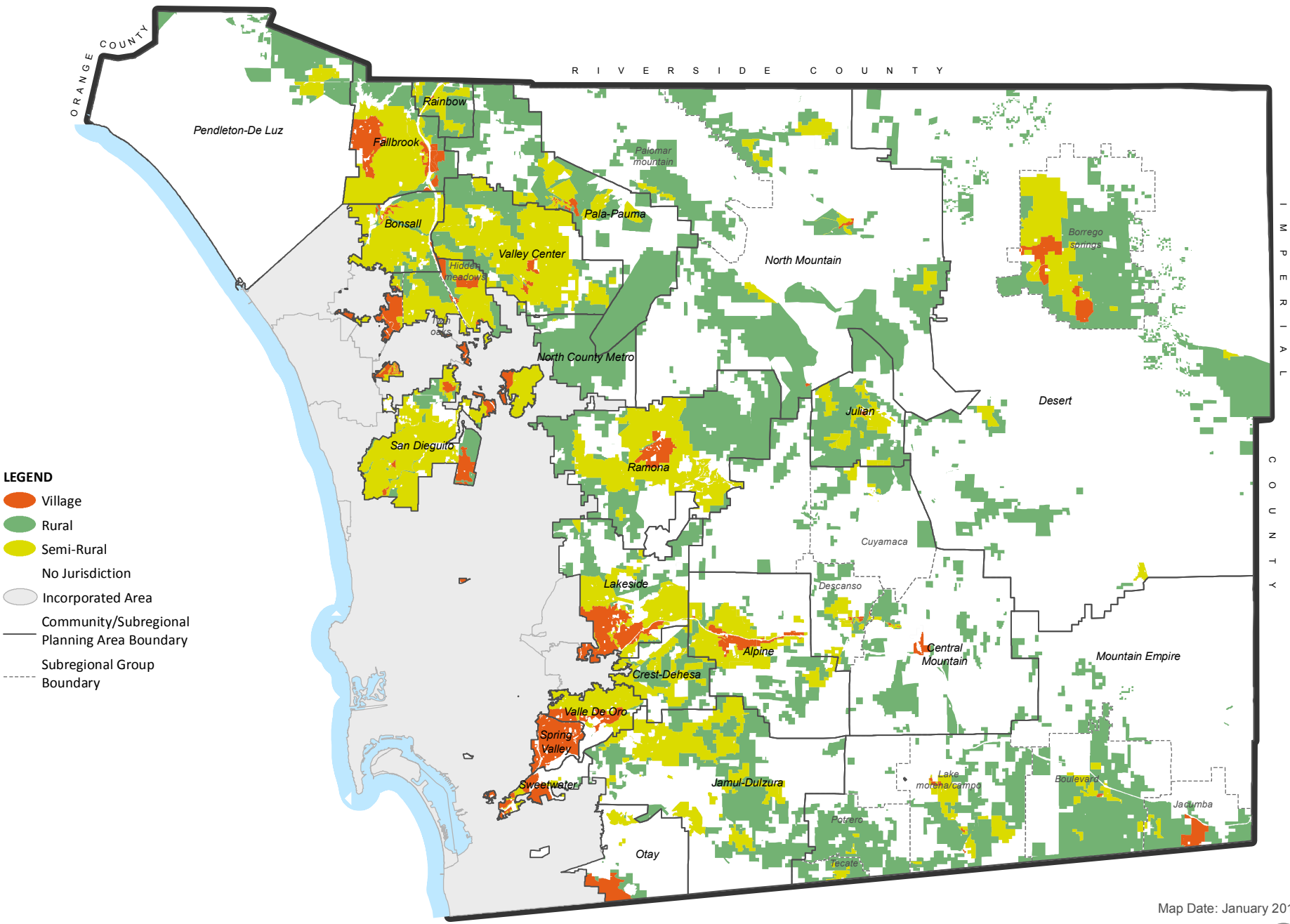


Valle de Oro Park

Regional Categories Map and Land Use Maps

The Regional Categories Map (Figure LU-1) and the Land Use Maps (located in the appendix) are graphic representations of the Land Use Framework and the related goals and policies of the General Plan. As required by State law, these depict the general distribution, location, and extent of the uses of the land for housing, business, industry, open space, education, public buildings, and other categories of public and private uses of the land. The land use designations are shown on these maps as color or graphic patterns and correspond directly to the designations shown on Table LU-1 and defined in the Land Use Designations section, including allowable uses and permitted development densities or intensities. These may be further modified by specific policies for the Community Plan Areas as specified by their respective Community Plan (separately bound as a part of this General Plan). As an adopted part of the General Plan, the Land Use Maps are to be used and interpreted only in conjunction with the text and other figures contained in the General Plan.

In the Land Use Maps Appendix are 35 land use maps. Of the 35 maps, 23 are regional maps, some of which have subarea maps that are within the geographic boundary of the subregion. These maps also correlate to the community plans, which are bound separately.



REGIONAL CATEGORIES MAP

San Diego County General Plan

Figure LU-1

Legacy Communities

SENATE BILL 244 GENERAL PLAN REQUIREMENTS

Hundreds of disadvantaged unincorporated communities exist in California and often exhibit a lack of public and private investment that leads to a lack of basic infrastructure as well as economic, social, and educational inequality. In October 2011, Senate Bill (SB) 244 Land Use, General Plans, and Disadvantaged Communities was enacted requiring cities and counties to review and update the Land Use Element of the General Plan to identify disadvantaged unincorporated communities concurrent with the requirement to update their housing elements. The intent of SB 244 is to encourage investment and planning to address the regional inequality and infrastructure deficits that exist within disadvantaged unincorporated communities. For each subsequent revision of the Housing Element, a city or county is also required to conduct a review of the disadvantaged communities identified, and if necessary, amend the General Plan to update the required analysis of water, wastewater, stormwater drainage, and structural fire protection needs and deficiencies.

In this instance, a "community" means an inhabited area within a city or county that is comprised of no less than 12 or more registered voters adjacent or in close proximity to one another. In addition, a "disadvantaged unincorporated community" means a fringe, island, or legacy community in which the median household income is 80 percent or less than the statewide median household income. "Fringe", "island" and "legacy" communities are defined below.

Island community — any inhabited and unincorporated territory that is surrounded or substantially surrounded by one or more cities or by one or more cities and a county boundary or the Pacific Ocean

Fringe community — any inhabited and unincorporated territory that is within a city's sphere of influence

Legacy community — geographically isolated community that is inhabited and has existed for at least 50 years[2]

Per the state law, Counties must identify and describe each legacy community, as defined, within the boundaries of a county that is a disadvantaged unincorporated community. Consequently, Cities are responsible for identifying disadvantaged unincorporated communities that are fringe communities within the sphere of influence of an incorporated city and island communities that are substantially surrounded by one or more cities.

If legacy communities are identified, then the Land Use Element Amendment must include an analysis of the service needs and deficiencies for the identified legacy communities. As a minimum, this analysis of service needs and deficiencies would include the following:

1. Coordinate with the Local Agency Formation Commission (LAFCO) to incorporate the information contained in the Municipal Service Review into the infrastructure needs of the identified communities
2. Map the location of existing infrastructure elements including, but not limited to fire stations, sewer trunk lines, and drainage systems

[2] State Office of Planning & Research Technical Advisory: Senate Bill 244: Land Use, General Plans, and Disadvantaged Communities (page 5), February 15, 2013

3. Conduct an assessment of the capacity and availability of the physical infrastructure necessary to support the existing and proposed land uses in the identified community
4. Consult with affected public utilities and special districts, if any, for information on the location and capacity of their facilities to determine the ability and the timing of facility expansion for infrastructure improvements for the identified community
5. Review regional and state transportation, air quality, and water quality plans and regulations to consider whether any of these plans affect the future operation and expansion of public and private facilities[3]

After the assessment of service needs and deficiencies, SB 244 requires an analysis of financing alternatives that could make the extension of services and facilities to the identified communities financially feasible. This includes evaluating the opportunity for grants, taxes, benefit assessments, bonds, and exactions such as impact fees.

DISADVANTAGED UNINCORPORATED COMMUNITIES

Under SB 244, LAFCOs are required to identify and plan for disadvantaged unincorporated communities in conjunction with municipal service reviews, sphere of influence updates and annexation approval restrictions. In compliance with the requirements and recommendations of SB 244, the San Diego LAFCO identified and mapped the geographic locations within unincorporated San Diego County containing disadvantaged communities, both within and outside the cities' spheres of influence.

Identification of the disadvantaged unincorporated communities by the San Diego LAFCO was based on the SB 244 definitions addressing income, population size, and geographical relationships. In accordance with SB 244, the qualifying annual median household income is 80% or less than the statewide median household income, which based on 2010 census data is $46,166[4]. Therefore, in accordance with the requirements of SB 244, communities that qualify as "disadvantaged" would have annual household incomes below $36,932. The following is the process LAFCO used to identify and map disadvantaged communities in San Diego County:

1. Indentify census tracts in San Diego County that meet the annual median household income range (80% or less than the 2010 statewide annual median household income) based on estimates provided by the San Diego Association of Governments (SANDAG). [While other GIS data besides census tracts exist to map disadvantage communities, San Diego LAFCO determined the census tract data was the most complete and reliable source of information for the purpose of this analysis.]
2. Integrate the census tract estimates into a county-wide map to identify each census tract that had a SB 244-qualifying annual median household income.

[3] State Office of Planning & Research Technical Advisory: Senate Bill 244: Land Use, General Plans, and Disadvantaged Communities (pages 8-9), February 15, 2013.
[4] Source: 2010 American Community Survey 1-Year Estimates, U.S. Census Bureau identified the statewide median household income as $46,166.

3. The SB 244-qualifying census tracts were then overlaid with the incorporated city boundaries and adopted spheres of influence to determine if the identified disadvantaged unincorporated communities were island, fringe, or legacy communities, as defined by SB 244.

The LAFCO analysis identified 25 SB 244-qualifying census tracts that require further analysis to determine if they contain any disadvantaged unincorporated communities (see Figure 1).

IDENTIFICATION OF LEGACY COMMUNITIES

As discussed above, Counties must identify and describe disadvantaged unincorporated communities that are legacy communities located outside the sphere of influence of a city, while Cities are responsible for fringe and island communities. Based on the SB 244 criteria for island, fringe and legacy communities, six of the 25 census tracts have only island communities and two census tracts have only fringe communities. Therefore, the County analyzed the 17 remaining census tracts to determine if any contained legacy communities.

The analysis to identify legacy communities consisted of a review of each census tract using aerial photography and GIS data to identify areas in the census tract where eight or more dwellings were located within a one-quarter mile radius. Eight is considered a reasonable number of dwellings to ensure the SB 244 definition of a community is met—areas with 12 or more registered voters reside adjacent or in close proximity to each other. The one-quarter mile radius was used to determine if the dwellings were in close proximity to each other. Any communities identified that met these criteria were further evaluated to determine if they meet the remaining SB 244 criteria for a legacy community.

Only communities that meet all the criteria below would be considered a legacy community.

1. Within the County's land use authority (i.e.:; military installations are outside County's land use authority)
2. Areas more than one mile from urban and suburban development patterns (these areas are more likely to be geographically isolated)
3. No evidence of recent or newer construction on dwellings and their lots, such as new roofs (these dwellings would likely be less than 50 years old)
4. Non-estate type development (large dwellings on lots two acres and larger) since these dwelling would not likely meet the maximum household income requirements

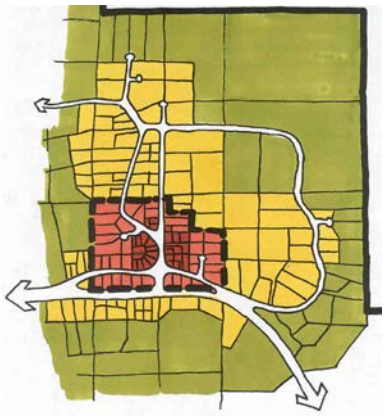
The 17 census tracts were analyzed using the methodology identified above (refer to the Background Report for more details). Based on this analysis, no legacy communities were identified within the land use jurisdiction of the County of San Diego. As such, the County has fulfilled the obligations set forth in SB 244 concurrent with the fifth cycle of the Housing Element.

Goals and Policies for Land Use Element

The Community Development Model

CONTEXT

The General Plan Land Use Framework defines a Community Development Model that uses three regional categories—Village, Semi-Rural, and Rural Lands—to broadly reflect the differing character of County lands that range from communities with substantial populations to predominantly undeveloped backcountry areas. The goals and policies in this section implement the Community Development Model and are intended to apply across the entire unincorporated County and are the basis for assigning densities to these areas. Further, they recognize the diversity of the unincorporated communities and need for community-specific planning and guidance. Lastly, they acknowledge that planning by other agencies with responsibilities within, around, or overlapping the unincorporated lands will also affect how the Community Development Model is implemented. The Community Development Model is included in the Vision and Guiding Principles chapter under Guiding Principle 2, and discussed further in pages 3-6 and 3-7.



Community Development Model (refer to Guiding Principle 2)

GOALS AND POLICIES

GOAL LU-1

Primacy of the Land Use Element. A land use plan and development doctrine that sustain the intent and integrity of the Community Development Model and the boundaries between Regional Categories.

Policies

LU-1.1 **Assigning Land Use Designations.** Assign land use designations on the Land Use Map in accordance with the Community Development Model and boundaries established by the Regional Categories Map.

Refer to Guiding Principle 2 for an explanation of the Community Development Model.

LU-1.2 **Leapfrog Development.** Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog Development restrictions do not apply to new villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, and that are designed to meet the LEED-Neighborhood Development Certification or an equivalent. For purposes of this policy, leapfrog development is defined as Village densities located away from established Villages or outside established water and sewer service boundaries. [*See applicable community plan for possible relevant policies*.]

LU-1.3 **Development Patterns.** Designate land use designations in patterns to create or enhance communities and preserve surrounding rural lands.

LU-1.4 **Village Expansion.** Permit new Village Regional Category designated land uses only where contiguous with an existing or planned Village and where all of the following criteria are met:

- Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding
- Potential Village development would be accommodated by the General Plan road network
- Public facilities and services can support the expansion without a reduction of services to other County residents
- The expansion is consistent with community character, the scale, and the orderly and contiguous growth of a Village area

LU-1.5 **Relationship of County Land Use Designations with Adjoining Jurisdictions.** Prohibit the use of established or planned land use patterns in nearby or adjacent jurisdictions as the primary precedent or justification for adjusting land use designations of unincorporated County lands. Coordinate with adjacent cities to ensure that land use designations are consistent with existing and planned infrastructure capacities and capabilities.

LU-1.6 **Conversion of Public Lands to Private Ownership.** Assign lands in public use an underlying designation of Rural Lands 80. When such lands are transferred to private ownership, the RL-80 designation shall apply until the appropriate long-term use of the property is determined and a general plan amendment is approved for redesignation of the property. This policy applies to areas on the Land Use Map designated Public/Semi-Public Facilities, Federal and State Lands, and Tribal Lands.

LU-1.7 **Maximum Residential Densities.** Determine the maximum number of dwelling units permitted within the boundaries of any subdivision or single lot based on the applicable land use designation(s). When the total number of dwelling units is less than one, this shall be interpreted as permitting one dwelling unit. When more than one dwelling unit is permitted, fractional dwelling units are rounded down to the nearest whole number of dwelling units.

LU-1.8 **Density Allocation on Project Sites.** Permit changes in density within a project site with parcels that have more than one land use designation to provide flexibility in project design only when approved by Major Use Permit or Specific Plan. The policy does not allow a project to receive more units than is established by the Land Use Maps nor to supersede Housing Element requirements related to achieving the County's Regional Housing Needs Allocation. [*See applicable community plan for possible relevant policies*.]

LU-1.9 **Achievement of Planned Densities.** Recognizing that the General Plan was created with the concept that subdivisions will be able to achieve densities shown on the Land Use Map, planned densities are intended to be achieved through the subdivision process except in cases where regulations or site specific characteristics render such densities infeasible.

GOAL LU-2

Maintenance of the County's Rural Character. Conservation and enhancement of the unincorporated County's varied communities, rural setting, and character.

Policies

LU-2.1 **Community Plans.** Maintain updated Community Plans, as part of the General Plan, to guide development to reflect the character and vision for each individual unincorporated community, consistent with the General Plan.

LU-2.2 **Relationship of Community Plans to the General Plan.** Community Plans are part of the General Plan. These plans focus on a particular region or community within the overall General Plan area. They are meant to refine the policies of the General Plan as they apply to a smaller geographic region and provide a forum for resolving local conflicts. As legally required by State law, Community Plans must be internally consistent with General Plan goals and policies of which they are a part. They cannot undermine the policies of the General Plan. Community Plans are subject to adoption, review and amendment by the Board of Supervisors in the same manner as the General Plan.

LU-2.3 **Development Densities and Lot Sizes.** Assign densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community.

LU-2.4 **Relationship of Land Uses to Community Character.** Ensure that the land uses and densities within any Regional Category or Land Use Designation depicted on the Land Use Map reflect the unique issues, character, and development objectives for a Community Plan area, in addition to the General Plan Guiding Principles.

LU-2.5 **Greenbelts to Define Communities.** Identify and maintain greenbelts between communities to reinforce the identity of individual communities.

LU-2.6 **Development near Neighboring Jurisdictions.** Require that development in the proximity of neighboring jurisdictions retain the character of the unincorporated community and use buffers or other techniques where development in the neighboring jurisdiction is incompatible.

LU-2.7 **Commercial Viability.** Ensure that new commercial centers maintain or enhance the viability of existing commercial areas.

LU-2.8 **Mitigation of Development Impacts.** Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

LU-2.9 **Maintaining Rural Character**. Consider level of service criteria, in accordance with Policy M-2.1, to determine whether adding lanes to a Mobility Element road would adversely impact the rural character of a community or cause significant environmental impacts. In those instances, consider other options to mitigate LOS where appropriate.

GOAL LU-3

Diversity of Residential Neighborhoods. A land use plan that accommodates a range of building and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.

Policies

LU-3.1 **Diversity of Residential Designations and Building Types.** Maintain a mixture of residential land use designations and development regulations that accommodate various building types and styles.

LU-3.2 **Mix of Housing Units in Large Projects.** Require new large residential developments (generally greater than 200 dwelling units) to integrate a range of housing types and lot and building sizes. [*See applicable community plan for possible relevant policies*.]

LU-3.3 **Complete Neighborhoods.** Require new development sufficiently large to establish a complete neighborhood (typically more than 1,000 dwelling units) to include a neighborhood center within easy walking distance of surrounding residences. [*See applicable community plan for possible relevant policies*.]

GOAL LU-4

Inter-jurisdictional Coordination. Coordination with the plans and activities of other agencies and tribal governments that relate to issues such as land use, community character, transportation, energy, other infrastructure, public safety, and resource conservation and management in the unincorporated County and the region.

Policies

LU-4.1 **Regional Planning.** Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements, including the provisions of SB375.

LU-4.2 **Review of Impacts of Projects in Adjoining Jurisdictions.** Review, comment, and coordinate when appropriate on plans, projects, and proposals of overlapping or neighboring agencies to ensure compatibility with the County's General Plan, and that adjacent communities are not adversely impacted.

LU-4.3 **Relationship of Plans in Adjoining Jurisdictions.** Consider the plans and projects of overlapping or neighboring agencies in the planning of unincorporated lands, and invite comments and coordination when appropriate.

LU-4.4 **Development Compatibility with Military Facilities.** Ensure compatibility of new development with the current and planned mission and operations of U.S. government military installations.

LU-4.5 **Annexations with Incompatible Land Uses.** Coordinate with LAFCO to oppose annexations by neighboring cities that would result in land uses incompatible with unincorporated lands.

LAFCO is responsible for coordinating, directing, and overseeing annexation of territory. A prerequisite for annexation is the inclusion of a territory within an adjacent city's sphere of influence.

LU-4.6 **Planning for Adequate Energy Facilities.** Participate in the planning of regional energy infrastructure with applicable utility providers to ensure plans are consistent with the County's General Plan and Community Plans and minimize adverse impacts to the unincorporated County.

LU-4.7 **Airport Land Use Compatibility Plans (ALUCP).** Coordinate with the Airport Land Use Commission (ALUC) and support review of Airport Land Use Compatibility Plans (ALUCP) for development within Airport Influence Areas.

Planning for Sustainability

CONTEXT

As discussed in Chapter 2, sustainability is a key theme of this General Plan and is inextricably related to a number of General Plan elements, as well as land use topics. Addressing global climate change through the reduction of GHG emissions is a common tenant of sustainability. The types, densities, and distribution of land uses in the County play a profound role in sustaining natural resources, the economy, and well being of residents. Land use patterns defined by the Community Development Model and Land Use Map provide for a more compact land use pattern, where residents live closer to jobs, businesses, schools, parks, services, and their neighbors, and would reduce vehicle trips and miles traveled. In turn, this would reduce energy consumption, air pollution, noise, and GHG emissions, while improving the quality of life for residents and economic activity of local businesses. Policies are also defined for the application of more sustainable approaches to land development, building design, and construction.

The County also recognizes sustainability as it applies to the other natural systems that are integrated with our communities. Ecosystems, topography, riparian corridors, rock formations, mature trees, and our natural assets such as our air, water (and groundwater), agriculture, and views are important contributing elements to sustainability.

This section focuses on general goal and policies that relate to the designation of land uses and the development that could occur based on those land use designations. Climate Change–related goals and policies are found throughout this General Plan. Table I-1 (General Plan Policies Addressing Climate Change) in the introduction summarizes by topic area the goals and policies in the County's General Plan that address reducing GHGs and adapting to climate change. The Air Quality, Climate Change, and Energy section of the Conservation and Open Space Element contains several goals and policies directly related to emissions reductions.

A complete reference to County General Plan Climate Change-related policies can be found in the Introduction Chapter in Table I-1 on page I-16.

GOALS AND POLICIES

GOAL LU-5

Climate Change and Land Use. A land use plan and associated development techniques and patterns that reduce emissions of local greenhouse gases in accordance with state initiatives, while promoting public health.

Policies

LU-5.1 **Reduction of Vehicle Trips within Communities.** Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.

LU-5.2 **Sustainable Planning and Design.** Incorporate into new development sustainable planning and design.

LU-5.3 **Rural Land Preservation.** Ensure the preservation of existing open space and rural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) when permitting development under the Rural and Semi Rural Land Use Designations.

Open space and rural lands are primary areas that provide carbon sequestration benefits for the Region.

LU-5.4 **Planning Support.** Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.

LU-5.5 **Projects that Impede Non-Motorized Travel**. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.

Examples include large parking areas that cannot be crossed by non-motorized vehicles, and new developments that block through access on existing or potential bicycle and pedestrian routes.

GOAL LU-6

Development—Environmental Balance. A built environment in balance with the natural environment, scarce resources, natural hazards, and the unique local character of individual communities.

Policies

LU-6.1 **Environmental Sustainability.** Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment.

LU-6.2 **Reducing Development Pressures.** Assign lowest-density or lowest-intensity land use designations to areas with sensitive natural resources.

LU-6.3 **Conservation-Oriented Project Design.** Support conservation-oriented project design. This can be achieved with mechanisms such as, but not limited to, Specific Plans, lot area averaging, and reductions in lot size with corresponding requirements for preserved open space (Planned Residential Developments). Projects that rely on lot size reductions should incorporate specific design techniques, perimeter lot sizes, or buffers, to achieve compatibility with community character. [*See applicable community plan for possible relevant policies*.]

Approval of Conservation-Oriented projects is not guaranteed by-right but shall be allowed to process if consistent with applicable minimum lot sizes, design guidelines, and regulations

LU-6.4 **Sustainable Subdivision Design.** Require that residential subdivisions be planned to conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities. [*See applicable community plan for possible relevant policies*.]



Low Impact Development practices on a landscaped median in 4S Ranch

LU-6.5 **Sustainable Stormwater Management.** Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.

LU-6.6 **Integration of Natural Features into Project Design.** Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.

LU-6.7 **Open Space Network.** Require projects with open space to design contiguous open space areas that protect wildlife habitat and corridors; preserve scenic vistas and areas; and connect with existing or planned recreational opportunities.

LU-6.8 **Oversight of Open Space.** Require that open space associated with future development that is intended to be preserved in perpetuity either be:

1) Retained in private ownership of the property owner or a third party with a restrictive easement that limits use of the land as appropriate; or
2) Transferred into public ownership of an agency that manages preserved open space.

The owner of the open space will be responsible for the maintenance and any necessary management unless those responsibilities are delegated through an adopted plan or agreement. Restrictive easements shall be dedicated to the County or a public agency (approved by the County) with responsibilities that correspond with the purpose of the open space. When transferred to a third party or public agency, a funding mechanism to support the future maintenance and management of the property should be established to the satisfaction of the County.

LU-6.9 **Development Conformance with Topography.** Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.

LU-6.10 **Protection from Hazards.** Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

LU-6.11 **Protection from Wildfires and Unmitigable Hazards.** Assign land uses and densities in a manner that minimizes development in extreme, very high and high fire threat areas or other unmitigable hazardous areas.

LU-6.12 **Flooding.** Document and annually review areas within floodways and 100- and 200-year floodplains to ensure areas subject to flooding are accurately mapped in accordance with AB 162 (enacted January 1, 2008). (*See also Policy S-9.1*)

Additional goals and policies that relate to natural resources are contained in the Conservation and Open Space Element, while those related to natural hazards are in the Safety Element.

GOAL LU-7

Agricultural Conservation. A land use plan that retains and protects farming and agriculture as beneficial resources that contribute to the County's rural character.



Agricultural lands in the Pauma Valley

Policies

LU-7.1 **Agricultural Land Development.** Protect agricultural lands with lower-density land use designations that support continued agricultural operations.

LU-7.2 **Parcel Size Reduction as Incentive for Agriculture.** Allow for reductions in lot size for compatible development when tracts of existing historically agricultural land are preserved in conservation easements for continued agricultural use.

Refer to the Agricultural Resources section of the Conservation and Open Space Element for additional goals and policies.

GOAL LU-8

Aquifers and Groundwater Conservation. Sustainable aquifers and functional groundwater recharge areas.

Policies

LU-8.1 **Density Relationship to Groundwater Sustainability.** Require land use densities **in** groundwater dependent areas to be consistent with the long-term sustainability of groundwater supplies, except in the Borrego Valley.

LU-8.2 **Groundwater Resources.** Require development to identify adequate groundwater resources in groundwater dependent areas, as follows:

- In areas dependent on currently identified groundwater overdrafted basins, prohibit new development from exacerbating overdraft conditions. Encourage programs to alleviate overdraft conditions in Borrego Valley.
- In areas without current overdraft groundwater conditions, evaluate new groundwater-dependent development to assure a sustainable long-term supply of groundwater is available that will not adversely impact existing groundwater users.

A groundwater basin is considered in an overdraft condition when, during average conditions over a number of years, the amount of water being withdrawn from the basin exceeds the amount of water that recharges the basin.

LU-8.3 **Groundwater-Dependent Habitat.** Discourage development that would significantly draw down the groundwater table to the detriment of groundwater-dependent habitat.

LU-8.4 **Program for Borrego Valley Aquifer.** Support the Borrego Valley Water District with their program to slow the overdrafting and extend the life of the aquifer supporting the residents of the Borrego Valley.

An aquifer is in overdraft condition when the amount of water being withdrawn (by pumping or by other means) exceeds the amount of water that recharges the basin over a period of years, during which the water supply conditions approximate average conditions.

Refer to the Water Resources section of the Conservation and Open Space Element for additional groundwater-related goals and policies.

Villages and Town Centers

CONTEXT

Smart growth concepts focus growth in compact areas close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. The General Plan Land Use Map accommodates approximately 80 percent of the unincorporated County's population growth within the CWA boundary. The Village regional category, which allows the most intensive land uses in the unincorporated County, facilitates the use of compact development patterns.

Villages that contain a mix of land uses encourage strong neighborhoods and contribute to meeting a community's daily commercial, civic, and social needs. New development can facilitate the achievement of these objectives and enhance the vitality and livability of existing Villages. Such development is expected to be diverse considering the unique needs and character of each Village.

It is important that new development in Villages be compatible with and connects to its surrounding area. Under the General Plan land use designations, many of the County's Villages may realize a sizable amount of growth in the future years. Unchecked, growth and new development can easily transform a community. However, when planned and implemented wisely, growth can be beneficial to a community's identity, economy, and character. Compatibility should be directed through the Community Plan, where the community's character is defined in greater detail, and the Zoning Ordinance. Because Village development will occur as infill or redevelopment, compatibility takes on a greater scope, accounting for the immediately surrounding area as well as the overall character of the Village.

Connections are also important to support a Village that has vitality and mobility. These attributes allow components of a Village to interact and capitalize upon one another, thus improving economy, place, and the sense of a distinct and unified identity. This is achieved through interconnected street and pedestrian networks, the use of localized design standards, careful transitions between land uses, and the incorporation of pedestrian connections and public amenities within larger developments.

Town Centers are the hubs or cores of Villages and can be more than just an assemblage of high-intensity land uses. Ideally, they are active places where community members interact, contribute to the local economy, and enjoy the unique sense of place offered by each community. Development plans can facilitate these activities through the design of both public and private spaces. Major public facilities such as schools, libraries, community centers, and parks that are located in Town Centers often contribute to its identity and level of activity.

New residential development, whether infill or new neighborhoods, can complement adjacent Village residential neighborhoods through compatible site and building design and connected circulation networks.

Larger developments have greater ability to contribute to the Village with a mix of housing options and a range of community amenities and supporting uses, such as recreational facilities and, where appropriate, civic and neighborhood commercial uses.

New commercial and industrial uses are at least equally and often more important to enhancing Villages and contributing to their identity and viability. This is because they serve as attractors to residents and visitors, provide employment, and are often located near the core of the Village and have high visibility. In locating new commercial and industrial uses, care must be taken to avoid impacting existing business. Design will also require careful consideration to ensure compatibility.



Main Street in Julian provides a variety of land uses and building types

GOALS AND POLICIES

GOAL LU-9

Distinct Villages and Community Cores. Well-defined, well-planned, and well-developed community cores, such as Villages and Town Centers, that contribute to a community's identity and character.

Policies


A commercial center in Bonsall

LU-9.1 **Village and Community Core Planning.** Encourage the delineation of and development of more detailed planning direction for the character, design, uses, densities, and amenities of Village areas, Town Centers, and other community cores in Community Plans to assist in the future planning of residences, infrastructure, businesses, and civic uses.

LU-9.2 **Density Relationship to Environmental Setting.** Assign Village land use designations in a manner consistent with community character, and environmental constraints. In general, areas that contain more steep slopes or other environmental constraints should receive lower density designations. [*See applicable community plan for possible relevant policies*.]

LU-9.3 **Village and Community Core Guidelines and Regulations.** Support the development and implementation of design guidelines, Village-specific regulations for roads, parking, and noise, and other planning and regulatory mechanisms that recognize the unique operations and character of Villages, Town Centers, and transportation nodes. Ensure that new development be compatible with the overall scale and character of established neighborhoods.

LU-9.4 **Infrastructure Serving Villages and Community Cores.** Prioritize infrastructure improvements and the provision of public facilities for Villages and community cores as sized for the intensity of development allowed by the Land Use Map.

LU-9.5 **Village Uses.** Encourage development of distinct areas within communities offering residents places to live, work, and shop, and neighborhoods that integrate a mix of uses and housing types.

LU-9.6 **Town Center Uses.** Locate commercial, office, civic, and higher-density residential land uses in the Town Centers of Villages or Rural Villages at transportation nodes. Exceptions to this pattern may be allowed for established industrial districts and secondary commercial districts or corridors.

In this reference, a transportation node is intended to be the intersection of two high volume Mobility Element roadways, along with a transit stop.



Residential areas surround commercial and office establishments, schools, and parks in Fallbrook

LU-9.7 **Town Center Planning and Design.** Plan and guide the development of Town Centers and transportation nodes as the major focal point and activity node for Village areas. Utilize design guidelines to be compatible with the unique character of a community. Roadways, streetscapes, building facades, landscaping, and signage within the town center should be pedestrian oriented. Wherever possible, locate public facilities, such as schools, libraries, community centers, and parks in Town Centers and Villages.

LU-9.8 **Village Connectivity and Compatibility with Adjoining Areas.** Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas. [*See applicable community plan for possible relevant policies*.]

LU-9.9 **Residential Development Pattern.** Plan and support an efficient residential development pattern that enhances established neighborhoods or creates new neighborhoods in identified growth areas.

LU-9.10 **Internal Village Connectivity.** Require that new development in Village areas are integrated with existing neighborhoods by providing connected and continuous street, pathway, and recreational open space networks, including pedestrian and bike paths.

LU-9.11 **Integration of Natural Features in Villages.** Require the protection and integration of natural features, such as unique topography or streambeds, into Village projects.

LU-9.12 **Achieving Planned Densities in Villages.** In villages, encourage future residential development to achieve planned densities through multi-family, mixed use, and small-lot single-family projects that are compatible with the community character.

Semi-Rural/Rural Lands

CONTEXT

As they share many common goals and policies, the Semi-Rural and Rural Lands regional categories are combined under this section. Semi-Rural areas comprise the majority of unincorporated land within the CWA boundary and include low-density residential, agricultural, and recreation uses. These lands buffer and separate Village areas and are expected to develop in a manner consistent with their natural environment and rural character. Rural Lands are typically located outside of or between Semi-Rural areas and further define and separate the communities they surround.



Rural lands outside the village of Julian

The majority of unincorporated land outside the CWA Boundary is largely undeveloped, lacks infrastructure, and is thus designated as Rural Lands. A significant portion of these lands is in public ownership and is typically used for recreation or environmental preservation. Outside the CWA boundary, Semi-Rural lands typically reflect established communities.

The lower densities in the Semi-Rural and Rural Lands allow for reduced development pressures and greater flexibility in a manner that minimizes impacts to the environment. This can be accomplished by implementing policies that require all development in Semi-Rural and Rural Lands to protect and sustain ecosystems, topography, riparian corridors, rock formations, mature trees and other natural assets, and avoid natural hazards, such as flooding, steep slopes, and seismic instability.

Despite numerous constraints to agriculture in San Diego County, such as high water and land costs, the County has a robust agricultural economy. Agriculture contributes to the character of the County, and particularly Semi-Rural and Rural Lands, supplying County residents with local agricultural products, and contributing significantly to the local economy. A goal of these categories is the preservation of local agriculture, which includes a diverse mix of high value commodities and takes advantage of a long—in some cases year-round—growing season. Incompatibility of adjacent land uses can present yet another constraint to the viability of local agriculture. As residential and other potentially incompatible development occurs in traditionally agricultural areas, careful attention should be given to the compatibility of these nonagricultural uses and to site design techniques that would reduce or avoid potential conflicts. Goals and policies that pertain to agriculture are located in the conservation and Open Space Element (Chapter 5).

GOALS AND POLICIES

GOAL LU-10

Function of Semi-Rural and Rural Lands. Semi-Rural and Rural Lands that buffer communities, protect natural resources, foster agriculture, and accommodate unique rural communities.

Policies


Echo Valley in the Jamul Community Planning Area

LU-10.1 **Residential Connectivity.** Require residential development in Semi-Rural areas to be integrated with existing neighborhoods by providing connected and continuous street, pathway/trail, and recreational open space networks.

LU-10.2 **Development—Environmental Resource Relationship.** Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.

LU-10.3 **Village Boundaries.** Use Semi-Rural and Rural land use designations to define the boundaries of Villages and Rural Land Use designations to serve as buffers between communities.

LU-10.4 **Commercial and Industrial Development.** Limit the establishment of commercial and industrial uses in Semi-Rural and Rural areas that are outside of Villages (including Rural Villages) to minimize vehicle trips and environmental impacts.

Commercial, Office, and Industrial Development

CONTEXT

While the Community Development Model and the General Plan Regional Categories directly relate to the ranges of intensity of the residential Land Use Designations, as shown on Table LU-1, there is less of a correlation to the nonresidential Land Use Designations (Commercial, Office Professional, and Industrial). As such, specific guidance is needed to ensure that nonresidential development is planned and occurs in a manner consistent with the Guiding Principles for the General Plan and the plans of each unincorporated community.

Commercial, office, and industrial uses are important to a community's identity and viability. They serve as attractors to residents and visitors, provide employment, and contribute to the economy. Commercial uses accommodate the retail and service needs of, and provide employment opportunities for, surrounding residents. Primary commercial areas, such as Town Centers, typically serve an entire Village and its surrounding rural residents. Land-intensive commercial activity will generally serve regional as well as local needs, and is best located at key intersections of multi-modal transportation corridors. There is also a need for smaller scale commercial uses in residential neighborhoods beyond the Village core to serve the convenience needs of residents in that area.

Typical Office Professional uses include office-oriented professional and administrative services and research and development activities. Large-scale office uses are typically clustered in campus-style office or industrial park settings, while smaller-scale office uses are typically located in mixed-use Village and Neighborhood Centers. The Village Core Mixed Use, neighborhood commercial, and General Commercial land use

designations all provide for this type of mixed-use office development. While, office development that requires large, continuous floor area may be accommodated in campus-style office parks under the Office Professional and Light Industrial land use designations, it is important that these developments not be isolated and separated by location design from adjoining land uses, resulting in a distinct island. Compatibility with the adjacent development and connections to vehicular and pedestrian circulation networks remain important.



The pedestrian-oriented Main Avenue in Fallbrook

Typical industrial uses include manufacturing, processing, assembly, wholesaling, and warehouse activities that normally require large indoor and outdoor areas for processing and storage. In the unincorporated County, these uses typically occur on large development sites or as clusters of smaller sites served by municipal infrastructure and with direct access to major transportation corridors. Industrial uses with adverse impacts such as noise, vibration, odor, and aesthetic impairment must be carefully located and designed to avoid compatibility issues with adjacent land uses. Light industrial uses are considered compatible in pedestrian-oriented Village centers because they are similar in function and form to offices. Medium industrial uses are most compatible within Village boundaries but outside the pedestrian-oriented center and buffered from incompatible residential or commercial land uses.

GOALS AND POLICIES

GOAL LU-11

Commercial, Office, and Industrial Development. Commercial, office, and industrial development that is appropriately sited and designed to enhance the unique character of each unincorporated community and to minimize vehicle trip lengths.

Policies

LU-11.1 **Location and Connectivity.** Locate commercial, office, and industrial development in Village areas with high connectivity and accessibility from surrounding residential neighborhoods, whenever feasible.

LU-11.2 **Compatibility with Community Character.** Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.

LU-11.3 **Pedestrian-Oriented Commercial Centers.** Encourage the development of commercial centers in compact, walkable configurations in Village centers that locate parking in the rear or on the side of the parcel, use transparent storefronts with active retail street-fronting uses, minimize setbacks, and discourage "strip" commercial development. "Strip" commercial development consists of automobile-oriented commercial development with the buildings set back from the street to accommodate parking between the building and street.

LU-11.4 **Town Center Intensity and Vitality.** Encourage revitalization of Town Center areas to strengthen neighborhoods, expand local employment opportunities, and establish or enhance a sense of place.

LU-11.5 **Large-Format Retail Stores.** Allow large-format retail uses, typically referred to as "big box stores," only where the scale of the use and design is compatible with the surrounding areas. Large-format retail typically means retail stores with floor plans that are larger than 65,000 sq. ft.

LU-11.6 **Office Development.** Locate new office development complexes within Village areas where services are available, in proximity to housing, and along primary vehicular arterials (ideally with transit access) with internal vehicular and pedestrian linkages that integrate the new development into the multi-modal transportation network where feasible.

LU-11.7 **Office Development Compatibility with Adjoining Uses.** Require new office development, including office parks, to be compatible to the scale, design, site layout, and circulation patterns of adjacent existing or planned commercial and residential development.

LU-11.8 **Permitted Secondary Uses.** Provide a process where secondary land uses may be permitted when appropriate and compatible with the primary commercial, office, and light industrial uses, in order to better serve the daily needs of employees and to reduce the frequency of related automobile trips. This policy is not intended for high impact industrial uses.

LU-11.9 **Development Density and Scale Transitions.** Locate transitions of medium-intensity land uses or provide buffers between lower intensity uses, such as low-density residential districts and higher intensity development, such as commercial or industrial uses. Buffering may be accomplished through increased setbacks or other techniques such as grade differentials, walls, and/or landscaping but must be consistent with community design standards.

LU-11.10 **Integrity of Medium and High Impact Industrial Uses.** Protect designated Medium and High Impact Industrial areas from encroachment of incompatible land uses, such as residences, schools, or other uses that are sensitive to industrial impacts. The intent of this policy is to retain the ability to utilize industrially designated locations by reducing future development conflicts.

LU-11.11 **Industrial Compatibility with Adjoining Uses.** Require industrial land uses with outdoor activities or storage to provide a buffer from adjacent incompatible land uses (refer to Policy LU-11.9 for examples of buffering).

Community Services and Infrastructure

CONTEXT

Land uses in the County are supported by a diversity of public utilities and services. Among these are water supply, wastewater collection and treatment, solid waste management, schools, and libraries.

WATER SUPPLY



Otay Reservoir

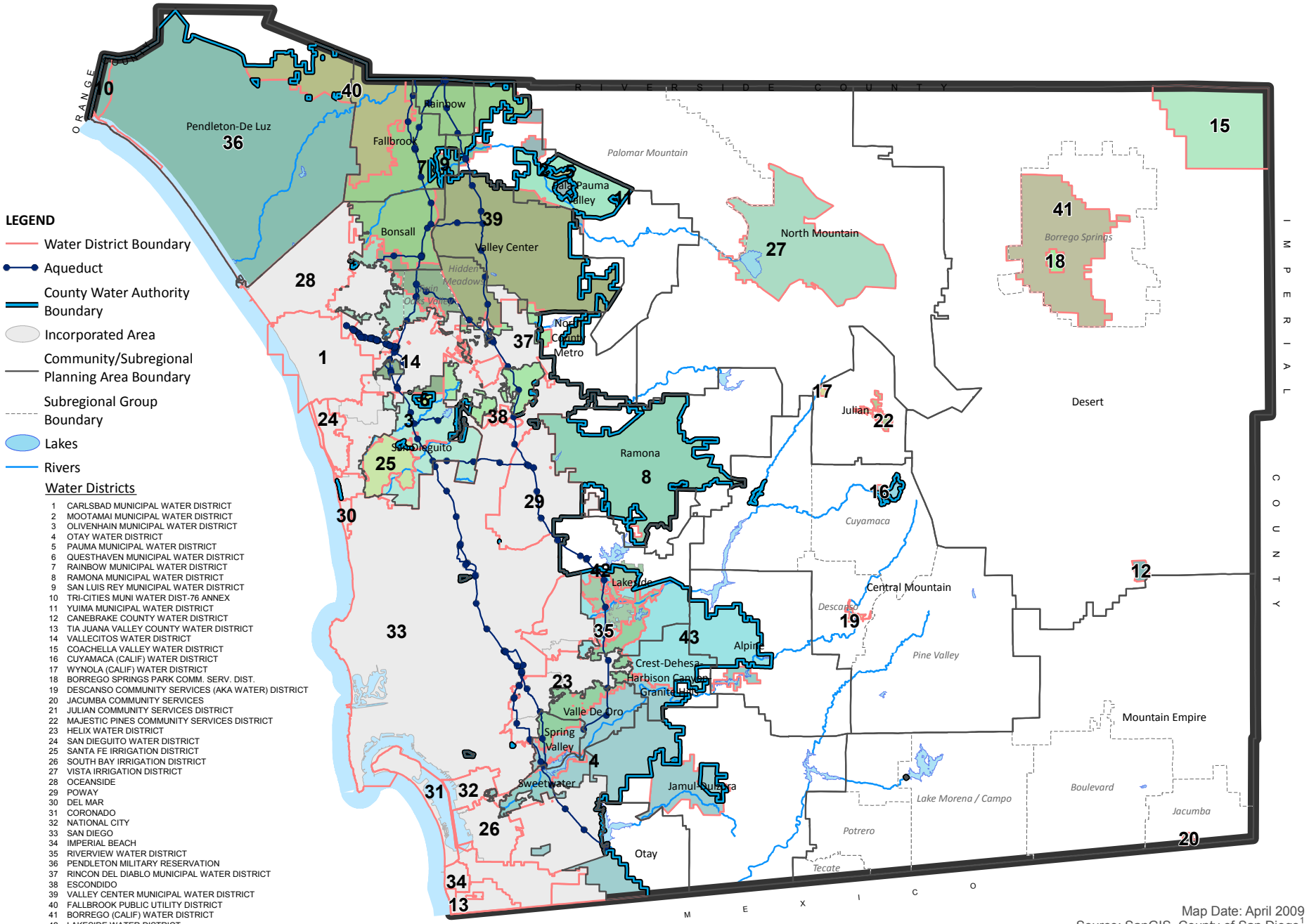
San Diego County is located in a semi-arid to arid desert climate with limited local water supplies, requiring that the majority of its water resources be imported. The County is not a purveyor of water and must rely on the San Diego County Water Authority (SDCWA) and its member agencies to provide the majority of water delivery to the region. Fifteen of the 24 current SDCWA member agencies provide water to the unincorporated areas of the County. An additional 14 independent special districts, along with private water systems, provide services to the unincorporated County. The water districts in the unincorporated County are shown on Figure LU-2 (Water Districts).

The City of San Diego owns and maintains seven drinking source water reservoirs in the County. While these reservoirs do not provide potable water for residents outside the city, they are used by County residents for recreation and provide valuable habitat.

The California Urban Water Management Planning Act requires that each urban water supplier, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually, shall prepare, update and adopt an (Urban Water Management Plan) UWMP at least once every five years on or before December 31, in years ending in five and zero. In the 2005 UWMPs, the Metropolitan water District (MWD), SDCWA and all 15 SDCWA member agencies that serve the unincorporated County determined that adequate water supplies would be available to serve existing service areas under normal water year, single dry water year, and multiple dry water year conditions through the year 2030. However, there are multiple issues related to the projections included in the 2005 UWMPs. Factors such as cutbacks in water importation supplies from MWD and SDCWA and the statewide drought have not have been accounted for in 2005 UWMP supply and demand projections.

In addition to the UWMP, which deals with long term planning, SDCWA's Board of Directors approved a Drought Management Plan (DMP) in 2006. The DMP provides potential actions that the SDCWA can take to minimize or avoid the impacts associated with supply shortage conditions due primarily to droughts. The DMP also contains a water supply allocation methodology to be used if the SDCWA is required to allocate supplies to its member agencies.

In August 2007, a U.S. District court decision was issued to protect the endangered Delta smelt (fish). This federal court ruling set operational limits on pumping in the Sacramento-San Joaquin Delta from December 2007 to June 2008 to protect the Delta smelt. As a result of this ruling, MWD is estimated to see as much as a 20 to 30 percent reduction in State Water Project supplies in 2008 and beyond. This means that local water agencies would have to rely on increased conservation, along with contingency and emergency sources of water, including local groundwater and storage supplies, to lessen direct impacts on water availability for their customers.



WATER DISTRICTS

Additionally, after a record dry spring that dramatically curtailed snow runoff from the Sierra Nevada Mountains, Governor Schwarzenegger declared an official statewide drought on June 4, 2008. Following the Governor's action, the MWD board of directors issued a Water Supply Alert for its six-county service area, urging local jurisdictions to adopt and implement water conservation ordinances and to significantly increase efforts and programs to conserve water.



Otay County Landfill

The Colorado River, the other major source of imported supplies for MWD, has experienced drought conditions for eight of the last nine years. The Colorado River provides water to more than 31 million people in seventeen western states. Since the drought in the late 1980s and early 1990s, MWD enacted a plan to improve water supplies during dry conditions. The Integrated Resources Plan (2004) called for increasing MWD's ability to store wet-year surplus supplies from the Colorado River and Northern California's Sacramento-San Joaquin Delta. In 2007, enough water in reserve was available to help MWD withstand up to three successive dry years. The federal court decision on the Delta smelt reduces MWD's ability to replenish reserves in wet years and prolonged dry conditions in California continue to draw on the reserves. As a result the, MWD's near-term strategy is to lower demand and stretch the reserve supplies as much as possible.

Additionally, climate changes due to global warming also create new uncertainties that significantly affect California's water resources and lessen the reliability of 2005 UWMPs. All 2005 UWMPs include a drought management or shortage contingency analysis section, which identifies how the agency will manage shortages. However, these UWMPs do not account for the severity or longevity of the above-mentioned difficulties in providing enough supply for the region's demand. In preparing 2010 UWMPs, the SDCWA and its water districts will need to account for these issues and will likely place more emphasis on conservation, water recycling, and expanding local supplies through methods such as seawater desalination, groundwater, surface water, transfers, and imported supplies. Development of the diverse sources of water will aid in reducing the SDCWA's purchases of imported supplies from the MWD. Groundwater is the primary source of supply for the special water districts and private water systems that serve the groundwater-dependent unincorporated areas. In addition, many areas of the County are dependent on individual wells and are not served by water agencies. The Land Use Map allows limited development in these areas. In California, individual groundwater users are typically not regulated in regard to the amount of groundwater they can use nor does the County typically restrict an individual's use. However, the County can deny discretionary permits if the proposed groundwater resources are not sufficient for the proposed development. For permits with ongoing conditions, the County can require limitations or conditions on the amount of groundwater that can be withdrawn.

SOLID WASTE

Solid waste management has been recognized as an important regional issue in San Diego County because of limited landfill capacity, urban encroachment, and environmental concerns reducing potential facility expansions and replacement sites, environmental regulations, and the increased cost of developing and operating waste management facilities. Historically, the primary method of disposing of solid waste has been through the use of landfills. Since the early 1990s, there has been a growing emphasis to reduce the amount of solid waste being disposed of in landfills through integration of recycling and source reduction. There are seven active landfills in the San Diego region that serve both incorporated and unincorporated areas. The landfills currently operating in the County for public use are either privately owned and operated or are owned and operated by another local jurisdiction. There is sufficient landfill space for thirty years considering current landfill expansions, and proposed new landfills. However there is insufficient infrastructure to support the traffic flow to and from the landfills resulting in daily and annual permitted tonnage restrictions. Current plans for expansion of existing landfills and new landfills would add 179 million tons of capacity. The San Diego County Integrated Waste Management Plan Siting Element analysis (2005) determined that if the County would recycle at a rate of 75 percent, which complies with State mandates for integrated solid waste management, compared to the present 50 percent, there would be no need for additional landfills in the County, including the proposed Gregory Canyon and Campo landfills.

EDUCATION

The provision of educational facilities and services are mandated by the State Department of Education and administered by the San Diego County Board of Education and the San Diego County Office of Education, which is a public agency with land use authority that is separate from the County of San Diego. The County Offices of Education and the San Diego County Board of Education provide a support infrastructure for local schools and districts while acknowledging each school board's responsibility to represent and serve their community. The day-to-day development of facilities and delivery of instruction is generally the responsibility of the County's 42 local school districts. Student populations in the unincorporated areas of the County have generally experienced steady growth rates depending on the particular community or area that the school facility is located. Because the County of San Diego does not have jurisdiction over the land use decisions of public schools, its responsibility for school facilities is limited to review and comment on projects for proposed schools.

WASTEWATER

The majority of sewage treatment and disposal in the unincorporated areas of San Diego County is accomplished by one of the following three methods: (1) regional systems maintained by public water or sewer districts; (2) small wastewater treatment facilities operated by independent districts or the County; and (3) on-site subsurface sewage disposal (septic) systems. The method of treatment and disposal often depends on the district's location. Generally, those districts located in the proximity of the City of San Diego are members of the San Diego Metropolitan Sewerage System (Metro) and use its system for treatment and effluent disposal. A number of agencies also use a combination of the Metro system and inland treatment and disposal. Those districts located near the coastal areas provide effluent disposal through the use of an ocean outfall. Those districts located inland (a majority of the unincorporated areas of the County) provide sewage treatment and disposal through reuse, spray fields, evaporation, and other techniques.

The Department of Public Works (DPW) Wastewater Management Section (WWM) is responsible for maintaining sewer lines, pump stations, force mains and several treatment plants for the unincorporated areas of Alpine, Julian, Lakeside, Spring Valley, Pine Valley, Campo, East Otay Mesa, and the Winter Gardens area. Wastewater flows originating within the communities of Alpine, Lakeside, Winter Gardens, Spring Valley, and East Otay Mesa are transmitted to the City of San Diego metro system for treatment and disposal. The remaining communities of Julian, Pine Valley, and Campo utilize "inland" treatment and disposal systems.

TELECOMMUNICATIONS

Telecommunications services are offered to county residents by a diversity of providers. These include Time Warner and Cox Communications for cable television and digital services; AT&T for standard landline telephone; Verizon, Sprint, Cingular/AT&T, Nextel, Cricket, and T-Mobile for cell phone; and Vonage and Skype for voice over Internet protocol. Due to the dispersed and low-density pattern of development in the County, particularly in its eastern-most reaches, some telecommunication services are not available throughout the entirety of the area.

ISSUES

The following are the key issues related to community services and infrastructure in the unincorporated County:

- Coordination of service and infrastructure can be difficult in the unincorporated areas that are served by numerous other entities.
- The geographic extent of the unincorporated County precludes the ability to provide the same level of services and infrastructure to all of its lands.
- Limited population density and/or access to some areas of the unincorporated County also result in both physical and fiscal challenges to providing services.
- Maintenance and enhancement of public infrastructure is important to the well-being of existing communities. Many existing communities include basic infrastructure such as roads, water and sewer, but could benefit from enhancements such as pathways, trails, landscaping, and better connected roads.
- As development occurs, it is important to existing communities that this development provides for adequate services to meet its own needs without adversely affecting the existing residents.
- Some community services, such as libraries and community centers, may contribute to defining a community's identity, location, and character.

These and other issues relevant to community services and infrastructure in the unincorporated County area are addressed in this General Plan. As previously stated, additional goals and policies on some specific services or infrastructure can be found in other elements of the General Plan (refer to the Mobility Element for transportation-related infrastructure, the Conservation and Open Space Element for recreational facilities, and the Safety Element for emergency services and law enforcement). The following goals and policies either pertain to those issues not covered by other elements or are more general.

GOALS AND POLICIES

GOAL LU-12

Infrastructure and Services Supporting Development. Adequate and sustainable infrastructure, public facilities, and essential services that meet community needs and are provided concurrent with growth and development.

Policies

LU-12.1 **Concurrency of Infrastructure and Services with Development.** Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing.

In addition to utilities, roads, bicycle and pedestrian facilities, and education, police, and fire services, transit-oriented infrastructure, such as bus stops, bus benches, turnouts, etc, should be provided, where appropriate.

LU-12.2 **Maintenance of Adequate Services.** Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.







LU-12.3 **Infrastructure and Services Compatibility.** Provide public facilities and services that are sensitive to the environment with characteristics of the unincorporated communities. Encourage the collocation of infrastructure facilities, where appropriate.

Public services and facilities in Village areas are expected to differ from those in rural lands. Development standards in the Implementation Plan, Zoning Ordinance, and community-specific planning documents may reflect this 'context-sensitive' approach.

LU-12.4 **Planning for Compatibility.** Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads identified in Table M-4, an LOS D or better may not be achieved.

GOAL LU-13

Adequate Water Quality, Supply, and Protection. A balanced and regionally integrated water management approach to ensure the long-term viability of San Diego County's water quality and supply.



Olivehain Reservoir in the Elfin Forest Recreational Preserve

Policies

LU-13.1 **Adequacy of Water Supply.** Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both indoor and outdoor water conservation measures to reduce demand.

LU-13.2 **Commitment of Water Supply.** Require new development to identify adequate water resources, in accordance with State law, to support the development prior to approval.

GOAL LU-14

Adequate Wastewater Facilities. Adequate wastewater disposal that addresses potential hazards to human health and the environment.

Policies

LU-14.1 **Wastewater Facility Plans.** Coordinate with wastewater agencies and districts during the preparation or update of wastewater facility master plans and/or capital improvement plans to provide adequate capacity and assure consistency with the County's land use plans.

LU-14.2 **Wastewater Disposal.** Require that development provide for the adequate disposal of wastewater concurrent with the development and that the infrastructure is designed and sized appropriately to meet reasonably expected demands.

LU-14.3 **Wastewater Treatment Facilities.** Require wastewater treatment facilities serving more than one private property owner to be operated and maintained by a public agency. Coordinate the planning and design of such facilities with the appropriate agency to be consistent with applicable sewer master plans.

LU-14.4 **Sewer Facilities.** Prohibit sewer facilities that would induce unplanned growth. Require sewer systems to be planned, developed, and sized to serve the land use pattern and densities depicted on the Land Use Map. Sewer systems and services shall not be extended beyond either Village boundaries or extant Urban Limit Lines, whichever is more restrictive, except:

- When necessary for public health, safety, or welfare;
- When within existing sewer district boundaries;
- When necessary for a conservation subdivision adjacent to existing sewer facilities; or
- Where specifically allowed in the community plan.

An Urban Limit Line is a growth boundary that can be used in Community Plans to define the maximum extent of urban and suburban development. An Urban Limit Line may be the basis for containment of growth inducing urban infrastructure or community-specific goals and policies.

LU-14.5 **Alternate Sewage Disposal Systems.** Support the use of alternative on-site sewage disposal systems when conventional systems are not feasible and in conformance with State guidelines and regulations.

GOAL LU-15

Adequate Wireless Communication Facilities. Wireless telecommunication facilities that utilize state-of-the-art techniques to minimize impacts to communities and the environment.

Policies

LU-15.1 **Telecommunication Facilities Compatibility with Setting.** Require that wireless telecommunication facilities be sited and designed to minimize visual impacts, adverse impacts to the natural environment, and are compatible with existing development and community character.

LU-15.2 **Co-Location of Telecommunication Facilities.** Encourage wireless telecommunication service providers to co-locate their facilities whenever appropriate, consistent with the Zoning Ordinance. [*See applicable community plan for possible relevant policies*.]

GOAL LU-16

Appropriately Sited Waste Management Facilities. Solid waste management facilities that are appropriately located and sited in a manner that minimizes environmental impacts and potential conflicts from incompatible land uses, while facilitating recycling and resource recovery activities.

Policies

LU-16.1 **Location of Waste Management Facilities.** Site new solid waste management facilities identified in the San Diego County Integrated Waste Management Plan, in a manner that minimizes environmental impacts and prevents groundwater degradation, and in accordance with applicable local land use policies.

LU-16.2 **Integrity of Waste Management Facilities.** Avoid encroachment of incompatible land uses upon solid waste facilities in order to minimize or avoid potential conflicts.

LU-16.3 **New Waste Management Facilities.** Encourage the establishment of additional recycling and resource recovery facilities in areas with Industrial land use designations or other appropriate areas based on the type of recycling.

For example, some agricultural areas may be appropriate for management or recycling of agricultural wastes (composting).

GOAL LU-17

Adequate Education. Quality schools that enhance our communities and mitigate for their impacts.

Policies

LU-17.1 **Planning for Schools.** Encourage school districts to consider the population distribution as shown on the Land Use Map when planning for new school facilities.

LU-17.2 **Compatibility of Schools with Adjoining Uses.** Encourage school districts to minimize conflicts between schools and adjacent land uses through appropriate siting and adequate mitigation, addressing such issues as student drop-off/pick up locations, parking access, and security.

LU-17.3 **Priority School Locations.** Encourage school districts to locate schools within Village or Rural Village areas wherever possible and site and design them in a manner that provides the maximum opportunity for students to walk or bicycle to school.

LU-17.4 **Avoidance of Hazards.** Assist school districts with locating school facilities away from fault zones, flood or dam inundation zones, and hazardous materials storage areas in conformance with State statutes.

GOAL LU-18

Adequate Civic Uses. Civic uses that enhance community centers and places.

Policies

LU-18.1 **Compatibility of Civic Uses with Community Character.** Locate and design Civic uses and services to assure compatibility with the character of the community and adjoining uses, which pose limited adverse effects. Such uses may include libraries, meeting centers, and small swap meets, farmers markets, or other community gatherings.

LU-18.2 **Co-Location of Civic Uses.** Encourage the co-location of civic uses such as County library facilities, community centers, parks, and schools. To encourage access by all segments of the population, civic uses should be accessible by transit whenever possible.

CHAPTER 4 Mobility Element

Introduction

Purpose and Scope

The Mobility Element includes several components including a description of the County's transportation network, the goals and policies that address the safe and efficient operation, maintenance, and management of the transportation network, and the Mobility Element Network Appendix, which depicts in map and matrix format the location of road network components. The goals and policies strive for a balanced multimodal transportation system with adequate capacity to support the land uses and development patterns in the Land Use Element of this General Plan.

The Mobility Element provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego. A balanced system uses multiple modes of travel including motor vehicles, public transportation, bicycles, pedestrians, and to a lesser extent, rail and air transportation. While the automobile is the predominant mode of travel in the unincorporated County due largely to its rural character, opportunities for increased mode choice are addressed in this Element.



Interstate 8, east of Alpine

The Mobility Element identifies the County road network, much of which currently exists, to be developed in the unincorporated County during the implementation of this General Plan so that future rights-of-way can be preserved for future motorized and non-motorized roadway purposes. This network includes County and State roads that form the backbone of a regional network providing movement within and between communities in the unincorporated County. Interstate highways, as with State roads and highways, are managed and maintained by the California Department of Transportation (Caltrans). While the Mobility Element network map indicates some roadways within city boundaries, the County has no jurisdiction over roads in these cities. When applicable, the Mobility Element road network has been coordinated with adjacent cities to ensure consistency to the extent feasible.

With the exception of State roads and highways, the County is responsible for the operation and maintenance of the public roadway system in unincorporated areas of the County along with the operation of eight public aviation facilities. The San Diego Association of Governments (SANDAG) serves as the regional planning agency for the entire County and is a key partner to the County along with other State, regional, and public agencies, in planning and funding roadways and other components of the transportation network within the County.

Guiding Principles for Mobility

The Mobility Element's goals and policies are based on and reflective of a number of the Guiding Principles for the General Plan introduced in Chapter 2. A central theme is support for a multi-modal transportation network that enhances connectivity and supports existing development patterns while retaining community character and maintaining environmental sustainability by reducing gasoline consumption and greenhouse gas emissions.

The Mobility Element balances competing goals of accommodating trips generated by land use, while striving to retain a transportation network that complements, rather than impacts, the character of communities, which is generally rural in much of the unincorporated County. Therefore, widening of roads, which can dramatically change the character of a community, should be pursued only after environmental and community character impacts are also considered. The need to widen roads is minimized when trip vehicle miles traveled are reduced, the performance of the existing network is optimized, and the use of alternative modes of travel is maximized.

Reducing vehicle miles traveled is also an important component of reducing greenhouse gas emissions. Along with compact land use patterns, a well-connected road network contributes to reducing vehicle miles traveled. The Mobility Element requires the provision of multi-modal facilities to accommodate alternative modes of travel, such as public transportation, bicycling, and walking. In addition, goals and policies are included to minimize single occupancy vehicular travel through carpooling, vanpooling, and other transportation demand management methods.

The Mobility Element strives to maximize traffic movement and enhance connectivity by creating multiple connections between existing and planned retail or employment centers and residential communities and between different areas within communities. A continuous network where roads have enhanced connectivity facilitates the provision of optional routes of travel. This enables commuters to avoid areas when roads are congested or closed. In addition, a network with enhanced connectivity provides multiple evacuation routes during emergencies, such as wildfires. The Mobility Element incorporates road types that are compatible with surrounding land uses and reinforce the positive aspects of a community's character, contributing to the economic and social development of the community.



Road in Alpine



Bus service to Tecate



Biking at William Heise County Park in Julian

Requiring new development to pay its fair share of road and related infrastructure costs minimizes public costs while ensuring the infrastructure is available to support the increased demand for services.

Relationship to Other General Plan Elements

As mandated by State law, the Mobility Element must be consistent with all other elements of the General Plan (including community plans) and is related to these elements as discussed in the following section.

- *Land Use Element.* The Mobility Element is directly correlated to the Land Use Element this includes the identification of a road network that can adequately support the uses designated in the Land Use Map at build-out, based on a reasonable expectation for funding of the regional transportation network. The capacity required for the Mobility Element road network is based on the average number of daily vehicle trips that would be generated with build-out of the Land Use Map. The Mobility Element framework of road types relates to the varying characteristics of communities. The Land Use Element addresses non-transportation infrastructure components such as water, sewage, storm drainage, and communications; many of which are located within the rights-of-way of the road network.
- *Noise Element.* This element addresses noise generated by motorized traffic on roadways, rail lines, and at airports. Also, the Noise Element identifies noise level contours and determines their compatibility with each land use type.
- *Conservation and Open Space Element*. This element provides measures for the preservation, conservation, development, and use of natural resources. The element addresses the air quality impacts from motor vehicular traffic, along with the impacts to environmentally sensitive habitats from road construction or improvements. In addition, the Mobility Element identifies the regional trail system that enhances community circulation and provides connections to recreational opportunities within County parks, open space preserves, and other public lands.
- *Safety Element.* Emergency ingress and egress routes are addressed in both the Mobility and Safety Elements. The Safety Element further establishes land use compatibility policies for areas located within the vicinity of airports.

Goals and Policies for Mobility Element

County Road Network

CONTEXT

In the unincorporated County, the road network is by far the most dominant component of the County's transportation system. Although motorists are the primary users of the system, transit riders, bicyclists, pedestrians, and equestrians rely on the network for mobility within the unincorporated County as well as the greater San Diego region. State highways and regional arterials in the unincorporated County are part of an extensive regional network that is integrated with an interstate highway system that provides intra- and interregional travel within and through the unincorporated County as described below.

- Traffic from Orange County enters the County along Interstate 5 through Marine Corps Base Camp Pendleton and travels to the coastal cities.
- Traffic from Riverside County travels into the unincorporated County along Interstate 15 and State Route 79, through the Rainbow Community Planning Area and North Mountain Subregion, respectively.

- Traffic from Imperial County enters the County along Interstate 8 through the Mountain Empire Subregion and along State Routes 78 and S22 through the Desert Subregion.
- Traffic from Baja California, Mexico enters the unincorporated County through the Tecate Port of Entry in Tecate, U.S.A. in the Mountain Empire Subregion.

COUNTY ROAD SYSTEM

With the exception of state-maintained highways and roads, the County is responsible for the maintenance of the public (Mobility Element and Local Public) road network in the unincorporated areas, including associated bicycle and pedestrian facilities. In addition, the County also reviews development projects with private roads to ensure adequate ingress and egress is being provided. The three primary types of roads under the purview of the County are as follows:

- *Mobility Element roads* are County-maintained roads shown on the Mobility Element map and adopted in the General Plan. They provide for the movement of people and goods between and within communities in the County. The Mobility Element displays these roads showing both the road classification and its general alignment.
- *Local public roads* are County-maintained roads that feed traffic onto Mobility Element roads. These roads are not adopted in the General Plan; therefore deviations from planned networks do not require a general plan amendment.
- *Private roads*, including their rights-of-way, are not maintained by the County and generally are not available for general public use.



Mobility Element road



Via de Fortuna Road, a San Dieguito local public road



Yellow Brick Road, a private road in Valley Center

Transportation and land use are two important and related components of every community that help establish its character and function. Land use decisions take into account the road network when assessing the physical characteristics of the site along with resulting traffic impacts. Road design should minimize impacts to land use by including elements and features that accommodate community needs and reflect the character of the area. For example, the design of a four-lane road in an urbanized commercial center would differ from a four-lane road in a sparsely developed rural area. Functional road classifications are correlated to the Regional Categories identified in the Land Use Element.

While well designed roads respond to land use characteristics. A second major objective of the Mobility Element is to develop roads that are multi-modal and can safely accommodate vehicular, as well as transit, bicycle, equestrian, and pedestrian modes of travel. The San Diego County Public Road Standards and

supplemental manuals provide guidance for the road designs, along with including bus stops and non-motorized circulation facilities into the road right-of-way.

COUNTY ROAD OPERATIONS AND NETWORK

The backbone of the County's road network is referred to as the Mobility Element network, which includes both State highways and County roads. However, the goals and policies for roadways apply to all roads, public and private, unless otherwise stated.

The Mobility Element road network is based on a combination of physical and environmental conditions, community input, and SANDAG traffic model forecasts based on full build-out of the General Plan land use map. When physical and other constraints preclude constructing roads to the number of lanes required to accommodate traffic with a LOS D or better, exceptions, coordinated with community planning or sponsor groups, have been made to accept the road operating at LOS E or F, according to the SANDAG traffic model forecasts. The SANDAG traffic model used 2030 projections for build-out of the regional (freeways, state highways, and transit facilities) transportation network and the road networks and land use plans for incorporated jurisdictions.

The road network identified by the Mobility Element is depicted on community level maps showing the road classification series and the general route of each road (see Mobility Element Network Appendix). Freeways, although shown on these maps, are included only for reference, as Mobility Element roads include State highways, but not freeways. The maps are accompanied by a matrix that identifies the road segment, its classification, any necessary improvements (such as a raised median, continuous or intermittent turn lanes, passing lanes, reduced shoulder width, or increased right-of-way requirements), and special circumstances including when it is deemed acceptable for a specific road segment to operate at a level of service E or F. Further explanation regarding the operating levels of service for each road segment is provided in the Background Material Section at the end of this chapter, along with specific exceptions to the established levels of service.

ROAD CLASSIFICATIONS

The County's road classifications are specific to roads operated and maintained by the County, and may be different from roads in other jurisdictions. The County's classification system is arranged by road type in a hierarchy that begins with roads that provide the greatest capacity (six-lane roads) to those that provide the least capacity (two-lane roads). The greater the road capacity, the more vehicles can travel on the roadway at an acceptable level of service. Table M-1a (Road Classifications: Six- and Four-Lane Roads) and Table M-1b (Road Classifications: Two-Lane Roads) provide a description for each classification, the number of travel lanes, and both the minimum right-of-way requirements and the right-of-way requirements when bicycle lanes and pathways are provided. The County's Public Road Standards provide additional criteria for these road types, such as design speed and threshold capacity. When the volume of a roadway increases beyond the threshold capacity of its classification, a higher capacity classification is required.

Road/bicycle classifications depicted in the General Plan Mobility Element Matrix are full buildout classifications. Evaluation of individual projects through required traffic studies may identify project design considerations that are less than the full buildout classification and may not require a General Plan Amendment.



Residential street with parking

Flexibility exists within the Public Road Standards for exceptions that may be appropriate for community context or other reasons. Additionally, community specific road standards may also be prepared to implement context-sensitive solutions for individual communities. Where it is demonstrated that permanent bus or transit facilities are needed, such as in a regional transit or school district plan based upon the demand and frequency of buses, additional right of way may be required/obtained for the provision of a bus turn out at designated bus stop locations, based upon design criteria provided by the transit district or school district. In some instances this has been done by utilizing part of the parkway in lieu of increasing the overall right-of-way. The bus turn-outs are designed and implemented on a case by case basis depending on the need and design parameters at the proposed bus turnouts.

These road classifications are specific to County Mobility Element roads, and although another jurisdiction may have a similar classification, the design criteria and standards are not necessarily the same. In addition, although State highways are included in the Mobility Element road network, the cross-section and right-of-way requirements for State highways are within Caltrans' jurisdiction and may be different than those of Mobility Element road classifications. Generally Caltrans prefers that rural conventional highways with at-grade intersections and with speeds greater than 40 mph, have a Clear Recovery Zone of 20 feet beyond the edge of the traveled way. Fixed objects located at distances less than the required Clear Recovery Zone may not be allowed.

Table M-1a Road Classifications: Six- and Four-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
SIX LANE ROAD SERIES Roads that accommodate high speed, high volume traffic and should be located away from Villages and in areas with limited physical constraints. The median serves as a separation between travel ways, as opposed to an area for turning or entering adjacent property.				
6.1	Expressway	A divided roadway with a wide median and grade separated interchanges. Road type has a capacity of 86,000 ADT (or more depending upon the number of lanes).	146–160	6 or more
6.2	Prime Arterial	A divided roadway with a median and at-grade interchanges. Capacity for road type is 50,000 ADT.	122–136	6

Table M-1a Road Classifications: Six- and Four-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
		MAJOR ROAD SERIES A roadway that primarily serves medium to high volume traffic. Because of its high design speed, this road should typically be located in physically unconstrained areas and its use in Villages should be limited to industrial or heavy commercial areas with low levels of pedestrian and bicycle traffic. In some circumstances, an exception can be made for using a modified design speed of 45 mph.		
4.1A	Major Road with Raised Median	Appropriate for regional travel between communities where higher traffic volumes are forecast.	98–112	4
4.1B	Major Road with Intermittent Turn Lanes	Typically used in areas where turning movements are infrequent or where ROW is limited.	84–112	
		BOULEVARD SERIES A roadway with a lower design speed and a wider parkway that should be used in Villages or similar locations where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities. The Boulevard Series can also be used in rural areas that are constrained by steep slopes or where the community requests a context sensitive solution that minimizes cut, fill, and grading requirements and pathways are requested.		
4.2A	Boulevard with Raised Median	Increased road capacity and access control by providing a separation between travel lanes and dedicated turn lanes, along with a wide parkway to accommodate non-motorized circulation.	106–120	4
4.2B	Boulevard with Intermittent Turn Lane	Typically used where turning movements are infrequent or where ROW is limited.	92–120	

* Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan could require additional ROW, depending upon what other needs are being accommodated in the parkways.

Table M-1b Road Classifications: Two-Lane Roads

No.	Road Classification	Description	Typical ROW Range* (Feet)	Lanes
		COMMUNITY COLLECTOR SERIES Roadway with higher design speeds that is appropriate for areas with few physical constraints and minimal pedestrian, bicycle, or other non-motorized traffic. Road type for use where physical constraints are limited.		
2.1A	Community Collector with Raised Median	The raised median provides more capacity, controls turn movements, and improves flow.	74–86	2
2.1B	Community Collector with Continuous Turn Lane	The continuous turn lane improves traffic flow in areas with multiple driveways and left-turn access requirements.	74–86	
2.1C	Community Collector with Intermittent Turn Lane	Intermittent turn lanes provide more capacity over a normal two-lane road and improve traffic flow.	60–86	
2.1D	Community Collector with Improvement Options	Road type with wider right-of-way for added flexibility to accommodate improvement options such as turn lanes, medians, or passing lanes.	84–96	

Table M-1b Road Classifications: Two-Lane Roads				
No.	**Road Classification**	**Description**	**Typical ROW Range* (Feet)**	**Lanes**
2.1E	Community Collector	Roadway with no improvement options. It accommodates low to medium traffic volumes in areas where turning movements are infrequent and where non-motorized traffic is limited.	60–72	
LIGHT COLLECTOR SERIES Roads with a lower design speed and wider parkway than the Community Collector. They can be used in rural areas with medium physical constraints or in urbanized areas with moderate levels of non-motorized circulation.				
2.2A	Light Collector with Raised Median	The median provides a separation between travel lanes; controls turn movements, and improves traffic flow.	78–90	2
2.2B	Light Collector with Continuous Turn Lane	Continuous turn lane improves traffic flow in areas with multiple driveways and left-turn access requirements.	78–90	
2.2C	Light Collector with Intermittent Turn Lanes	Dedicated intermittent turn lanes provide more capacity and improve traffic flow.	64–90	
2.2D	Light Collector with Improvement Options	Has a wider right-of-way for added flexibility to accommodate improvement options such as turn lanes, medians, or passing lanes.	88–100	
2.2E	Light Collector	Roadway has no special features and accommodates low to medium traffic volumes where turning movements are infrequent and where non-motorized traffic and physical constraints are limited.	64–76	
2.2F	Light Collector with Reduced Shoulder	Roadway with two-foot shoulder, a rolled curb with graded pathway, and a narrow right-of-way. In some instances the shoulder can be widened to six feet to serve as a bicycle lane.	52–60	
MINOR COLLECTOR SERIES Roadway with a low design speed that is appropriate for highly constrained rural areas and for areas within a Village with heavy non-motorized circulation and transit activities. This standard could also be used in semi-rural areas with high levels of "side friction" or access from adjacent parcels. Minor Collectors have a wide parkway that, in rural areas, can be used to grade slopes and improve visibility or moderate tight curves. In more urbanized areas, the wide parkway can be used for pathways and for landscape buffers between vehicular and non-vehicular circulation.				
2.3A	Minor Collector with Raised Median	Raised median with dedicated turn lanes and controlled turning movements that improve traffic flow and enhance community character when the median is landscaped.	82–94	2
2.3B	Minor Collector with Intermittent Turn Lane	Improves traffic flow in areas with multiple driveways and left-turn access requirements.	68–82	
2.3C	Minor Collector	No additional features and is primarily intended for residential neighborhoods or for rural areas with steep slopes and physical constraints.	68–80	

* Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan could require additional ROW, depending upon what other needs are being accommodated in the parkways.

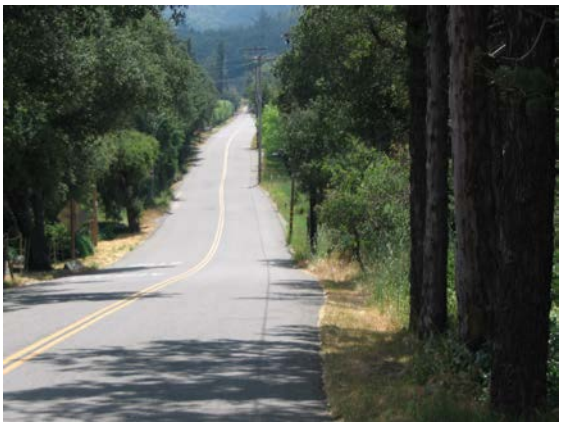
Local public roads provide important system connectivity and continuity for the road network designated by the Mobility Element by providing access to local residential neighborhoods and commercial and industrial areas. They support local traffic at a lower design speed and accommodate traffic volumes up to 4,500 average daily trips. The County Public Road Standards establish the local public road classifications and specify the associated range of improvements.

Local public roads are normally not included in the Mobility Element network, but are depicted with the network for informational purposes when they provide continuity between two Mobility Element roads, especially those that would operate at an unacceptable level of service without the local public roads. Local public roads are also depicted in areas that are currently undeveloped but planned as a future development area. Right-of-way should be reserved for these roads for local ingress/egress and non-motorized uses until subsequent planning efforts in the area determine specific locations of the local public road network. The basic criteria for depicting local public roads in the Mobility Element are provided in the County's Public Road Standards.

LOCATION GUIDE

A Road Classification Location guide that expresses the suitability of a road classification based upon its correlation to the County's Regional Categories is provided as Table M-2 (Road Classification Suitability). As shown in this table, road classifications with lower design speeds are recommended for Villages and for Semi-Rural or Rural Lands with physical constraints. Classifications of roads should consider the predominant topography or land use patterns, and a change in road classification should occur only at road intersections or another easily identifiable location in the network.

At build-out of both the General Plan Land Use plan and designated road network, it is estimated that the road network will not meet the desired level of service standard (LOS D) on approximately 10 percent of all County roads and State highways. For these roads, a lower LOS was deemed acceptable only under special circumstances based on specific criteria as described in Policy M-2.1.



Rural roadway



Residential street in the Valle de Oro community

Table M-2 Road Classification Suitability			
Lanes	**Village**	**Semi-Rural**	**Rural Lands**
6	Limited use only: 6.1 Expressway or 6.2 Prime Arterial	6.1 Expressway or 6.2 Prime Arterial	6.1 Expressway or 6.2 Prime Arterial
4	Primary Suitability: 4.2 Boulevard Limited use only: 4.1 Major Road	Primary Suitability: 4.1 Major Road Limited use only: 4.2 Boulevard	Primary Suitability: 4.1 Major Road Areas with Physical Constraints: 4.2 Boulevard
2	Primary Suitability: 2.3 Minor Collector Secondary Suitability: 2.2 Light Collector Limited use only: 2.1 Community Collector	Primary Suitability: 2.2 Light Collector Secondary Suitability: 2.1 Community Collector Areas with Physical Constraints: 2.3 Minor Collector	Primary Suitability: 2.1 Community Collector Areas with Physical Constraints: 2.2 Light Collector or 2.3 Minor Collector

ROAD NETWORK

State law requires jurisdictions to develop a network that accommodates the land uses proposed in the General Plan. A portion of the Mobility Element road network depicted in the Mobility Element Network Appendix is currently in place, and the remainder will need to be constructed as development proceeds. The network will be constructed by new development as a condition of project approval and/or mitigation for project traffic-related impacts, by County capital improvement projects funded by the Transportation Impact Fee (TIF) Program or other local funding, and by State or federal funds whenever available. The TIF fees collected are to fund identified transportation facilities, or portions thereof, that will provide increased road capacity necessitated by the cumulative impacts of future development. The primary objectives identified below form the basis for the network.

- *Efficient and effective movement of people and goods*—A primary goal of the Mobility Element is a road network that accommodates build-out of the land use map while operating with acceptable levels of congestion. The policies in this General Plan address the need to relieve traffic congestion by balancing the consideration of road capacity and connectivity with the accommodation of alternate modes of travel and the use of transportation demand management methods. Road capacity is based on the type of road constructed, along with its side friction, such as intersection spacing and driveways. Road capacity is maintained when the number of driveways accessing Mobility Element roads is minimized. In addition, a highly connected road network reduces the overall vehicle miles traveled and allows for a greater dispersion of the traffic.
- *Accommodate all users of the road right-of-way*—The Mobility Element also supports the concept of complete streets that are designed and operated to enable safe access for all users and for all modes of travel including non-motorized users and transit riders. This includes users of all ages and abilities such as the elderly, children, and people with disabilities.
- *Right-of-way for road alignments reserved by development*—New development generally causes the need for road improvements. Proposed development within or adjacent to the alignment of a road shown on the Mobility Element map will require coordination with the County to determine the extent to which property needs to be reserved for the alignment and the extent of property owner responsibility for construction of the roadway and right-of-way improvements for non-motorized uses.

An assessment of the need for coordinating the project development with the roadway, potential dedication of property, and/or acquisition of property will be discussed with the property owner. The County may, depending upon the specific circumstances, require dedication of the full width of the right-of-way for designated corridors or acquire all or a portion of the right-of-way for roads being constructed with TIF funds

- *The provision of a road network balanced with other General Plan goals*—While providing for mobility is a primary goal, specific road improvements need to also consider factors such as the protection of environmental resources, the reduction of noise impacts, the development of livable communities, land use compatibility issues related to health risks from air pollution, and the effective allocation of limited County resources. New or expanded road alignments should avoid environmental constraints such as floodplains and steep slopes. Noise impacts from roads vary depending on the type of vehicle and the speed and volume of traffic. To limit noise impacts, high volume roadways should be located away from residential areas and sensitive noise receptors (such as schools) or should include noise mitigating factors in their design.
- *Road design, operation, and maintenance that reflects community character and the Community Plan*—Transportation and land use are two related components of every community that help establish its character and function. Just as land use decisions take into account the road network, road design should include components and features that serve community needs and reflect the character of the surrounding area. Proper road design should accommodate both motorized and non-motorized users of the road and respond to both travel demands and the character of the place (neighborhood, village, open space, etc.) that the road traverses. Road design should also consider environmental impacts and minimize runoff pollutants entering County watersheds.

GOALS AND POLICIES

GOAL M-1

Balanced Road Network. A safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities.

Policies

M 1.1 **Prioritized Travel within Community Planning Areas.** Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.

M 1.2 **Interconnected Road Network.** Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.

M 1.3 **Treatment of High-Volume Roadways.** Consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development in order to avoid bisecting communities or town centers. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.

GOAL M-2

Responding to Physical Constraints and Preservation Goals. A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character.

Policies

M-2.1 **Level of Service Criteria.** Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Refer to the Background Material section (Road Segments Where Adding Travel Lanes is Not Justified) at the end of this chapter for list of road segments accepted to operate at LOS E/F.

Criteria for Accepting a Road Classification with Level of Service E / F

Identified below are the applicable situations, and potential improvement options, for accepting a road classification where a Level of Service E / F is forecast. The instances described below specify when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. In addition, adding capacity to roads can be growth inducing in areas where additional growth is currently not planned, which is not consistent with County Global Climate Change strategies.

Marginal Deficiencies

When This Would Apply—*Marginal deficiencies are characterized when only a short segment of a road is forecast to operate at LOS E or F, or the forecasted traffic volumes are only slightly higher than the LOS D threshold. Classifying the road with a designation that would add travel lanes for the entire road would be excessive and could adversely impact community character and / or impede bicycle and pedestrian circulation. Also, in some instances, although underutilized alternate routes exist that could accommodate the excess traffic; they were not included in the traffic forecast model.*

Potential Improvement Options—*Rather than increase the number of travel lanes for the entire road segment to achieve a better LOS, it is more prudent to apply operational improvements only on the portion of the road operating at LOS E and F. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

Town Center Impacts

When This Would Apply—*This situation would apply when the right-of-way required to add travel lanes would adversely impact established land development patterns and / or impede bicycle and pedestrian circulation. The Community Development Model (see the General Plan's Guiding Principle #2) concept strives to establish a land development pattern with compact villages and town centers surrounded by areas of low and very low density development. The construction of large multi-lane roads could divide an established town center, even though the intent of the road would be to connect areas within the community or improve access to areas within or surrounding the community.*

Potential Improvement Options—*Traffic congestion impacts can be mitigated without adding travel lanes by establishing alternate parallel routes that would distribute the traffic volumes, such as a network of local public roads. Other means of mitigating traffic congestion impacts other than increasing the number of traffic lanes include promoting the use of alternate modes of travel in town centers to reduce single-occupant vehicle trips or maximizing the efficiency of a roadway with operational improvements, such as intersection improvements.*

Regional Connectivity

When This Would Apply—*Regional connectivity issues would apply when congestion on State freeways and highways causes regional travelers to use County roads, resulting in congestion on the County road network. Rather than widening County roads to accommodate this traffic, the deficiencies in the regional road network should be addressed.*

Potential Improvement Options—*Coordinate with SANDAG to identify the necessary improvements to the regional transportation network and to support appropriate priority in the Regional Transportation Plan to improve these congested freeways and highways, rather than contributing to increased congestion on County roads.*

Impacts to Environmental and Cultural Resources

When This Would Apply—*This situation would occur when adding travels lanes to a road that would adversely impact environmental and cultural resources such as significant habitat, wetlands, MSCP preserves, wildlife movement, historic landmarks, stands of mature trees, or archaeological sites. This situation would also occur in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.*

Potential Improvement Options—*Provide improvement options, such as passing lanes, to areas without significant environmental or cultural constraints. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

M-2.2 **Access to Mobility Element Designated Roads.** Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.

M-2.3 **Environmentally Sensitive Road Design.** Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.

M-2.4 **Roadway Noise Buffers.** Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.

Sensitive noise-receptors are described in the Noise Element.

M-2.5 **Minimize Excess Water Runoff.** Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.

GOAL M-3

Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.

Policies

M-3.1 **Public Road Rights-of-Way.** Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of

sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.

M-3.2 **Traffic Impact Mitigation.** Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.

M-3.3 **Multiple Ingress and Egress.** Require development to provide multiple ingress/egress routes in conformance with State law and local regulations.

GOAL M-4

Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.

Policies

M-4.1 **Walkable Village Roads.** Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.



Road in Valle de Oro with bicycle lane and multi-use pathway

M-4.2 **Interconnected Local Roads.** Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.

M-4.3 **Rural Roads Compatible with Rural Character.** Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]

M-4.4 **Accommodate Emergency Vehicles.** Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

M-4.5 **Context Sensitive Road Design.** Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.

M-4.6 **Interjurisdictional Coordination.** Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a

consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently or sequentially to optimize and maintain road capacity.

Regional Transportation Coordination and Facilities

CONTEXT

The Mobility Element addresses the County-operated multi-modal transportation network that provides a variety of mobility options within the unincorporated County. These services are provided by the County in partnership with the San Diego Association of Governments (SANDAG), Caltrans, transit agencies, the San Diego County Airport Authority, and various railroad operators.

SANDAG is the Regional Transportation Planning Authority and has responsibility for planning and allocating local, state, and federal funds for the region's transportation network. State law and the California Transportation Commission require SANDAG to adopt a 20-year regional transportation plan every four years, which considers improvements to freeways, state highways, transit, and regional bicycle and pedestrian routes. A long-range plan, the *2030 Regional Transportation Plan (RTP): Pathways for the Future* addresses countywide growth through the year 2030 and is available on the SANDAG website at: www.sandag.org/2030rtp.

The 2030 RTP identifies $4.5 billion in improvement projects for highway and regional arterials in the unincorporated County necessary to accommodate development capacity through 2030. The Mobility Element road network is based on reasonably expected revenue forecasts where $3.7 billion in funds of the $4.5 billion in requirements will be available to fund improvement projects in the unincorporated County through 2030.



Interstate 15 looking north

State highways serve intra-county traffic and include State Routes 67, 76, 78, 79, 94, and 125. The design of these roadways varies according to the volume of traffic they carry and ranges from freeway-style construction to two-lane rural roads with at-grade intersections. Generally, these roads require a larger right-of-way so they can be expanded if future traffic volumes warrant.

In addition to the County's road network, there are other regional facilities that are critical to the movement of people and goods within unincorporated areas as well as the larger region including freight and cargo services via truck or rail, and air travel from local airports that primarily accommodate private aircraft, with limited, if any cargo service. These facilities, in conjunction with the County's extensive roadway network, provide a safe and comprehensive multi-modal mobility system for County residents, businesses, and visitors.

TRUCK ROUTES

Trucks are the primary mode used to move goods in and out of the San Diego region although rail, water transport, and air transport facilities are located in the region and contribute to this goods movement system. Commercial trucking in San Diego region primarily uses interstate and State highways as routes of travel. The SANDAG 2030 RTP identifies the major interstate highways and State routes used for commercial trucking in the San Diego region and designated truck routes in the unincorporated County include the following roadways:

- Segments of Interstates 8 and 15
- State Routes 94, 125, 188, and 905
- Otay Mesa Road

The 2030 RTP states that the potential use of managed lanes in off-peak periods will be evaluated in the near future. It also identifies other considerations for additional truck capacity that include improvements on an outer loop which includes SR 67, SR 94, and SR 125 in the unincorporated County. Generally, County roads are only used when destinations are not accessible by one of these major routes.



Semi-truck with cargo

State Route 94 (Campo Road), south of Melody Road in the Jamul / Dulzura Subregion is proposed to remain a two-lane road. This results in inherent limitations for truck traffic using this segment of SR-94. Truck traffic should be shifted to Interstates 8, 805, and 905 and SR-125 after the Otay Mesa II and Calexico Ports of Entry are upgraded.

RAIL FACILITIES

The North County Transit District (NCTD) and Metropolitan Transit System (MTS) own and maintain the main rail line along the coast from downtown San Diego to the Orange County line, which is shared between Amtrak intercity, COASTER, and Metrolink commuter passenger rail services and Burlington North Santa Fe (BNSF) Railway freight service. NCTD also owns the rail corridor between Oceanside and Escondido, operating SPRINTER light rail service, and shares the corridor with BNSF Railway freight service.

A freight line, the San Diego & Arizona Eastern Railway's Desert Line, is the primary rail line that traverses the unincorporated County. Existing rail lines, such as the Desert Line, may be underutilized at their current capacities. For these lines to remain economically feasible for continued operation, their usage should be maximized to provide an alternative to trucks, especially on SR-94, whenever feasible. In addition, BNSF is the operator of a freight line that runs from Oceanside to Escondido. The Amtrak and COASTER passenger lines run along the coast through Marine Corps Base Camp Pendleton. In addition, historical abandoned rail rights-of-way exist in broken segments, some of which are in public ownership, yet are currently underutilized and should be encouraged for adaptive reuse, such as rail to trail conversions.

Since 1996, the California High-Speed Rail Authority (CHSRA) has been the state agency charged with planning, designing, constructing, and operating a statewide high-speed train system. The High Speed Rail

alignment from San Diego would be connected to this proposed system via the Interstate 15 corridor, from downtown San Diego to Escondido, Riverside County, and Los Angeles. The High Speed Rail alignment would originate in Downtown San Diego linking University City, Escondido, Riverside County, and Los Angeles via the San Diego-Los Angeles-San Luis Obispo Rail Corridor Agency (LOSSAN), Miramar Road/Carroll Canyon Road, and Interstate 15 corridors. A programmatic environmental impact report/environmental impact statement (PEIR/EIS) was certified in 2005 and planning work continues on the corridor.

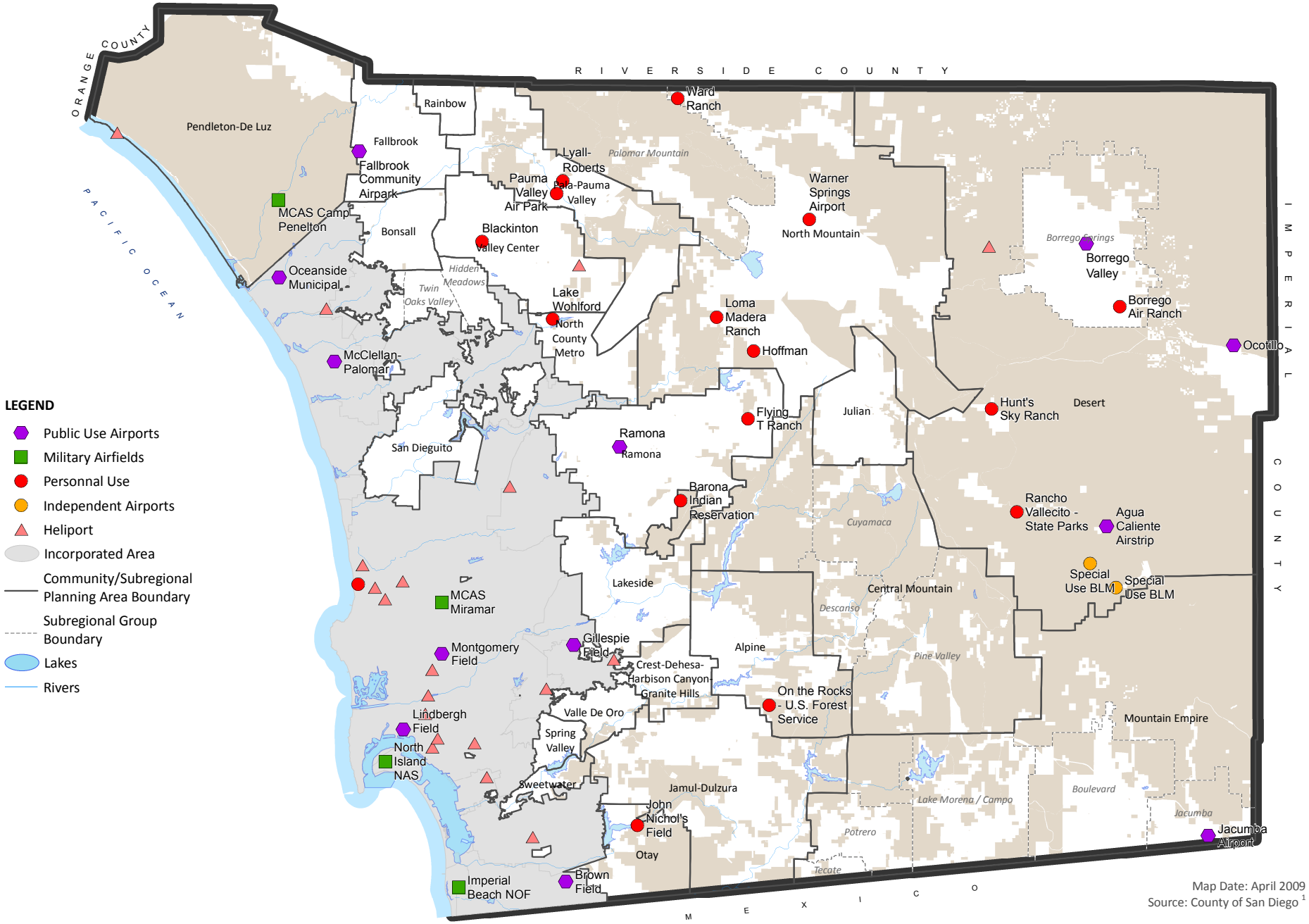
AIRPORTS

San Diego International Airport, located in the city of San Diego, along with John Wayne Airport (Orange County), Los Angeles International Airport (Los Angeles County), and Ontario International Airport (San Bernardino County) are regional airports located in Southern California that provide residents and businesses in the unincorporated County with passenger and cargo services.



Borrego Valley Air field

In addition to San Diego International Airport, eleven public-use airports are located within the boundaries of the County, along with four major military aviation facilities and numerous independent airports and heliports. The County owns and operates eight of these airports, six of which are located in the unincorporated County (Agua Caliente Airstrip, Borrego Valley Airport, Fallbrook Community Airpark, Jacumba Airport, Ocotillo Airstrip, and Ramona Airport). The County also owns Gillespie Field in the City of El Cajon and McClellan-Palomar Airport in the City of Carlsbad. The remaining public-use airports include Brown Field and Montgomery Field (City of San Diego) and Oceanside Municipal Airport (City of Oceanside). These airports are shown in Figure M-1 (Airport Locations).



AIRPORT LOCATIONS

San Diego County General Plan

Figure M-1

GOALS AND POLICIES

GOAL M-5

Safe and Efficient Multi-Modal Transportation System. A multi-modal transportation system that provides for the safe, accessible, convenient, and efficient movement of people and goods within the unincorporated County.

Policies

M-5.1 **Regional Coordination.** Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:

- Sufficient capacity consistent with the County General Plan Land Use Map
- Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled
- Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands
- Maximized efficiency to enhance connectivity between different modes of travel



Interstate 8 east of Alpine

M-5.2 **Impact Mitigation for New Roadways and Improvements.** Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new State freeways or highways and to reduce impacts of road improvements and/or design modifications to State facilities on adjacent communities.

GOAL M-6

Efficient Freight Service Linked to Other Transportation Modes. Freight services that efficiently move goods and that are effectively linked to other transportation modes.

Policies

M-6.1 **Designated Truck Routes.** Minimize heavy truck traffic (generally more than 33,000 pounds and mostly used for long-haul purposes) near schools and within Villages and Residential Neighborhoods by designating official truck routes, establishing incompatible weight limits on roads unintended for frequent truck traffic, and carefully locating truck-intensive land uses.

M-6.2 **Existing Rail Line Use.** Support the use of existing rail lines for freight, public transit, and tourism.



Rail depot and tourist train in Campo

M-6.3 **Visual Impacts on Scenic Corridors.** Coordinate with railroad and transit operators to ensure that infrastructure for freight and passenger service is planned and designed to limit visual impacts on scenic corridors.

M-6.4 **Locate Rail Facilities in Established Communities.** Encourage railroad operators to use existing rights-of-way and locate stations and support facilities in established communities.

M-6.5 **Adaptive Reuse of Abandoned Rail Lines.** Support the retention of abandoned railroad rights-of-way and adaptation for uses that benefit the general public, such as public transit, new road connections, regional trails and bike paths, or protected habitat areas, where appropriate.

GOAL M-7

Airport Facilities. Viable and accessible airport facilities whose continuing operations effectively serve the evolving needs of the region while minimizing any adverse impacts of airport operations.

Policies

M-7.1 **Meeting Airport Needs.** Operate and improve airport facilities to meet air transportation needs in a manner that adequately considers impacts to environmental resources and surrounding communities and to ensure consistency with Airport Land Use Compatibility Plans.

Refer to the Airport Hazards section of the Safety Element for additional goals and policies pertaining to airports.

Public Transit

CONTEXT

With the passage of State law (SB 1703), SANDAG is now responsible for transit planning, programming, project development, and construction. SANDAG prepared the 2007–2011 Coordinated Plan, which provides a framework for transit system development over the next five years and reflects the goals and direction for service development as described in the 2030 RTP. This plan also defines the level of service for transit in suburban and rural areas as follows:

- **Suburban**—Direct service along commute corridors with critical mass featuring rapid, frequent service during peaks with seamless coordinated transfers, and local service focused on smart growth areas and lifeline needs
- **Rural**—Transportation services that run only a few times a day on select days of the week (lifeline services)



Pine Valley bus stop with rural-level services



The Sprinter, operated by the North County Transit District

The two agencies responsible for transit operations and services in the unincorporated County areas are the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). Transit services provided by these agencies include heavy and light rail, fixed-route bus service, demand-response service, and paratransit. Existing transit services for the unincorporated County consist of limited regional or local bus services, and light rail (the NCTD SPRINTER) in one very localized area. Transit services are primarily provided to the larger, more urbanized communities, although limited services are available outside this area. In addition, tribal governments operating casinos and non-profit agencies also provide transit services for their clients and customers.

SANDAG has the responsibility to designate the local Consolidated Transportation Services Agency (CTSA) in adherence to and to be funded in part by the state *Transportation Development Act* (TDA). SANDAG then retains regional oversight. The CTSA works to expand the availability and use of specialized transportation services by serving as an information resource for specialized transportation providers and providing technical assistance and public outreach to increase awareness of specialized transportation options. Full Access & Coordinated Transportation, Inc. (FACT), appointed under contract by SANDAG to serve as the CTSA for the San Diego region, is a non-profit corporation formed to coordinate and consolidate transportation services to people with disabilities, senior citizens, and social service agencies.

In addition, Tribal governments established the Reservation Transportation Authority (RTA), a consortium of 24 tribes, in order to pool resources and more effectively coordinate on transportation issues. In conjunction with SANDAG and the RTA, a consultant prepared a Transit Feasibility Study to assess the needs of tribes in the County to improve access for medical, educational, employment, and other essential transportation needs. As a result of the study, some bus routes were expanded.

The availability of public transit can reduce the dependency on motor vehicles and help to shape future growth patterns. Due to existing and planned development patterns, there are currently limited plans for expansion of transit service into unincorporated communities. Although transit currently comprises a small percentage of total trips in the unincorporated County, certain corridors enjoy high transit ridership. In addition, transit-supportive land uses can encourage increased transit use, and transit also is an important public service for lower income residents as well as residents with special needs including seniors and the disabled. A primary objective of the Land Use Element is to focus development in and around existing unincorporated communities to maximize existing infrastructure, provide for efficient delivery of services, and strengthen Town Center areas while preserving the rural landscape. The development patterns of the Land Use Map are intended to facilitate the use of public transportation in Village areas.

The goals and policies in this section seek to maximize opportunities for transit ridership in Village areas while reducing congestion on roadways.

GOALS AND POLICIES

GOAL M-8

Public Transit System. A public transit system that reduces automobile dependence and serves all segments of the population.

Policies

M-8.1 **Maximize Transit Service Opportunities.** Coordinate with SANDAG, the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to:

- Maximize opportunities for transit services in unincorporated communities
- Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes
- Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible
- Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops

M-8.2 **Transit Service to Key Community Facilities and Services.** Locate key County facilities, healthcare services, educational institutions, and other civic facilities so that they are accessible by transit in areas where transit is available. Require those facilities to be designed so that they are easily accessible by transit, whenever possible.

M-8.3 **Transit Stops That Facilitate Ridership.** Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of Town Centers and Village Cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit–oriented development, when appropriate.

M-8.4 **Transit Amenities.** Require transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience.

M-8.5 **Improved Transit Facilities.** Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and attractive pedestrian connections.

M-8.6 **Park and Ride Facilities.** Coordinate with SANDAG, Caltrans, and tribal governments to study transit connectivity and address improving regional opportunities for park-and-ride facilities and transit service to gaming facilities and surrounding rural areas to reduce congestion on rural roads.

M-8.7 **Inter-Regional Travel Modes.** Coordinate with SANDAG, Caltrans, and the California High-Speed Rail Authority, where appropriate, to identify alternative methods for inter-regional travel to serve the unincorporated County residents.

M-8.8 **Shuttles.** Coordinate with Tribal governments, the Reservation Transportation Authority, and other large employers to provide shuttles and other means of connecting transit stops with job locations, civic, and commercial uses, where appropriate.

Transportation System and Travel Demand Management

CONTEXT

The road network designated in the Mobility Element strives to accommodate the Land Use Map while minimizing the need to build new roads or improve existing roads. Transportation System Management seeks to optimize the transportation network, while Travel Demand Management seeks to reduce the use of the road network.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

TSM strategies focus on increasing the efficiency, safety, and capacity of existing transportation systems through strategies that relieve, lessen, or control congestion with minimal roadway widening. Techniques include performance monitoring, various types of intersection modifications, advanced technology, coordinated traffic signal timing across jurisdictional boundaries and with freeway ramps, signage and lighting upgrades, facility design treatments, high-occupancy vehicle (HOV) lanes, and targeted traffic enforcement. These strategies can reduce vehicle travel time and enhance system accessibility with little impact on other modes. Reducing traffic congestion keeps automobiles on roads designated for regional mobility, while minimizing through traffic within communities. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of people and goods, as well as enhance system accessibility and safety.

TRAVEL DEMAND MANAGEMENT (TDM)

TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity. TDM programs such as employer outreach, carpool partner matching, parking cash outs, vanpools, subsidies and/or preferred parking to rideshare participants, guaranteed. rides home, bicycle lockers, and other amenities for bicyclists and pedestrians including clothing lockers and shower facilities are designed to increase the efficiency of the transportation system. TDM is a key tool to reduce single-occupant-vehicle travel as well as facilitate mobility options for area residents. SANDAG manages the regional TDM program including 511, a free phone and web service that consolidates the San Diego region's transportation information into a one-stop resource. The 511 program provides up-to-the minute information on traffic conditions, incidents and driving times, schedule, route and fare information for San Diego public transportation services carpool and vanpool referrals, bicycling information and more. The County has an opportunity to facilitate the use of TDM methods by encouraging land use planning and infrastructure improvements that better accommodate pedestrians, bicyclists, and transit users. In addition, the County can also offer incentives that encourage projects to implement TDM programs.

GOALS AND POLICIES

GOAL M-9

Effective Use of Existing Transportation Network. Reduce the need to widen or build roads through effective use of the existing transportation network and maximizing the use of alternative modes of travel throughout the County.

Policies

M-9.1 **Transportation Systems Management.** Explore the provision of operational improvements (i.e. adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

M-9.2 **Transportation Demand Management.** Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

M-9.3 **Preferred Parking.** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. [Refer also to Policy COS-16.3 (Low-Emission Vehicles) in the Conservation and Open Space Element.] Encourage parking cash out programs to reimburse employees for the cost of "free" on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements (see also Policy M-10.5).



Park-and-ride facility at Jamacha Boulevard in Spring Valley

M-9.4 **Park-and-Ride Facilities.** Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Parking

CONTEXT



Parking in a commercial area in Fallbrook

Parking is an essential component of an efficient transportation system that includes accommodation for automobiles, motorcycles, and bicycles. Parking requirements have an ability to alter transportation choices. Excess free parking promotes an auto-oriented community, discourages high-frequency transit, and can negatively affect walkability. Yet as land becomes scarcer and construction costs increase, so do the costs of providing parking. If an insufficient number of vehicular parking spaces are provided, additional travel is required to find a parking space, causing congestion and delays. If too much vehicular parking is provided, a larger portion of the site is unnecessarily paved, causing degradation in community character and excess stormwater run-off.

The provision of a sufficient quantity of bicycle parking, that is both secure and convenient, will contribute to increased bicycle usage. In addition, a multi-modal transportation network that reduces the reliance on single-occupant vehicles reduces the number of parking spaces needed.

Parking spaces are either provided on the street or within a project site as parking lots. Parking regulations address off-street parking in an effort to provide functionally adequate, safe, convenient, and aesthetically pleasing parking and loading facilities for motor vehicles. On-street parking is allowed within the road shoulder, unless the County imposes a parking prohibition. If a parking prohibition is in place, the shoulder is available for use as a bike facility.

GOALS AND POLICIES

GOAL M-10

Parking for Community Needs. Parking regulations that serve community needs and enhance community character.

Policies

M-10.1 **Parking Capacity.** Require new development to:

- Provide sufficient parking capacity for motor vehicles consistent with the project's location, use, and intensity
- Provide parking facilities for motorcycles and bicycles
- Provide staging areas for regional and community trails

M-10.2 **Parking for Pedestrian Activity.** Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity

by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.

M-10.3 **Maximize On-street Parking.** Encourage the use of on-street parking in commercial and/or high-density residential town center areas to calm traffic and improve pedestrian interaction. Traffic operations and pedestrian safety must not be compromised.

M-10.4 **Shared Parking.** Support town center plans, when desired by the community, that incorporate on-street and/or shared vehicular parking facilities to reduce on-site parking requirements.

M-10.5 **Reduced Parking.** Accommodate appropriate reductions in on-site parking requirements in situations such as:

- Development of low-income and senior housing
- Development located near transit nodes
- Employment centers that institute Transportation Demand Management programs
- Development that integrates other parking demand reductions techniques such as parking cash out, when ensured by ongoing permit conditions

Transportation Demand Management programs are described in the previous section.

M-10.6 **On-Street Parking.** Minimize on-street vehicular parking outside Villages and Rural Villages where on-street parking is not needed, to reduce the width of paved shoulders and provide an opportunity for bicycle lanes to retain rural character in low-intensity areas. Where on-street parking occurs outside Villages and Rural Villages, require the design to be consistent with the rural character. [See applicable community plan for possible relevant policies.]

M-10.7 **Parking Area Design for Stormwater Runoff**. Require that parking areas be designed to reduce pollutant discharge and stormwater runoff through site design techniques such as permeable paving, landscaped infiltration areas, and unpaved but reinforced overflow parking areas that increase infiltration. Require parking areas located within or adjacent to preserve areas to also include native landscaping and shielded lighting.

Bicycle, Pedestrian, and Trail Facilities

CONTEXT

The Mobility Element recognizes that a well planned and designed multi-modal road network, complete with non-motorized travel options that include bicycle and pedestrian facilities as well as hiking, horseback riding, and mountain biking trails and pathways, offers an important alternative to motor-vehicle use. These modes of travel also reduce traffic congestion, dependency on motorized vehicles, roadway noise, and air pollution. A safe and enjoyable walk, hike, bike ride, or horseback ride experience provides many health benefits and encourages more people to walk or bicycle rather than drive their vehicles.



Bike path in the Sweetwater Regional Park

The California Highway Design Manual defines a "Bikeway" as a facility that is provided primarily for bicycle travel. The County Public Road Standards include provisions to allow the construction of Class I, Class II, or Class III bikeways as defined in the California Highway Design Manual, which are described below.

(1) Class I Bikeway (Bike Path). Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

(2) Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.

(3) Class III Bikeway (Bike Route). Provides for shared use with pedestrian or motor vehicle traffic.

SANDAG is in the process of developing a regional bicycle plan update that seeks to encourage development of a unified regional bicycle system that will serve the needs of bicycle riders by identifying the best ways to provide connections to local and regional activity centers, transit facilities, and regional trail systems. The County's Bicycle Transportation Plan, the County's near term plan for constructing bicycle facilities, is coordinated with the regional plan, and guides the development and maintenance of a bicycle network, support facilities, and other programs for the unincorporated portions of the County. Completing gaps in the bicycle network is a consideration, among other priorities as well, for allocation of funds and the inclusion of a project. Careful consideration is given when weighing the use of limited funds to build Class I Bikeways. In corridors that could be treated with Class II or Class III bicycle facilities by way of minimal investment, options that would complete bicycle networks in the near-term are pursued.

In addition to bicycle lanes and routes, the County Trails Program provides an extensive natural surface trails system that supplements the road network as an alternative off-road travel mode for County residents. Trails are primarily designed for the purpose of recreation and significantly enhancing the quality of life and health benefits associated with walking, hiking, mountain biking, and horseback riding throughout the County's varied environments. The more urban and populated communities have few accessible trails. Most of the existing trails are in the mountains and deserts, and when located within or adjacent to biological preserves are guided by ecological principles and the County's MSCP, which require mitigation of impacts to biological resources. Additional trails are needed closer to population centers in the western portion of the County to provide residents with convenient access and opportunities to enjoy the recreational, health and transportation benefits associated with these facilities. The two types of regional trail facilities are identified below.

- *Trails,* typically located away from vehicular roads, are primarily recreational in nature but can also serve as an alternative mode of transportation. They are soft-surface facilities for single or multiple uses by pedestrians, equestrians, and mountain bicyclists. Trail characteristics vary depending on location and user types.
- *Pathways* are facilities located within a parkway or road right-of-way. A riding and hiking trail located in the road right-of-way is considered a pathway. They are typically soft-surfaced facilities intended to serve both circulation and recreation purposes. Pathways help make critical connections and are an integral part of a functional trail system.



Pathway in Blossom Valley in Lakeside


Pine Valley trail

A regional trails map is included as Figure M-2 (Regional Trails), which identifies approved general alignment corridors for regional trails in the San Diego region. In addition, regional trails are shown on the community level maps in Figure M-A-1 through Figure M-A-23 of the Mobility Element Network Appendix. These trails have characteristics and conditions that serve a regional function by covering long linear distances, transcending community and/or municipal borders, having state, national, or historical significance, or providing important connections to existing parks, open space preserves, and other public lands. Additional existing trail segments and proposed reroutes for portions of some of the regional trails are identified in the Community Trails Master Plan (CTMP), the implementation tool for the County Trails Program.

GOALS AND POLICIES

GOAL M-11

Bicycle and Pedestrian Facilities. Bicycle and pedestrian networks and facilities that provide safe, efficient, and attractive mobility options as well as recreational opportunities for County residents.

See also Goals and Policies in the Conservation and Open Space Element, Biological Resources section, which address the protection of sensitive biological resources and habitat areas.

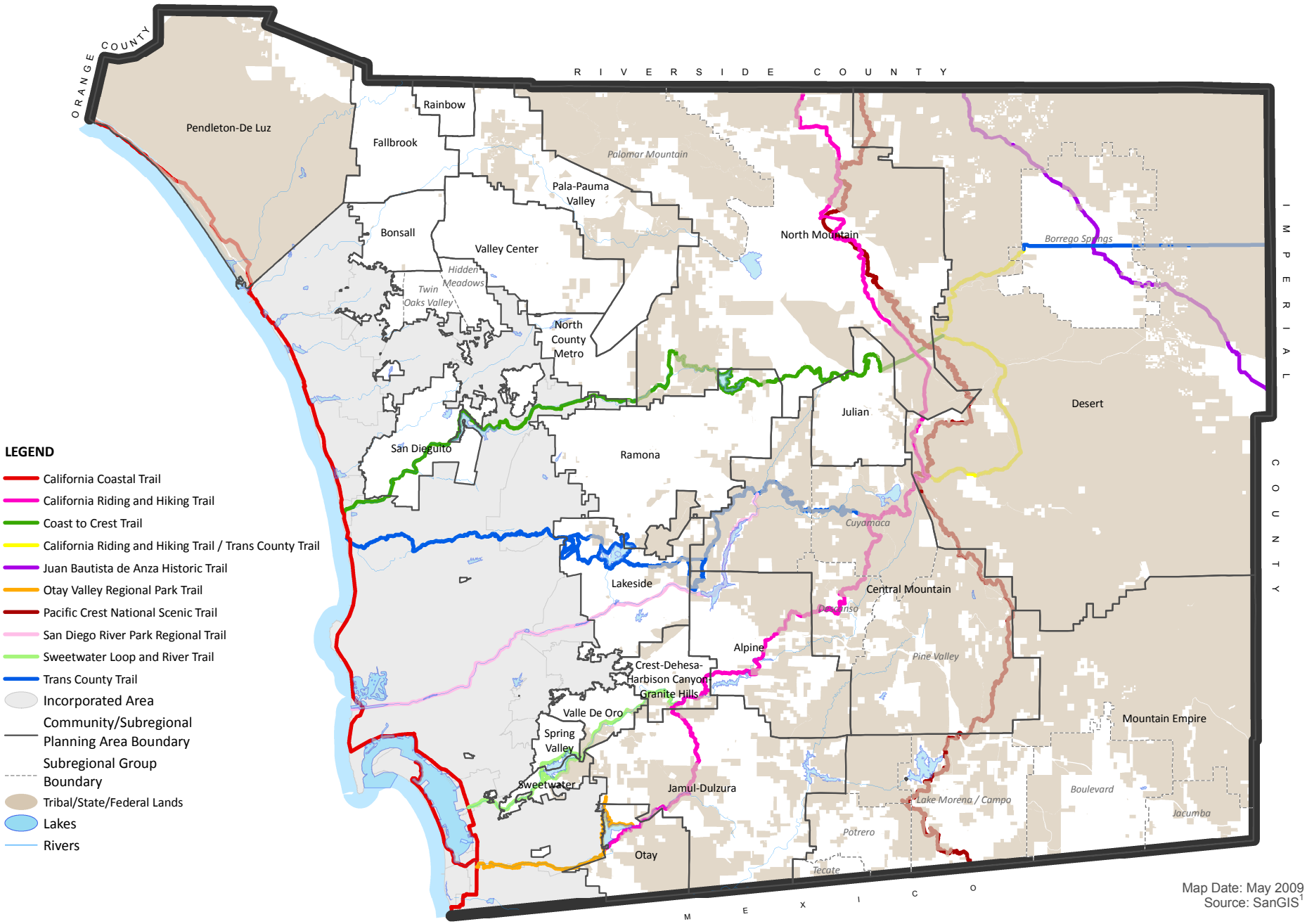
Policies

M-11.1 **Bicycle Facility Design.** Support regional and community-scaled planning of pedestrian and bicycle networks.

M-11.2 **Bicycle and Pedestrian Facilities in Development.** Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.

M-11.3 **Bicycle Facilities on Roads Designated in the Mobility Element.** Maximize the provision of bicycle facilities on County Mobility Element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.

M-11.4 **Pedestrian and Bicycle Network Connectivity.** Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.



REGIONAL TRAILS PLAN

San Diego County General Plan

Figure M-2

M-11.5 **Funding for Bicycle Network Improvements.** Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.



Bike lane in shoulder of Old Highway 80 in the Central Mountain Subregion

M-11.6 **Coordination for Bicycle and Pedestrian Facility Connectivity.** Coordinate with Caltrans to provide alternate connections for past, existing, or planned bicycle and pedestrian routes that were or would be severed by State freeway and highway projects that intersect pathways or divide communities.

Caltrans endeavors to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. Caltrans is committed to working with the County to complete bicycle and pedestrian facilities.

M-11.7 **Bicycle and Pedestrian Facility Design.** Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.

M-11.8 **Coordination with the County Trails Program.** Coordinate the proposed bicycle and pedestrian network and facilities with the Community Trails Master Plan's proposed trails and pathways.

GOAL M-12

County Trails Program. A safe, scenic, interconnected, and enjoyable non-motorized multi-use trail system developed, managed, and maintained according to the County Trails Program, Regional Trails Plan, and the Community Trails Master Plan.

Policies

M-12.1 **County Trails System.** Implement a County Trails Program by developing the designated trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.

M-12.2 **Trail Variety.** Provide and expand the variety of trail experiences that provide recreational opportunities to all residents of the unincorporated County, including urban/suburban, rural, wilderness, multi-use, staging areas, and support facilities.

M-12.3 **Trail Planning.** Encourage trail planning, acquisition, development, and management with other public agencies that have ownership or jurisdiction within or adjacent to the County.

M-12.4 **Land Dedication for Trails.** Require development projects to dedicate and improve trails or pathways where the development will occur on land planned for trail or pathway segments shown on the Regional Trails Plan or Community Trails Master Plan.

M-12.5 **Future Trails.** Explore opportunities to designate or construct future trails on County-owned lands, lands within the Multiple Species Conservation Program (MSCP), or other lands already under public ownership or proposed for public acquisition.

M-12.6 **Trail Easements, Dedications, and Joint-Use Agreements.** Promote trail opportunities by obtaining easements, dedications, license agreements, or joint-use agreements from other government agencies and public and semi-public agencies.

M-12.7 **Funding for Trails.** Seek funding opportunities for trail acquisition, implementation, maintenance and operation.

M-12.8 **Trails on Private Lands.** Maximize opportunities that are fair and reasonable to secure trail routes across private property, agricultural and grazing lands, from willing property owners.

M-12.9 **Environmental and Agricultural Resources.** Site and design specific trail segments to minimize impacts to sensitive environmental resources, ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP Plans and MSCP resource management plans.

M-12.10 **Recreational and Educational Resources.** Design trail routes that meet a public need and highlight the County's biological, recreational and educational resources, including natural, scenic, cultural, and historic resources.

Background Material

Level of Service

Level of service (LOS), a qualitative measure describing operational conditions within a traffic stream and the motorists' perceptions of those conditions, provides a measure of how well a road is able to meet the demands or volume of traffic. The capacity threshold of a road is the maximum number of vehicles that can traverse a uniform section of road within a specified timeframe. Road capacity for County roads is measured according to average daily traffic (ADT), while State facilities are measured according to Caltrans criteria based on peak-hour volumes that a roadway could accommodate.



San Dieguito Trail

Six LOS capacity thresholds are defined for each type of roadway, with letters A through F used to establish the LOS measure. Criteria for each LOS threshold include: speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. For example, LOS A represents free flow, almost complete freedom to maneuver within the traffic stream. LOS F represents forced flow where more vehicles are attempting to use the road facility than can be served resulting in stop and go traffic. Table M-3 (Level of Service Descriptions) provides definitions for the various LOS categories based upon typical peak traffic periods. LOS D is the standard to maintain for Mobility Element roads, unless the criteria presented in Policy M-2.1 preclude improving roads beyond LOS E/F.

Table M-3 Level of Service Descriptions	
LOS	**Description**
A	This LOS represents a completely free-flow conditions, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues forms behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

SOURCE: Highway Capacity Manual, 2000

The LOS for operating on State highways is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained.

SANDAG and the County elected to be exempt from the State Congestion Management Plan (CMP) program, which includes selected freeways, state highways, and regional arterials in the County. Existing CMP monitoring, threshold levels, guidelines and mitigation strategies will be incorporated into other SANDAG plans and/or programs as a result.

Accepted Road Classifications with Level of Service E / F

As described under Goal M-2, there are instances where the County considers it more appropriate to retain a road classification that could result in a LOS E / F rather than increase the number of travel lanes. These instances are based on criteria established under Policy M-2.1. Table M-4 (Road Segments Where Adding Travel Lanes is Not Justified) identifies the County segment where the County has determined that the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity.

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified

Road	Classification	From	To
State Highways[a]			
SR 67	4.1B Major Road with Intermittent Turn Lanes	Poway city limits	Scripps Poway Pkwy. (Lakeside)
	4.1A Major Road with Raised Median	Scripps Poway Pkwy. (Lakeside)	Sycamore Park Dr. (Lakeside)
	4.1A Major Road with Raised Median	Johnson Lake Rd. (Lakeside)	Posthill Rd. (Lakeside)
	4.1B Major Road with Intermittent Turn Lanes	11th Street (Ramona)	Pine Street/SR-78 (Ramona)
SR-76/Pala Rd.[b]	4.1A: 4-Ln Major Road w/ Raised Median	Old Hwy 395 (Fallbrook)	I-15 SB Ramps (Fallbrook)
	2.1D Community Collector w/ Improvement Options	Pala Del Norte Rd. (Pala Pauma)	Sixth St (Pala Pauma)
Main Street/SR-78	4.2B: 4-Ln Boulevard w/ Intermittent Turn Lanes	9th St (Ramona)	Pine St (Ramona)
County Mobility Element Roads			
Alpine Blvd.	2.2A Light Collector w/ Raised Median	Tavern Rd. (Alpine)	South Grade Rd. (Alpine)
	2.1D Community Collector w/ Improvement Options	South Grade Rd. (Alpine)	West Willows Rd. (Alpine)
	2.1C Community Collector w/Intermittent Turn Lanes	West Willows Rd. (Alpine)	Willows Rd. (East) (Alpine)
Bancroft Dr.	2.2D Light Collector w/ Improvement Options	Troy St (Spring Valley)	SR-94 EB Ramps (Spring Valley)
Briarwood Rd.	2.1D Community Collector w/ Improvement Options	SR-54 WB Ramps (Sweetwater)	Robinwood Rd (Sweetwater)
Campo Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Kenwood Dr. (Valle de Oro)	Conrad Dr. (Valle de Oro)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
Central Ave.	2.2B Light Collector w/ Continuous Turn Lane	Sweetwater Rd. (Sweetwater)	Bonita Rd. (Sweetwater)
	2.2C Light Collector w/ Intermittent Turn Lanes	Bonita Rd. (Sweetwater)	Frisbee St. (Sweetwater)
De Luz Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Dougherty St. (Fallbrook)	W. Mission Rd. (Fallbrook)
Deer Springs Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-15 NB Ramps (NC Metro)	N Centre City Pkwy (NC Metro)
Del Dios Hwy.	2.1D Community Collector w/ Improvement Options	El Camino Del Norte (San Dieguito)	Via Rancho Pkwy (North County Metro)
E. Mission Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Live Oak Park Rd. (Fallbrook)	I-15 SB Ramps (Fallbrook)
El Apajo.	2.1A Community Collector w/ Raised Median	Villa De La Valle (San Dieguito)	Via De Santa Fe (San Dieguito)
El Camino del Norte	2.2F Light Collector w/ Reduced Shoulder	Aliso Canyon Rd. (San Dieguito)	Del Dios Hwy./Paseo Delicias (San Dieguito)
Fuerte Dr.	2.2E Light Collector	Bancroft Dr. (Valle de Oro)	Avacado Blvd. (Valle de Oro)
Jamacha Rd.	6.2 Prime Arterial	Campo Rd/SR-94 (Valle de Oro)	Fury Ln. (Valle de Oro)
	4.1B Major Road w/ Intermittent Turn Lanes	SR-125 SB Ramps (Spring Valley)	Sweetwater Rd (Spring Valley)
La Bajada/ La Granada	2.2F Light Collector w/ Reduced Shoulder	Rancho Santa Fe Rd. (San Dieguito)	Paseo Delicias (San Dieguito)
Lake Jennings Park Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-8 Business Route (Lakeside)	I-8 WB Off-Ramp (Lakeside)
Lilac Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	New Road 19 (Valley Center)	Valley Center Rd. (Valley Center)
Linea del Cielo	2.2F Light Collector w/ Reduced Shoulder	El Camino Real (San Dieguito)	Rambla de las Flores (San Dieguito)
Los Coches Rd.	2.1D Community Collector w/ Improvement Options	Woodside Ave (Lakeside)	I-8 Business Route (Lakeside)
Lyons Valley Rd.	2.2B Light Collector w/ Continuous Turn Lane	Campo Rd. (Jamul)	Skyline Truck Trail (Jamul)
Maine Ave.	2.2E Light Collector	Mapleview St (Lakeside)	Woodside Ave (Lakeside)
Mapleview St.	4.1A Major Road w/ Raised Median	Maine Ave. (Lakeside)	Ashwood St (Lakeside)
Mountain Meadow Rd./ Mirar de Valle	2.1D Community Collector w/ Improvement Options	North Broadway (NC Metro)	New Road 19 (Valley Center)
New Road 19	4.2B Boulevard w/ Intermittent Turn Lanes	Mirar de Valle Road (Valley Center)	Lilac Road (Valley Center)
Old Hwy 395	2.1D Community Collector w/ Improvement Options	5th St. (Rainbow)	Interstate 15 NB ramp (Fallbrook)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
Old Hwy 395	2.1A Community Collector w/ Raised Median	Interstate 15 SB ramp (Fallbrook)	Stewart Canyon Dr. (Fallbrook)
	2.1D Community Collector w/ Improvement Options	Pala Rd. (Fallbrook)	Dublin (W) Rd. (Fallbrook)
Paradise Valley Rd.	4.1B Major Road w/ Intermittent Turn Lanes	Elkelton Blvd (Spring Valley)	Sweetwater Rd (Spring Valley)
Paseo Delicias	2.2A Light Collector w/ Raised Median	Via De La Valle (San Dieguito)	El Camino Del Norte (San Dieguito)
Pomerado Rd.	4.1A Major Road w/ Raised Median	I-15 NB Ramps (County Islands)	Willow Creek Rd. (County Islands)
Rainbow Valley Blvd. West	2.2D Light Collector	I-15 NB Ramps (Rainbow)	Old Hwy. 395 (Rainbow)
Rancho Santa Fe Road	2.2F Light Collector w/ Reduced Shoulder	Encinitas city limits	La Bajada (San Dieguito)
San Dieguito Rd.	2.1A Community Collector w/ Raised Median	El Apajo Rd. (San Dieguito)	San Diego city limits
7th St.	2.2E Light Collector	Elm St. (Ramona)	A St. (Ramona)
		Main St. (Ramona)	D St. (Ramona)
South Grade Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Eltinge Drive (Alpine)	Olive View Road (Alpine)
Valley Center Rd.	4.2A Boulevard w/ Raised Median	Miller Rd (Valley Center)	Indian Creek Rd (Valley Center)
Via de la Valle	2.1B Community Collector w/ Continuous Turn Lane	San Diego city limits (San Dieguito)	Las Planideras (San Dieguito)
	2.1E Community Collector	Las Planideras (San Dieguito)	Paseo Delicias (San Dieguito)
West Willows Rd.	2.2E Light Collector	Alpine Blvd (Alpine)	Otto Ave. (Alpine)
Wildcat Canyon Rd.	2.1D Community Collector w/ Improvement Options	Willow Rd. (Lakeside)	Barona Casino (Ramona)
Willows Road (West)	2.2E Light Collector	Otto Ave. (Alpine)	Viejas Casino Rd. (Alpine)
Willows Road (East)	4.2B Boulevard w/ Intermittent Turn Lanes	Viejas Casino Rd. (Alpine)	Alpine Blvd. (Alpine)
Woods Valley Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Oakmont Rd (Valley Center)	Karibu Ln. (Valley Center)
Woodside Ave.	4.2A Boulevard w/ Raised Median	SR-67 NB Off Ramp (Lakeside)	Riverford Rd. (Lakeside)

a. The cross-sections for State Highway reflect the design in the Project Authorization/Environmental Document (PA/ED), which are different from those of the County Mobility Element road classifications.
b. Roads noted are on the Congestion Management Program (CMP). Acceptable LOS for roads on the CMP is LOS E or better.

CHAPTER 5 Conservation and Open Space Element

Introduction

Purpose and Scope

The primary focus of the Conservation and Open Space Element is to provide direction to future growth and development in the County of San Diego with respect to the following:

- The conservation, management, and utilization of natural and cultural resources
- The protection and preservation of open space
- The provision of park and recreation resources

Open space is defined as any parcel or area of land or water that is essentially unimproved and devoted to open space use. There is not a specific Open space section in this Element. Open space issues are addressed in every section of this document.

Population growth and development continually require the use of both renewable and nonrenewable resources. Goals and policies provided in this General Plan Element are divided into nine sections that address the following:

- *Biological Resources*—Land use-based conservation goals and policies that protect the ecological and lifecycle needs of threatened, endangered, or otherwise sensitive species and their associated habitats.
- *Water Resources*—Conserve and efficiently use water and protect the groundwater aquifer, water bodies, and water courses, which include reservoirs, rivers, streams, and the watersheds located throughout the region.
- *Agricultural Resources*—Minimize land use conflicts, preserve agricultural resources, and support the long-term presence and viability of agricultural industry as an important component of the region's economy and open space linkage.
- *Cultural Resources*—Federal and State legislation such as the *National Environmental Policy Act* (NEPA), *National Historic Preservation Act* (NHPA), and *California Environmental Quality Act* (CEQA) establish requirements to ensure cultural resources are protected and preserved. This section supplements this legislation with goals and policies that set the framework for local ordinances and regulations that protect these important cultural resources.
- *Paleontological Resources and Unique Geologic Features*—Preserve the County's rich geologic and paleontological history by establishing achievable land-use-based goals and policies.
- *Mineral Resources*—Manage the remaining mineral deposits while striving to ensure that adequate resources are available to support the economic prosperity of future generations of San Diego County residents.
- *Visual Resources*—Protect scenic corridors, geographically extensive scenic viewsheds, and dark skies within the natural environment.
- *Air Quality, Climate Change, and Energy*—Reduce the emissions of criteria air quality pollutants, emissions of greenhouse gases, and energy use in buildings and infrastructure, while promoting the use of renewable energy sources, conservation, and other methods of efficiency.

- *Park and Recreation Facilities*—Ensure that adequate park and recreational facilities will adequately serve current and future residents.

Guiding Principles for Conservation and Open Space

The Guiding Principles for the General Plan are introduced in Chapter 2. Guiding Principles 3, 4, 7 and 8 are relevant to the Conservation and Open Space Element. The conservation of natural resources and the preservation of open space are essential actions required to realize the overall vision of this General Plan, along with the achievement of the County's strategic initiatives.

The Conservation and Open Space Element establishes goals, policies, and programs that value and protect natural resources to ensure they are available for the future. Primary objectives of the Conservation and Open Space Element are to preserve the diverse range of visual, natural, and cultural resources that exemplify the County. The Element strives to minimize the impact of future development in areas with significant visual, natural, and cultural resources and supports the creation and enhancement of important habitat preserves and open space areas that are well managed and maintained. The Element also promotes efficient use of water and other natural resources and strives to ensure the long-term sustainability of non-renewable resources. The Element also supports the preservation and creation of parks, recreational facilities, and open spaces.

Energy production, transportation, and consumption are key contributors to greenhouse gases affecting climate change, poor local air quality, and a variety of other sustainability challenges. The Conservation and Open Space Element encourages and supports land use development patterns and transportation choices that reduce pollutants and greenhouse gases. In addition, the Element encourages renewable energy production, along with efficient energy use in buildings and infrastructure and minimizes the impacts of projects that can generate air pollutants.

The Conservation and Open Space Element also sets forth goals and polices that minimize agricultural land use conflicts and support the long-term presence and viability of the County's agricultural industry.

Relationship to Other General Plan Elements

The effectiveness of the Conservation and Open Space Element depends upon its integration with the other elements comprising this General Plan. Elements that share topics, issues, and policy direction with the Conservation and Open Space Element include Land Use, Mobility, Housing, Noise, and Safety.

Primary objectives of the Land Use Element are to minimize future development in areas with significant natural resources that are identified in the Conservation and Open Space Element; along with areas that may be affected by natural hazards that are identified in both the Conservation and Open Space and Safety Elements. In addition, the Land Use Element encourages the development of vibrant and healthy communities, of which park and recreation facilities are an integral part. The Land Use Element also balances the availability of water with future development, while the Conservation and Open Space Element establishes policies that protect and conserve water resources to ensure they are available for future supplies. The Land Use and Mobility Elements also include goals and policies that address Climate Change by fostering land use patterns that facilitate a reduction in vehicle miles traveled and by planning for

transportation networks that encourage other modes of travel rather than the single-occupant motor vehicle.

The purpose of the Safety Element is to establish policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural hazards, as identified in both the Conservation and Open Space and Safety Elements. The Safety Element identifies floodplain locations throughout the County, while Figure C-2 (Floodwater Accommodation) identifies the rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. The Mobility Element includes regional trails and bikeways, which are major recreational assets for the region.

This Element also has connections to the Housing and Noise Elements. Regarding the Housing Element, the goals and policies contained in this Element affect where and how housing is planned and developed, such as requiring development to avoid sensitive resources. With regard to noise issues, biological resources can be adversely affected by noise. Additionally, the mining of mineral resources typically has noise, traffic, air, and groundwater impacts that must be addressed.

Goals and Policies for Conservation and Open Space Element

Biological Resources

CONTEXT

The San Diego region is recognized as one of the most biologically important areas in the United States, and one of the most biologically diverse areas in the world.[1] The diversity of species found in the San Diego region can be attributed to the wide variety of vegetation and habitats associated with the region's range of micro-climates, topography, soils, and other natural features. Unincorporated lands comprise the largest geographical area in the County with natural features that include lagoons, foothills, mountain ranges, and deserts. Today, the San Diego region supports over 400 sensitive plants and animals, ranging in sensitivity from common to critically endangered. All of this diversity is part of the San Diego region's unique natural heritage and a legacy for future generations.

HABITATS & SPECIES

The physical and climatic conditions found in the San Diego region provide for a wide variety of habitats and biological communities. These communities are associations of plants, animals, fungi, and microbes. Different habitat types may occur separately or be intermixed, but because they have different characteristics, they often support unique assemblages of species.

[1] Dobson, A.P., J.P. Rodriquez, W.M. Roberts, and D.S. Wilcove. 1997 Geographic Distribution of Endangered Species in the United States. Science 275(5299): 550-553.

The San Diego region's unique attributes have resulted in a relatively large number of endemic species in the area, that is, species that are only found in a limited geographic location. For example, 26 plant species in the County are found nowhere else in the world[2]. When combined with habitat loss from urban, rural, and agricultural development, the result is that the County is home to an exceptional number of rare, threatened, endangered, or otherwise sensitive species. Both wildfire events and invasive plant and animal species further disrupt native habitat regeneration and pose a threat to conservation of native habitat and endemic species.

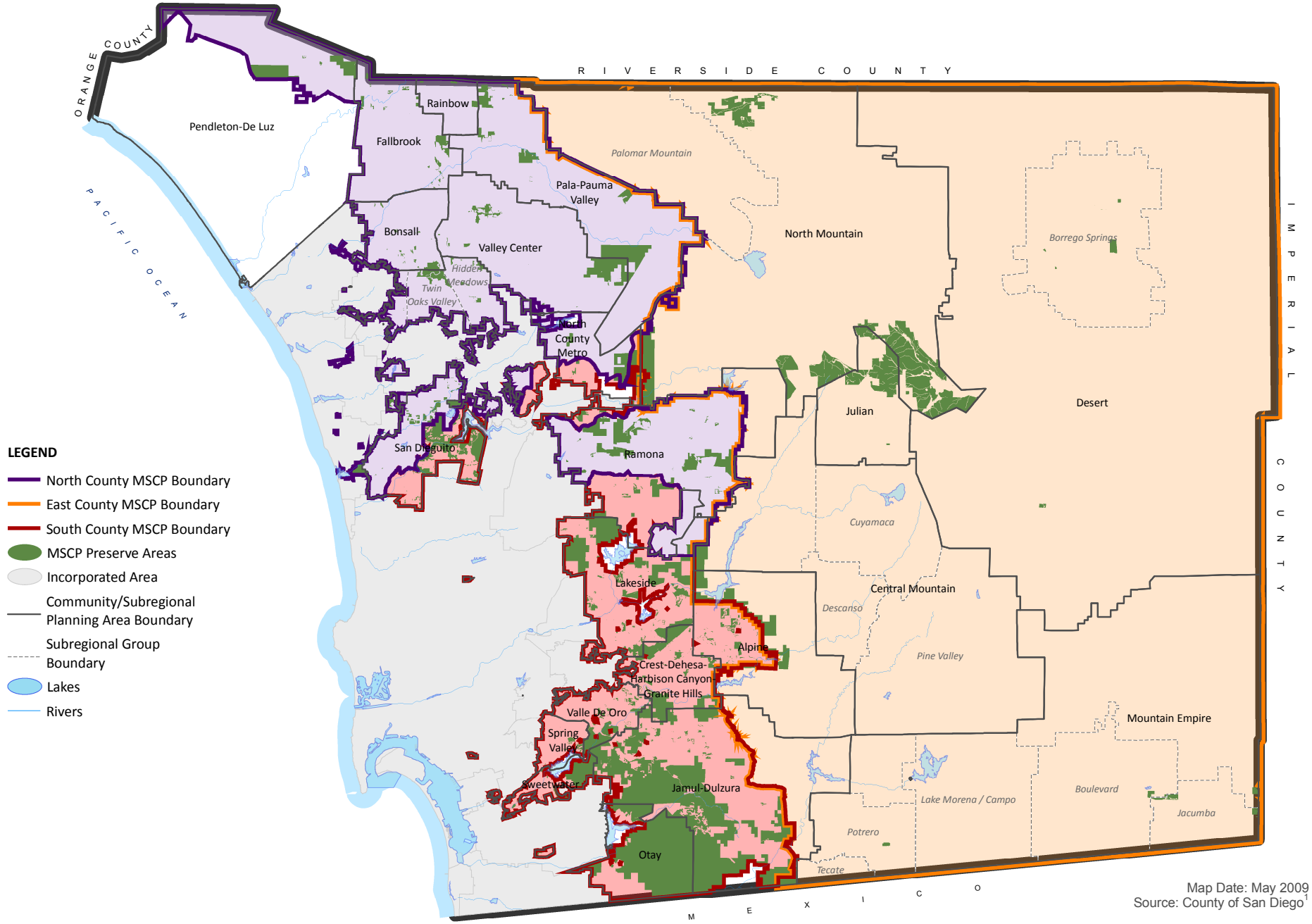
Waterways and their associated riparian vegetation provide important habitat values for wildlife, including several rare species of birds. Moreover, wetlands provide important water quality functions such as pollutant removal, floodwater retention, and greenhouse gas reduction. Valuable wetland resources in the County have been reduced from past development such that they must be protected, along with adjacent upland habitats, to maintain their functions and values.

Protecting the region's resources requires coordination and cooperation with other governmental and non-governmental entities, such as SANDAG, adjacent jurisdictions, California Department of Fish and Game, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, California Regional Water Quality Control Board, California Coastal Commission, and various conservation organizations.

WILDLIFE CORRIDORS AND HABITAT LINKAGES

Significant portions of the County are publicly owned, including areas designated as open space preserves and parks, National Forests, and State Parks. The County strives to work harmoniously with all such entities to achieve common goals. Important wildlife corridors and linkages have been identified to provide connections between areas of undeveloped lands, especially to significant public lands. Species that are well-distributed across their ranges are less susceptible to extinction than species confined to small portions of their range. Therefore, maintaining large, inter-connected blocks of habitat containing sizable and diverse populations of sensitive species is superior to a fragmented landscape with undersized populations. Figure C-1 (Habitat Conservation Programs) identifies existing preserve areas, along with areas where a connected system of preserves will be established as additional easements are recorded for open space and/or lands are acquired for public benefit.

[2] http://www.sdnhm.org/research/botany/sdplants/preface.html



HABITAT CONSERVATION PROGRAMS

San Diego County General Plan

Figure C-1

Wildlife corridors and linkages function better when they support sufficient native habitat conducive for wildlife movement. Linkages are landscape level, regional connections between core habitat areas. They consist of a variety of upland and riparian habitat types which provide resources for year-around foraging, nesting, and local dispersal. Corridors are more local movement paths for species that typically follow naturally occurring paths.



Escondido Creek serves as a wildlife corridor in the San Dieguito Community Planning Area

The San Diego region is an important part of the Pacific Flyway, one of the major migration routes for birds between Alaska and Central and South America. Some migrant birds use parts of the County as winter habitat or as stopover sites for resting and feeding. Stopover sites are just as critical to bird conservation as breeding habitat. Many spring migrants coming north from the Gulf of California or along the west coast of mainland Mexico use the San Diego region, with its comparatively low mountains, as a corridor for crossing the mountains to reach the Pacific coast.

Local migration of birds and other wildlife is also important. For example, in the San Diego region, western bluebirds breed in the mountains but migrate to the coastal lowlands and other warmer regions for the winter. Many of the larger mammals in the County, such as mountain lions, mule deer, and bobcats, move between blocks of habitat as part of their daily routine searching for food, water, and shelter. Inter-connected habitats are also important to prevent isolation of populations of plants and animals.

GOALS AND POLICIES

GOAL COS-1

Inter-Connected Preserve System. A regionally managed, inter-connected preserve system that embodies the regional biological diversity of San Diego County.

Policies

COS-1.1 **Coordinated Preserve System.** Identify and develop a coordinated biological preserve system that includes Pre-Approved Mitigation Areas, Biological Resource Core Areas, wildlife corridors, and linkages to allow wildlife to travel throughout their habitat ranges.



Gnatcatcher

COS-1.2 **Minimize Impacts.** Prohibit private development within established preserves. Minimize impacts within established preserves when the construction of public infrastructure is unavoidable.

COS-1.3 **Management.** Monitor, manage, and maintain the regional preserve system facilitating the survival of native species and the preservation of healthy populations of rare, threatened, or endangered species.

COS-1.4 **Collaboration with Other Jurisdictions.** Collaborate with other jurisdictions and trustee agencies to achieve well-defined common resource preservation and management goals.

COS-1.5 **Regional Funding.** Collaborate with other jurisdictions and federal, state, and local agencies to identify regional, long-term funding mechanisms that achieve common resource management goals.

COS-1.6 **Assemblage of Preserve Systems.** Support the proactive assemblage of biological preserve systems to protect biological resources and to facilitate development through mitigation banking opportunities.

COS-1.7 **Preserve System Funding.** Provide adequate funding for assemblage, management, maintenance, and monitoring through coordination with other jurisdictions and agencies.

COS-1.8 **Multiple-Resource Preservation Areas.** Support the acquisition of large tracts of land that have multiple resource preservation benefits, such as biology, hydrology, cultural, aesthetics, and community character. Establish funding mechanisms to serve as an alternative when mitigation requirements would not result in the acquisition of large tracts of land.

COS-1.9 **Invasive Species.** Require new development adjacent to biological preserves to use non-invasive plants in landscaping. Encourage the removal of invasive plants within preserves.

COS-1.10 **Public Involvement.** Ensure an open, transparent, and inclusive decision-making process by involving the public throughout the course of planning and implementation of habitat conservation plans and resource management plans.

COS-1.11 **Volunteer Preserve Monitor.** Encourage the formation of volunteer preserve managers that are incorporated into each community planning group to supplement professional enforcement staff.

GOAL COS-2

Sustainability of the Natural Environment. Sustainable ecosystems with long-term viability to maintain natural processes, sensitive lands, and sensitive as well as common species, coupled with sustainable growth and development.

Policies

COS-2.1 **Protection, Restoration and Enhancement.** Protect and enhance natural wildlife habitat outside of preserves as development occurs according to the underlying land use designation. Limit the degradation of regionally important natural habitats within the Semi-Rural and Rural Lands regional categories, as well as within Village lands where appropriate.

The preservation of existing native plants and the planting of a variety of native (genetically locally adapted) or compatible non-native, non-invasive plant species enhance wildlife habitat areas.

COS-2.2 **Habitat Protection through Site Design.** Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.

GOAL COS-3

Protection and Enhancement of Wetlands. Wetlands that are restored and enhanced and protected from adverse impacts.

Policies

COS-3.1 **Wetland Protection.** Require development to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.

COS-3.2 **Minimize Impacts of Development.** Require development projects to:

- Mitigate any unavoidable losses of wetlands, including its habitat functions and values; and
- Protect wetlands, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.

Water Resources

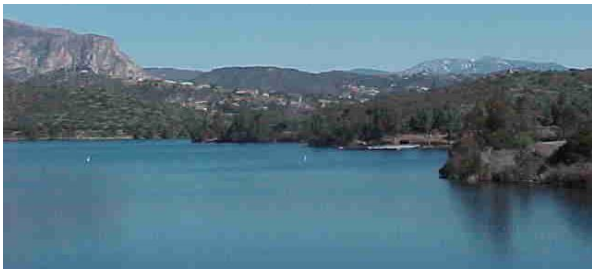
CONTEXT

The County relies upon a safe and reliable supply of this most basic necessity for its quality of life and economic prosperity. Not only do the County's clean water resources provide drinking water, but they also sustain the County's rich natural environment. Water resources may be classified as surface water, which collects in streams, rivers, lakes, reservoirs and groundwater, which resides in subsurface aquifers.

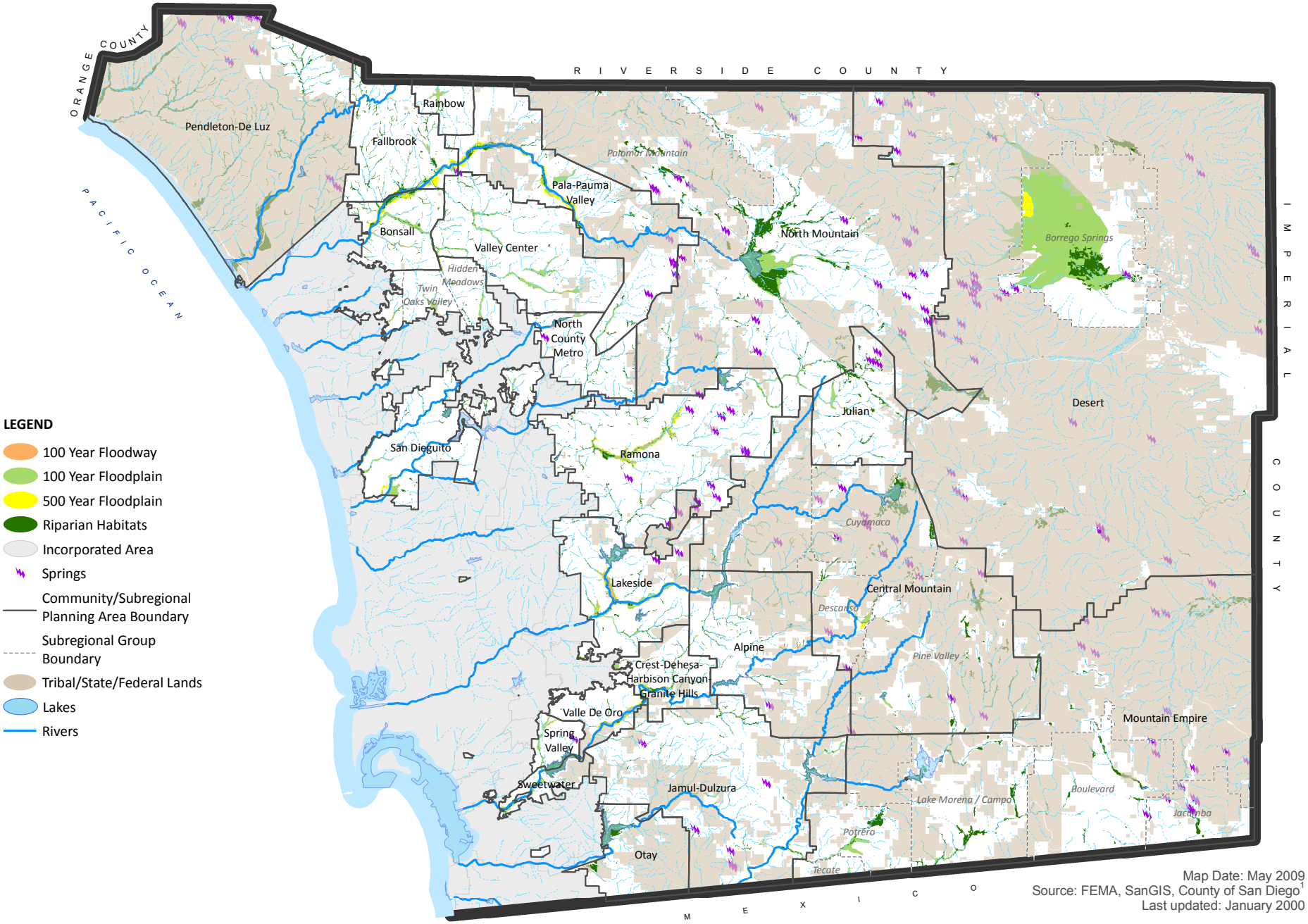
While surface water can drain through the County's watersheds, it can also be infiltrated into the subsurface saturated zone to become groundwater, a resource that many residents of the unincorporated County depend upon. Aquifers are recharged at varying rates depending upon a number of factors, primarily the amount and frequency of rainfall. On average, the County's coastal areas see less than ten inches of rain per year, the mountain peaks in excess of 40 inches, and the deserts less than three inches. Not only must the County have sufficient quantities of groundwater, but the water must also be of a sufficient quality. Figure C-2 (Floodwater Accommodation) identifies the rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

Watersheds facilitate the collection and transportation of sediments and pollutants that can degrade water quality and damage downstream environments. Lakes and reservoirs capture flows from many of these watersheds. Watershed management relates to sustaining watersheds at an acceptable level of quality, contributing to resource surface and subsurface quality, and maintaining groundwater supplies.

The County of San Diego is divided into two hydrologic regions—the Colorado Hydrologic Region (CHR) which drains in an easterly direction into the Salton Sea and the San Diego Hydrologic Region (SDHR) which drains in a westerly direction toward the Pacific Ocean and encompasses most of the County, parts of southwestern Riverside County and southwestern Orange County. The watersheds, areas into which surface run-off, streams, creeks, and rivers drain, in the County of San Diego are shown on Figure C-3 (Watersheds).



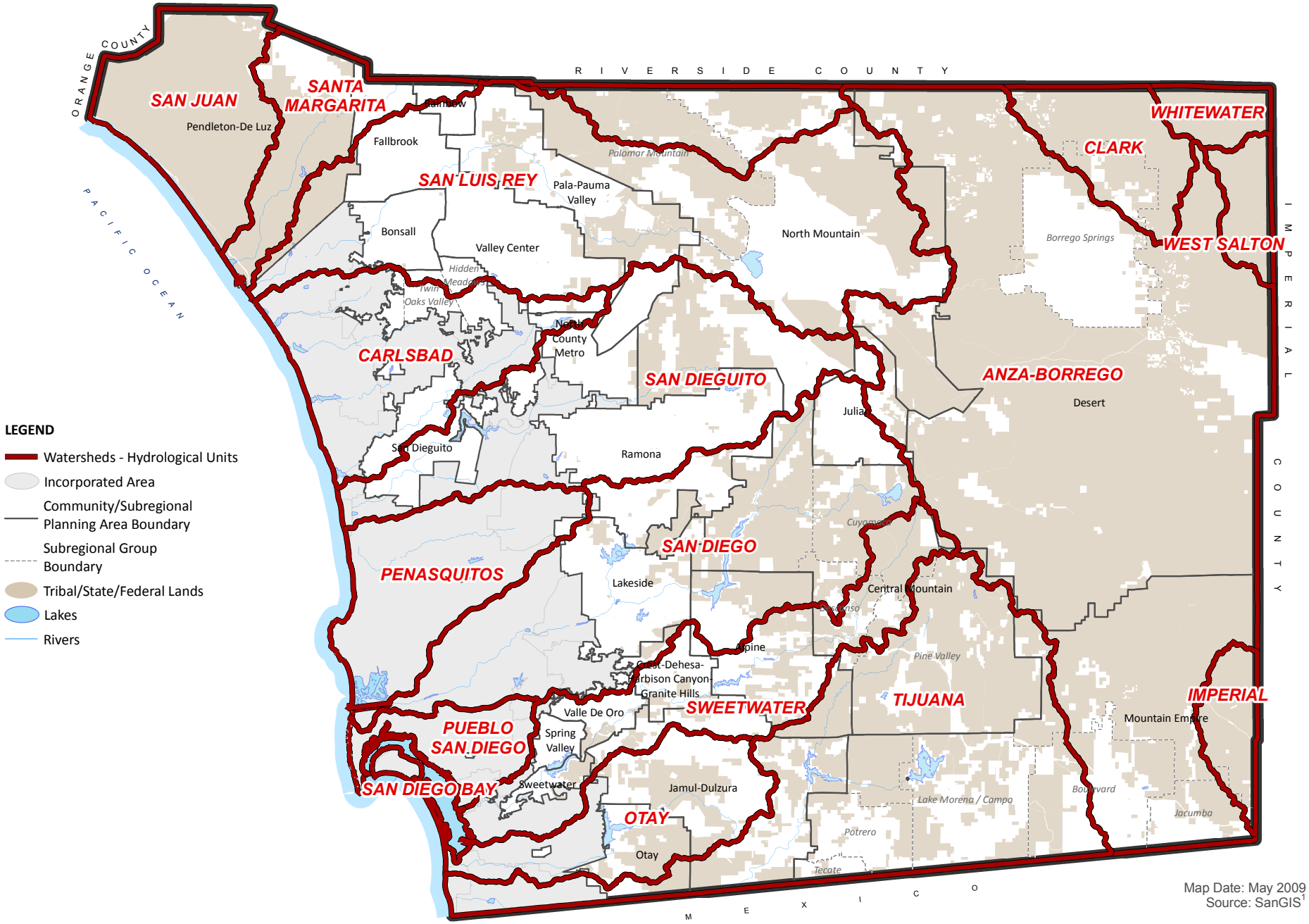
Lake Jennings



FLOODWATER ACCOMMODATION

San Diego County General Plan

Figure C-2



WATERSHEDS

San Diego County General Plan

Figure C-3

Groundwater aquifers and local surface water reservoirs are of great importance to providing an adequate water supply for communities that are not served by imported water. It is critical to protect the water quality found in the local drinking water reservoirs and aquifers to ensure a continual source of drinking water, as well as increasing local supplies through recycling and conservation efforts. Imported supplies also help to replenish local groundwater basins. The City of San Diego has seven water reservoirs in the unincorporated County that are crucial to protecting habitat. These reservoirs include Barrett, El Capitan, Hodges, Morena, Otay, San Vicente, and Sutherland.

The Metropolitan Water District of Southern California imports water from the Colorado River and Northern California. This water is distributed to water purveyors in San Diego County. The Metropolitan Water District (MWD) sets the targets for lowering demands and securing the necessary supplies in the Integrated Resources Plan (IRP). The so-called "Preferred Resource Mix" is identified based on extensive technical modeling, IRP workgroups, and stakeholder involvement. The 2004 MWD IRP assumed that new local efforts—both increasing supplies and lowering demands—would meet the needs of population growth. Given the challenges facing imported supplies, it is widely expected that the 2009 IRP will have an even greater focus on control of demand through recycling and conservation efforts. (For additional information on water supply and how agencies are planning to meet future demands, refer to the Land Use Element, Community Services and Infrastructure section.)

GOALS AND POLICIES

GOAL COS-4

Water Management. A balanced and regionally integrated water management approach to achieve the long-term viability of the County's water quality and supply.

COS-4.1 **Water Conservation.** Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.

COS-4.2 **Drought-Efficient Landscaping.** Require efficient irrigation systems and in new development encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.

COS-4.3 **Stormwater Filtration.** Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. This policy shall not apply in areas with high groundwater, where raising the water table could cause septic system failures, moisture damage to building slabs, and/or other problems.

COS-4.4 **Groundwater Contamination.** Require land uses with a high potential to contaminate groundwater to take appropriate measures to protect water supply sources.

Potential sources of groundwater contamination include, but are not limited to, landfills, fertilizer, pesticide, manure storage and sales, petroleum product storage tanks, manufacturing plants, and on-site wastewater treatment systems.

COS-4.5 **Recycled Water.** Promote the use of recycled water and gray water systems where feasible.

GOAL COS-5

Protection and Maintenance of Water Resources. Protection and maintenance of local reservoirs, watersheds, aquifer-recharge areas, and natural drainage systems to maintain high-quality water resources.

Water conservation is also addressed in Goal COS-19 in the "Air Quality, Climate Change, and Energy" section below.

Policies

COS-5.1 **Impact to Floodways and Floodplains.** Restrict development in floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element.

Development in floodways and floodplains has the potential to alter natural hydrologic flow and cause soil erosion and increased stormwater runoff—including loss of wetland and health issues related to surface and groundwater contamination.

COS-5.2 **Impervious Surfaces.** Require development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.

Impervious surface area impairs groundwater recharge and contributes to stormwater runoff and heat retention.

COS-5.3 **Downslope Protection.** Require development to be appropriately sited and to incorporate measures to retain natural flow regimes, thereby protecting downslope areas from erosion, capturing runoff to adequately allow for filtration and/or infiltration, and protecting downstream biological resources.

COS-5.4 **Invasive Species.** Encourage the removal of invasive species to restore natural drainage systems, habitats, and natural hydrologic regimes of watercourses.

COS-5.5 **Impacts of Development to Water Quality.** Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.

Protecting reservoir water quality requires that the quality of the water entering the reservoirs is maintained or improved. Pollutants of high concern are nutrients and related algae, total organic carbon, and total dissolved solids.

Agricultural Resources

CONTEXT


Agricultural uses in Julian

The County of San Diego is the only major urban county with a farm gate value[3] consistently ranked among the top ten agricultural counties (ranked eight for several years) in California.[4] The County has the fourth highest number of farms of any county in the country and third highest number of farms of any county in California.[5] Agriculture is the fifth largest component of the County's economy.[6] Agriculture in the County provides an array of economic, environmental, and social benefits that contribute to the quality of life in the region. Agriculture also provides a valuable open space resource and plays a critical role in regional wildlife conservation by providing usable open space corridors and habitat for some species.

The resources that support the County's agriculture are unique. Unlike other jurisdictions across the nation, farming in San Diego is dependent upon the region's unusual microclimates and often has very little relationship to the quality of the soils. Much of the County's climate supports a year-round growing season that facilitates successful small farms and crop diversification producing over 200 agricultural commodities including high value specialty crops, nursery products, and a variety of fruits. Only six percent of the San Diego region's soils are classified as prime agricultural soils. The small percentage of prime soils, the small farm size, and the high value of agriculture in the region highlights the uniqueness of farming in the County.


Agriculture is the fifth largest industry in San Diego County

A number of issues create pressures and stresses for the ongoing success of agriculture. These include conflicts associated with the urban/agricultural interface, land use pressures, water quality issues, and the high economic cost of operation. In addition, agricultural resources are particularly important in riverbeds, but face conflicts with aggregate resource extraction and wildlife corridor protection. These, among other

[3] The farm gate value of a cultivated product in agriculture or aquaculture is the net value of the product when it leaves the farm, after marketing costs have been subtracted. Since many farms do not have significant marketing costs, it is often understood as the price of the product at which it is sold by the farm (the farm gate price). The farm gate value is typically lower than the retail price consumers pay in a store as it does not include costs for shipping, handling, storage, marketing and profit margins of the involved companies.

[4] Source: USDA National Agricultural Statistics Service, Summary of California County Agricultural Commissioners' Reports, 2004-2005.

[5] Source: USDA National Agricultural Statistics Service, Census of Agriculture, 2002.

[6] Source: San Diego Regional Chamber of Commerce, 2006.

issues, have increased the economic and social pressures faced by San Diego's farmers and represent a challenge to the future success of the County's agricultural industry.

GOALS AND POLICIES

GOAL COS-6

Sustainable Agricultural Industry. A viable and long-term agricultural industry and sustainable agricultural land uses in the County of San Diego that serve as a beneficial resource and contributor to the County's rural character and open space network.



The agriculturally rich Pala-Pauma Valley



Agriculture in semi-rural area near Ramona

Policies

COS-6.1 **Economic Diversity.** Support the economic competitiveness of agriculture and encourage the diversification of potential sources of farm income, including value added products, agricultural tourism, roadside stands, organic farming, and farmers markets.

COS-6.2 **Protection of Agricultural Operations.** Protect existing agricultural operations from encroachment of incompatible land uses by doing the following:

- Limiting the ability of new development to take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations
- Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses
- Allowing for agricultural uses in agricultural areas and designing development and lots in a manner that facilitates continued agricultural use within the development.
- Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture
- Supporting local and State right-to-farm regulations
- Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process

Discourage development that is potentially incompatible with intensive agricultural uses, including schools and civic buildings where the public gather, daycare facilities under private institutional use, private institutional uses (e.g., private hospitals or rest homes), residential densities higher than two dwelling units per acre, and offices and retail commercial.

COS-6.3 **Compatibility with Recreation and Open Space.** Encourage siting recreational and open space uses and multi-use trails that are compatible with agriculture adjacent to the agricultural lands when planning for development adjacent to agricultural land uses.

Recreational and open space uses can serve as an effective buffer between agriculture and development that is potentially incompatible with agriculture uses.

COS-6.4 **Conservation Easements.** Support the acquisition or voluntary dedication of agriculture conservation easements and programs that preserve agricultural lands.

In addition to their economic value, agricultural lands provide the added benefit of serving as habitat areas for sensitive animal species.

COS-6.5 **Best Management Practices.** Encourage best management practices in agriculture and animal operations to protect watersheds, reduce GHG emissions, conserve energy and water, and utilize alternative energy sources, including wind and solar power.

Cultural Resources

CONTEXT

Our cultural past has helped shape our present community and will continue to create our future. Archaeological and historic resources, known collectively as cultural resources, are the tangible or intangible remains left by ancestral people who made and used them. Cultural resources, found throughout the County of San Diego, are irreplaceable reminders of the County's prehistoric and historic past that continues to have value for communities today. These resources can provide clues to prehistoric and historic human behaviors, and provide scientific, religious, and other valuable educational information about our cultural past. In addition, these resources such as sacred places and traditional cultural properties continue to influence and have value for the County's living tribal people. The cultural environment encompasses both the built (post-1769) and the archaeological environments, which include both prehistoric and historic archaeological sites. Cultural resources are found throughout the County and include not only physical evidence of the past such as Native American rock shelters, and pictographs but the intangible evidence such as traditional cultural lands and sacred sites. Examples of historic cultural resources (the built environment) include homes, barns, bridges, fountains, and silos. In 2008, the County of San Diego had more than 23,000 recorded cultural resource sites and this number continues to grow.



One of the historical sites listed on the San Diego County Historic Property Listing, the Somers-Linden Farmhouse was constructed between 1891 and 1892.

GOALS AND POLICIES

GOAL COS-7

Protection and Preservation of Archaeological Resources. Protection and preservation of the County's important archeological resources for their cultural importance to local communities, as well as their research and educational potential.

Policies

COS-7.1 **Archaeological Protection.** Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.

The importance of archaeological resources must be evaluated from the perspective of the affected community, including local tribes, in addition to the definitions contained in the California Public Resources Code. Input from the affected community on the importance of cultural resources through the consultation process is important in determining what resources should be preserved and what constitutes appropriate mitigation.

COS-7.2 **Open Space Easements.** Require development to avoid archeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.

Avoidance of archaeological resources is normally achieved through the design of the development project in conjunction with the use of open space easements that protect the resources. If complete avoidance is not possible, other forms of mitigation, including data recovery excavations and the incorporation of archaeological features into the project design on a case-by-case basis may be appropriate. The determination of what constitutes adequate mitigation should be based on meaningful consultation with the affected community, including local tribes.

COS-7.3 **Archaeological Collections.** Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner

The determination of what constitutes appropriate treatment and preservation of archaeological collections should be based on existing federal curation standards in combination with consultation with the affected community, such as the tribes. Many collections should be placed in a local collections curation facility that meets federal standards per 36 CFR Part 79. The proper storage and treatment of these collections should also be based on consultation with the affected community, such as the tribes. In addition, existing federal and state law governs the treatment of certain cultural items and human remains, requires consultation, and in some circumstances, repatriation. The County is committed to conduct an inventory of collections it holds or are held by cultural resources consulting firms.

COS-7.4 **Consultation with Affected Communities.** Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.

Consultation should take place with the affected communities concerning the appropriate treatment of cultural resources, including archaeological sites, sacred places, traditional cultural properties, historical buildings and objects, artifacts, human remains, and other items. The County is required by law, Senate Bill 18 Protection of Traditional Tribal Cultural Places (SB-18), to consult with the appropriate tribes for projects that may result in major land use decisions including General Plans, General Plan Amendments, Specific Plans and Specific Plan Amendment. In addition to these types of permits, it is County policy to consult with the appropriate tribes on all other projects that contain or are likely to contain, archaeological resources. Consultation may also include active participation by the tribes as monitors in the survey, testing, excavation, and grading phases of the project.

COS-7.5 **Treatment of Human Remains.** Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State and County Regulations.

Human remains, including ancestral Native American remains, should be left undisturbed and preserved in place whenever possible. For most development permits, this is required by the County's Resource Protection

Ordinance. In the event that human remains are discovered during any phase of an archaeological investigation, the requirements of State and local laws and ordinances, including notification of and consultation with appropriate tribal members, must be followed in determining what constitutes appropriate treatment of those remains.



Alpine Women's Club is located in the former Alpine Hall built in 1899

COS-7.6 **Cultural Resource Data Management.** Coordinate with public agencies, tribes, and institutions in order to build and maintain a central database that includes a notation whether collections from each site are being curated, and if so, where, along with the nature and location of cultural resources throughout the County of San Diego.

This database should be accessible to all qualified individuals while maintaining the confidentiality of the location and nature of sensitive cultural resources, such as archaeological sites. The County maintains a partnership with the local repository of the database, the South Coastal Information Center at San Diego State University, which provides direct access by qualified County personnel to the database so that the information it contains may be used to design development projects to avoid cultural resources at an early point in the process.

GOAL COS-8

Protection and Conservation of the Historical Built Environment. Protection, conservation, use, and enjoyment of the County's important historic resources.

Policies

COS-8.1 **Preservation and Adaptive Reuse.** Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.

Historic buildings, objects, trails, landscapes and districts are important parts of the multi-cultural heritage of San Diego County and should be preserved for the future enjoyment and education of the County's diverse populations. Preservation and adaptive reuse of these resources should be encouraged during the planning process and an emphasis should be placed on incentives for preservation, such as the Mills Act property tax program, in addition to restrictions on development, where appropriate.

COS-8.2 **Education and Interpretation.** Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.

The County should continue to develop educational and interpretive programs that focus on the history of San Diego County, including but not limited to the important historical resources located on County parks, such as the Adobe at Rancho Penasquitos and Rancho Guajome. Such programs should be for residents and visitors of all ages from all communities and should include docent and self-guided tours, interpretive signage, kiosks, informational pamphlets, books and other audio-visual materials.

Paleontological Resources and Unique Geological Features

CONTEXT

PALEONTOLOGICAL RESOURCES

Paleontological resources are the fossilized remains and/or traces of prehistoric life—both plant and animal—as well as sedimentary formations in which they occur and the locations where they may be collected. Fossils are generally older than 10,000 years, a temporal boundary marking the end of the glacial Pleistocene Epoch and the beginning of the warmer Holocene Epoch in which we live today. For planning purposes, paleontological resources exclude human remains, which are considered cultural resources.

In the San Diego region, fossils typically occur in undisturbed sedimentary rock layers beneath the soil and sometimes may be found in surface outcrops. These fossils are limited and non-renewable. They are considered unique and worthy of preservation when they contain a unique or unusual assemblage of fossil organisms, provide paleo-biological information, provide insight to prehistoric life, or are the best example of its kind in the region.

The County can be divided into three distinct geomorphic regions—the Coastal Plain, the Peninsular Ranges, and the Salton Trough (the desert). Each region is characterized by different climatic, topographic, biological, and geologic settings. Correspondingly, each region contains geologic deposits that are associated with particular types of fossils, some of which are unique within the context of California and even the United States. Since fossils form in sedimentary rocks, most of the fossils in the San Diego region are in the Coastal Plain and Salton Trough strata. In the plutonic Peninsular Ranges, fossils occur only in valleys and other environments where material eroded from the mountains was transported down hill and deposited.

UNIQUE GEOLOGICAL RESOURCES

The San Diego region has a rich geologic history. Unique geological features are those that are locally or regionally unique in the context of the geologic history of California. They may include particular rocks or strata that explain or result from geologic processes that have affected the County and that lend themselves to scientific study.

The present landforms that characterize the San Diego region are the result of a series of geologic events spanning millions of years. These events include intrusive emplacement of magma, regional volcanism, large-scale erosion, river- and ocean-derived sedimentation, local faulting and uplift, and hydrothermal processes. The scale of some of the resulting unique geologic features, such as entire rock formations, can be much larger than the scale of other natural resources in the County. The conservation/preservation of these large-scale features is not necessarily needed or desired, as long as examples of them remain represented in the County. The County defines a “unique geologic feature” as a site that exhibits distinctive characteristics, is exclusive to the region, or provides a key piece of geologic information important in the study of geology or geologic history. Examples may include unique rock outcrops (e.g., natural bridge), type localities of named geologic formations (e.g., type locality of Scripps Formation in the sea cliffs north of Scripps Institute of Oceanography), information-rich geologic exposures (e.g., cliff face exposing faulted sedimentary layers), or unique landform (e.g., Round Mountain in Jacumba Valley, which represents a volcanic plug).

GOALS AND POLICIES

GOAL COS-9

Educational and Scientific Uses. Paleontological resources and unique geologic features conserved for educational and/or scientific purposes.

Policies

COS-9.1 **Preservation.** Require the salvage and preservation of unique paleontological resources when exposed to the elements during excavation or grading activities or other development processes.

COS-9.2 **Impacts of Development.** Require development to minimize impacts to unique geological features from human related destruction, damage, or loss.

Mineral Resources

CONTEXT

Mineral resources are vital to community development and economic prosperity and also support recreational, educational, and scientific pursuits. The County's supply of accessible mineral resources is finite and exhaustible. Management of the remaining mineral deposits is important to ensure adequate resources are available to support the economic prosperity of future generations of County citizens.

MINERAL RESOURCES OF SAN DIEGO COUNTY

The State Geologist has classified certain areas of the County as underlain by significant mineral deposits. These areas are identified as Mineral Resource Zone 2 (MRZ-2) on the maps prepared by the California Geological Survey (Figure C-4 [Mineral Resource Zones]). Some of these areas have also been designated by the State Mining and Geology Board as containing mineral resources of "statewide or regional significance."

The term "mineral resource" refers to a concentration or occurrence of a naturally occurring material in such form or amount that economic extraction of a commodity is currently potentially feasible. In San Diego County, there are three general categories of important mineral resources, including construction materials, industrial and chemical mineral materials, and metallic and rare materials. Although mineral resources of all types are economically important, the continued availability of construction aggregate for the development of roads, homes, buildings, and other infrastructure is essential to the economy of the County. While the County is underlain by vast quantities of mineral deposits from which aggregate can be produced, urban development has encroached upon many existing and potential future mining sites. This development and other non-compatible land uses has reduced or eliminated access to many of the local important mineral deposits.

Two mineral classification reports have been completed for San Diego County; these include (1) Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region[7] and (2) Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-

[7] Kohler, S.L. & Miller, R.V. (1982). California Department of Conservation, Special Report 153

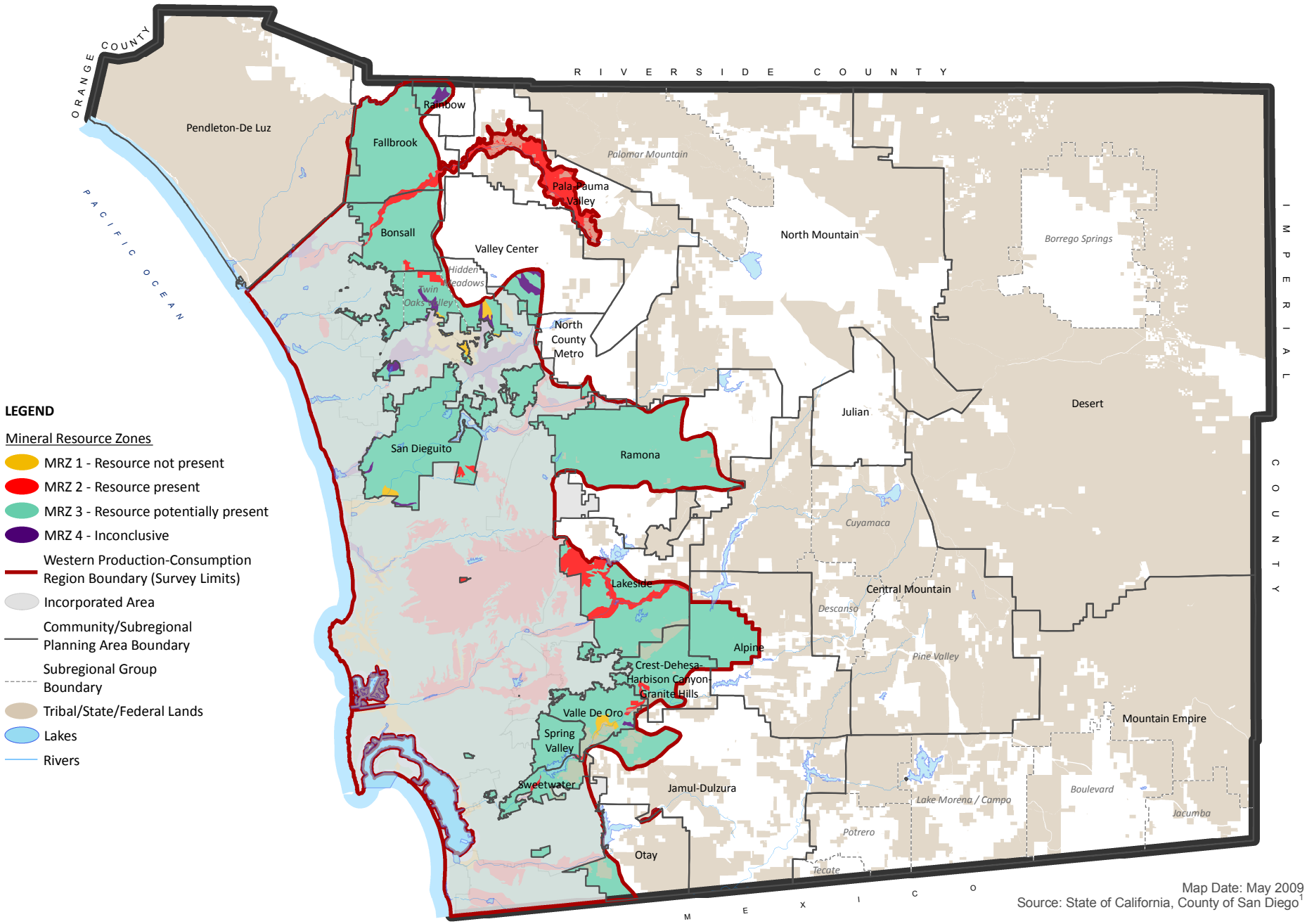
Consumption Region.[8] The latter 1996 report concluded that aggregate reserves significantly decreased since the 1982 study and that Portland cement concrete (PCC)-grade aggregate reserves within Western San Diego County were enough to supply the demand for 20 years (until 2016). The report further concluded it was unlikely all identified resources would be mined as access to resources could be substantially restricted by competing conservation measures, such as the MSCP program.

As a result, few new mining sites have been recently permitted in the County and the aggregate production rate from existing local mining sites has not kept pace with demand. The total permitted aggregate resources as of January 2006 were 198 million tons, a 28 percent decrease from January 2001.[9] The permitted aggregate resources represent only 17 percent of the 50-year estimated demand (year 2006 to 2056) of 1,164 million tons. To meet demand, substantial volumes of aggregate are being imported from quarries located outside of San Diego County. Due to increased transportation costs, the price for aggregate in the County is among the highest in the State of California. The total permitted area of local mining facilities contains less than a 50-year supply of aggregate for the County. Thus, maintaining access to mineral resources, especially the remaining undeveloped MRZ-2 classified lands, is important for the future economic activity of the County.

PERMITTING AND RECLAMATION OF MINING SITES

In order for a new mining site to be operated, the California *Surface Mining and Reclamation Act* (SMARA) requires that a permit is granted by the local lead agency (the County), and a Reclamation Plan prepared

[8] Davis, James F. (1996). California Department of Conservation, DMG Open-File Report 96-04
[9] California Geological Survey (2006), Map Sheet 52 – Aggregate Availability in California



MINERAL RESOURCE ZONES

San Diego County General Plan

Figure C-4

consistent with the minimum standards for reclamation listed in Article 9, Section 3700 et seq. of the State Mining and Geology Board reclamation regulations. The Reclamation Plan is subject to approval by the County in coordination with the California Department of Conservation.

RECYCLING OF CONSTRUCTION MATERIALS

Although not a mining activity, the recycling of construction materials collected from demolished buildings, roadways, or other facilities can incrementally increase the local availability (i.e. production rate) of construction materials and extend the lifespan of existing mining operations. (Recycling also extends the lifespan of local landfills.)

GOALS AND POLICIES

The goals and policies listed below are intended to achieve the following:

- Assure an adequate supply of mineral resources to support the economic activity projected to occur under the County General Plan.
- Comply with the requirements of the SMARA with regard to the conservation of mineral resources, and the permitting and reclamation of mining sites.

GOAL COS-10

Protection of Mineral Resources. The long-term production of mineral materials adequate to meet the local County average annual demand, while maintaining permitted reserves equivalent to a 50-year supply, using operational techniques and site reclamation methods consistent with SMARA standards such that adverse effects on surrounding land uses, public health, and the environment are minimized.

Policies

COS-10.1 **Siting of Development.** Encourage the conservation (i.e., protection from incompatible land uses) of areas designated as having substantial potential for mineral extraction. Discourage development that would substantially preclude the future development of mining facilities in these areas. Design development or uses to minimize the potential conflict with existing or potential future mining facilities. For purposes of this policy, incompatible land uses are defined by SMARA Section 3675.

COS-10.2 **Protection of State-Classified or Designated Lands.** Discourage development or the establishment of other incompatible land uses on or adjacent to areas classified or designated by the State of California as having important mineral resources (MRZ-2), as well as potential mineral lands identified by other government agencies. The potential for the extraction of substantial mineral resources from lands classified by the State of California as areas that contain mineral resources (MRZ-3) shall be considered by the County in making land use decisions.

COS-10.3 **Road Access.** Prohibit development from restricting road access to existing mining facilities, areas classified MRZ-2 or MRZ-3 by the State Geologist, or areas identified in the County Zoning Ordinance for potential extractive use in accordance with SMARA section 2764.a.

COS-10.4 **Compatible Land Uses.** Discourage the development of land uses that are not compatible with the retention of mining or recreational access to non-aggregate mineral deposits. *See Policy COS-10.1 for a definition of incompatible land uses.*

COS-10.5 **Reclamation Plans.** Require all mining projects to be conducted in accordance with a reclamation plan that meets the minimum reclamation standards required by the California *Surface Mining and Reclamation Act* and the associated State Mining and Geology Board regulations. Require the reclamation plan to include a phasing plan that provides for the completion of the surface mining on each segment of the mined lands so that the reclamation can be initiated at the earliest possible time on those portions of the mined lands that will not be subject to further disturbance by the surface mining operation.

COS-10.6 **Conservation of Construction Aggregate.** Encourage the continued operation of existing mining facilities and streamline the permitting of new mining facilities consistent with the goal to establish permitted aggregate resources that are sufficient to satisfy 50 years of County demand.

COS-10.7 **Recycling of Debris.** Encourage the installation and operation of construction and demolition (C&D) debris recycling facilities as an accessory use at permitted (or otherwise authorized) mining facilities to increase the supply of available mineral resources.

COS-10.8 **New Mining Facilities.** Develop specific permit types and procedures for the authorization of new mining facilities that recognize the inherent physical effects of mining operations and the public necessity for available mineral resources adequate to meet local demand, in accordance with PRC Section 2762.

COS-10.9 **Overlay Zones.** Provide zoning overlays for MRZ-2 designated lands and a 1,300-foot-wide buffer area adjacent to such lands. Within these overlay zones, the potential effects of proposed land use actions on potential future extraction of mineral resources shall be considered by the decision-makers.

Visual Resources

CONTEXT

Visual resources are diverse in nature. They are found both within the natural environment and the built, or human-made, environment. Visual resources can be valued both objectively and subjectively based on their quality, uniqueness, prominence, relationship to community identity, and economic contributions, such as to land values and tourism. Visual resources are important from an aesthetic perspective when, based on the characteristics summarized above; they are identified as containing significant scenic value.

While existing visual resources can be preserved or enhanced, the urban growth anticipated by this General Plan provides opportunities to identify or even create new visual resources, both within existing communities and in new growth areas. Goals and policies in this section emphasize the protection of scenic corridors and dark skies within the natural environment and the recognition and enhancement of community character within the built environment.

LANDSCAPE/SETTING

The landscape of the San Diego region is rich in natural open space, unique topographic resources, and scenic vistas. These natural features contribute greatly to the overall quality of the existing visual setting experienced by viewers within the County. Urban land uses are focused in the western third of the County, while the eastern two-thirds are largely undeveloped with mountains and desert dominating the landscape. The County of San Diego has three distinctive geographic regions, listed from west to east:

- Low-lying Coastal Plain
- Mountainous Peninsular Range
- Desert Salton (Imperial) Basin

The diversity of these regions provides San Diego County residents and visitors with an array of natural vistas and scenic environments that provide a unique aesthetic collection from the ocean to the desert.

Throughout these three distinctive geographic provinces are vast amounts of publicly owned lands that provide open space and visual relief from the human-made environment. Examples include the Marine Corps Base Camp Pendleton on the Coastal Plain in northern San Diego County; the Cleveland National Forest in the Peninsular Range; and Anza-Borrego Desert State Park in the Salton (Imperial) Basin. In addition to these examples of large expanses of open space, County parks, habitat preserves, reservoirs, and undeveloped lands contribute to the County's open space lands and overall aesthetic resource value.

Aesthetic value is not limited to open space and rural lands, but also can be demonstrated through architectural design, or in historic structures and districts, streetscapes, and manufactured landscapes. Within the "developed" environment, scenic features can include built uses such as structures of historic significance or architectural merit, open but developed areas such as expansive agricultural fields or groves, and the individual form and character of a unique neighborhood or community. These valuable aesthetic elements of the human-made environment can be found throughout the County. A well-known example is the historic gold-mining community of Julian.

SCENIC CORRIDORS

A highway corridor generally includes the land adjacent to and visible from the vehicular right-of-way. The dimension of the corridor is usually identified using a motorist's line of vision and may include viewshed, extending to the horizon. A "scenic highway" can pertain to any freeway, highway, road, or other vehicular right-of-way along a corridor with considerable natural or otherwise scenic landscape.

State Scenic Highways are those highways that are either officially designated by Caltrans or are eligible for designation. This statewide system of scenic highways is part of the Master Plan of State Highways Eligible for Official State Designation as Scenic Highways. A highway may be designated as "scenic" depending upon how much of the natural landscape can be seen by travelers, the aesthetic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

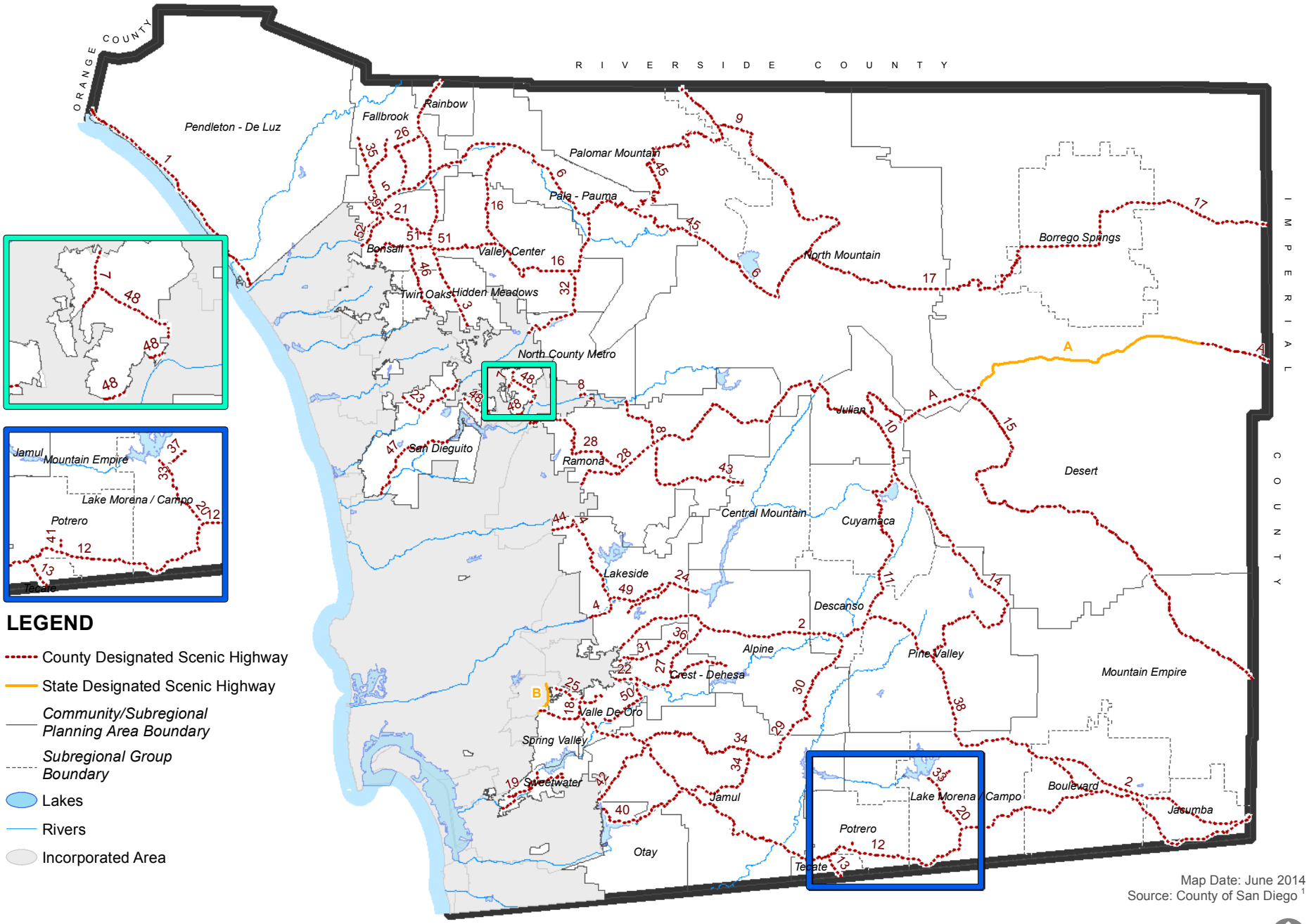
A highway's status changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as an official State Scenic Highway. Two County routes have been designated State Scenic Highways; these include (1) State Route 78 through the Anza-Borrego

Desert State Park (18.2-mile segment) and (2) State Route 125 from State Route 94 in Spring Valley to Interstate 8 in La Mesa (two miles of this segment are in the unincorporated County). In addition, Sunrise Highway (S1) is a National Scenic Byway that runs north from Old Highway 80 to State Route 79 through the Cleveland National Forest. Roads within the unincorporated County included in the Scenic Highway system are shown on Figure C-5 (Scenic Highways) and in Table COS-1 (County Scenic Highway System).

Table COS-1 County Scenic Highway System

Map Ref.	Route	Segment
A	State Route 78	Wynola Road east to Imperial County line (excluding portion in Anza-Borrego Desert State Park)
B	State Route 125	State Route 94 to Interstate 8
1	Interstate 5	Oceanside city limits north to Orange County line
2	Interstate 8	El Cajon city limits to Imperial County line
3	Interstate 15	Escondido city limits north to Riverside County line
4	State Route 67	Santee city limits to State Route 78 (excluding portion in city of Poway)
5	State Route 76	Oceanside city limits east to Interstate 15
6	State Route 76	Interstate 15 east to State Route 79
7	Bear Valley Parkway and State Route 78	Escondido city limits southeast to Via Rancho Parkway
8	State Route 78	Via Rancho Parkway to State Route 79 (excluding portion within city of San Diego)
9	State Route 79	Riverside County line to State Route 76
10	State Route 79	State Route 78 (Wynona) south to Old Highway 80
11	State Route 79	Interstate 8 north to Sunrise Highway
12	State Route 94	State Route 125 to Interstate 8
13	State Route 188 (Tecate Road)	U.S. / Mexican Border north to State Route 94
14	Sunrise Highway (S1)	State Route 79 south to Old Highway 80
15	Old Overland Stage Route (S2)	Imperial County line north to State Route 78
16	Lilac Road and Valley Center Road (S6)	State Route 76 to State Route 76
17	San Felipe Road, Montezuma Valley Road, Pal Canyon Road, Peg Leg Road, and Borrego Salton Seaway (S22)	State Route 79 east to Imperial County line
18	Avocado Boulevard	State Route 94 to El Cajon city limits
19	Bonita, San Miguel, Guajolote, and Sweetwater River Roads	Interstate 805 north to State Route 94 (excluding portion within city of Chula Vista)
20	Buckman Springs Road	Lake Morena Drive to State Route 94
21	Camino Del Rey	State Route 76 to its terminus at Old Highway 395
22	Dehesa Road	El Cajon city limits to Tavern Road
23	Elfin Forest Road / Harmony Grove Road	San Marcos city limits to Escondido city limits
24	El Monte Road	El Capitan Reservoir to Lake Jennings Park Road

Table COS-1 County Scenic Highway System		
Map Ref.	**Route**	**Segment**
25	Fuerte Drive	Interstate 8 to Chase Ave.
26	Gird, Reche, Live Oak Park, and Mission Roads	State Route 76 north and east to Interstate 15
27	Harbison Canyon Road	Arnold Way to Dehesa Road
28	Highland Valley Road	San Diego city limits to State Route 67
29	Honey Springs Road	State Route 94 north to Lyons Valley Road
30	Japatul Road	Lyons Valley Road to Interstate 8
31	La Cresta Road	Greenfield Drive to La Cresta Boulevard
32	Lake Wohlford Road	Valley Center Road east (Escondido city limits) to Valley Center Road (excluding portion within city of Escondido)
33	Lake Morena Drive	Buckman Springs Road north to Morena Lake
34	Lyons Valley Road	State Route 94 to Cleveland National Forest
35	Mission and Green Canyon Roads	State Route 76 north and east to Reche Road
36	Mountain View Road/Francis Drive	La Cresta Boulevard to Harbison Canyon Road
37	Oak Drive	Lake Morena Drive north to Buckman Springs Road
38	Old Highway 80	State Route 79 (Pine Valley) to Interstate 8 (Jacumba)
39	Olive Hill Road	State Route 76 to planning area boundary
40	Otay Lakes Road	Chula Vista city limits to State Route 94
41	Potrero Valley Road	State Route 94 to Potrero County Park
42	Proctor Valley Road	Chula Vista city limits to State Route 94
43	San Vicente and Ramona Oaks Roads	State Route 78 to Cleveland National Forest
44	Scripps Poway Parkway	Poway city limits to State Route 67
45	South Grade Road, Canfield Rd/Highway to the Stars, Palomar Divide Road, and Oak Grove Truck Trail	State Route 76 to State Route 78
46	Twin Oaks Valley Road	Gopher Canyon Road to San Marcos city limits
47	Via de la Valle, Paseo Delicias, and Del Dios Highway	San Diego city limits east to Via Rancho Parkway
48	Via Rancho Parkway (San Pasqual Road)	Del Dios Highway to State Route 78 (excluding portions in cities of Escondido and San Diego)
49	Willow and El Monte Roads	State Route 67 to southern end of El Capitan Reservoir
50	Willow Glen Drive	Jamacha Road to Dehesa Road
51	Vista Way, Gopher Canyon, and Old Castle Roads	Vista city limits north and east to Lilac Road
52	Old River Road	State Route 76 to Camino Del Rey



SCENIC HIGHWAYS

ASTRONOMICAL DARK SKIES

Astronomical research has contributed to a greater understanding of our solar system, supported advances in space travel, improved telecommunication systems, advanced weather forecasting, and provided insight to energy production. The maintenance of dark skies in San Diego County is vital to the two world-class observatories that depend on them for astronomical research. The five criteria for a high-quality site include: (1) Elevation over 5,000 feet above sea level; (2) clear, cloud-free night sky; (3) proximity to the Pacific Ocean; (4) distance from urban areas; and (5) freedom from nearby sources of light, dust, and smoke. Sites in the United States that meet these criteria are found only in west Texas, central New Mexico, Arizona, the central California coast, and the San Diego region.

The two sites in the County of San Diego, which meet all of the above criteria, include Palomar and Mount Laguna Observatories. The maintenance of dark skies in the County is vital to their operation and the astronomical research carried out at these facilities. Palomar Observatory, located 5,500 feet at the top of Palomar Mountain in northern San Diego County near Palomar Mountain State Park, is privately owned and operated by the California Institute of Technology (Caltech) and is used to support some of California's and the United States' premier scientific research programs. San Diego State University (SDSU) and the University of Illinois operate the Mount Laguna Observatory jointly. Located at an altitude of 6,100 feet on the eastern edge of the Cleveland National Forest near the Anza-Borrego State Park, 45 miles east of downtown San Diego, the Mount Laguna Observatory is one of the County's best astronomical research and education facilities.

GOALS AND POLICIES

GOAL COS-11

Preservation of Scenic Resources. Preservation of scenic resources, including vistas of important natural and unique features, where visual impacts of development are minimized.

Policies

COS-11.1 **Protection of Scenic Resources.** Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

COS-11.2 **Scenic Resource Connections.** Promote the connection of regionally significant natural features, designated historic landmarks, and points of regional historic, visual, and cultural interest via designated scenic corridors, such as scenic highways and regional trails.

COS-11.3 **Development Siting and Design.** Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:

- Creative site planning
- Integration of natural features into the project
- Appropriate scale, materials, and design to complement the surrounding natural landscape
- Minimal disturbance of topography

Potential measures for promoting scenic compatibility may include limiting or avoiding soundwalls, placing utilities underground, minimizing grading, and providing scenic vista points.

- Clustering of development so as to preserve a balance of open space vistas, natural features, and community character.
- Creation of contiguous open space networks

COS-11.4 **Collaboration with Agencies and Jurisdictions.** Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to protect scenic resources and corridors that extend beyond the County's land use authority, but are important to the welfare of County residents.

COS-11.5 **Collaboration with Private and Public Agencies.** Coordinate with the California Public Utilities Commission, power companies, and other public agencies to avoid siting energy generation, transmission facilities, and other public improvements in locations that impact visually sensitive areas, whenever feasible. Require the design of public improvements within visually sensitive areas to blend into the landscape.

COS-11.6 **Billboards.** Prohibit new billboards and other forms of large-scale advertising and signage within scenic corridors. Encourage the removal of existing billboards and other forms of large-scale advertising and signage along State and County scenic highway corridors.

COS-11.7 **Underground Utilities.** Require new development to place utilities underground and encourage "undergrounding" in existing development to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies.

The concept of "undergrounding" in the initial phases of a project not only increases the aesthetic value of the surrounding viewshed, but can also reduce costs in the long run since less infrastructure is exposed to the elements.

GOAL COS-12

Preservation of Ridgelines and Hillsides. Ridgelines and steep hillsides that are preserved for their character and scenic value.

Policies

COS-12.1 **Hillside and Ridgeline Development Density.** Protect undeveloped ridgelines and steep hillsides by maintaining semi-rural or rural designations on these areas.

COS-12.2 **Development Location on Ridges.** Require development to preserve the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.

GOAL COS-13

Dark Skies. Preserved dark skies that contribute to rural character and are necessary for the local observatories.

Policies

COS-13.1 **Restrict Light and Glare.** Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.

COS-13.2 **Palomar and Mount Laguna.** Minimize, to the maximum extent feasible, the impact of development on the dark skies surrounding Palomar and Mount Laguna observatories to maintain dark skies which are vital to these two world-class observatories by restricting exterior light sources within the impact areas of the observatories.

COS-13.3 **Collaboration to Retain Night Skies.** Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.

Air Quality, Climate Change, and Energy

CONTEXT

There is a strong correlation between land use planning, transportation system planning, and the emission of air quality pollutants, greenhouse gases (GHG) that contribute to global climate change (GCC) and criteria pollutants that degrade air quality within a region. The primary opportunities to reduce air quality pollutants and GHG emissions are in the urbanized areas of the County where there are land use patterns that can best support the increased use of transit and pedestrian activities since most GHGs and air pollutants result from mobile source emissions. The unincorporated County can also be a part of the solution by producing development patterns that contribute to reducing the dependence on the automobile and by promoting development with lower energy demands.

The development of sustainable communities contributes to both the reduction in overall air pollutants as well as solving the larger challenges associated with GCC. A holistic approach to achieving sustainable communities requires the integration of a regionwide multi-modal transportation system with a significant reduction in the reliance on single-occupant motor vehicles, along with buildings that consume less through design and efficient building materials.

AIR QUALITY

The boundaries of the San Diego Air Basin are contiguous with the political boundaries of San Diego County, including the incorporated cities, and encompass approximately 4,260 square miles. The County is divided by the Laguna Mountain Range with peaks that exceed 6,000 feet, which runs approximately parallel to the coast about 45 miles inland and separates the coastal area from the desert. To the north of the County are the Santa Ana Mountains which run along the Orange County coast, turning east to join with the Laguna Mountains near the San Diego-Orange County border.

Air pollutant emission sources in the San Diego Air Basin are typically grouped into two categories: stationary and mobile sources. Mobile source emissions can be attributed to vehicles and transportation related activities. Stationary sources can be further divided into two major subcategories: point and area sources. Point source emissions originate from manufacturing and industrial processes. Area source emissions are generated from residential heaters, small engines, and other consumer products. They are widely distributed and may have a cumulative effect.

According to readings from the ten monitoring stations operated by San Diego APCD, the County has experienced substantial improvement in ambient ozone levels. The number of days above the Federal one-

hour ozone standard has decreased from 39 days in 1990 to zero days in 2005, while the number of days above the more stringent State standard has decreased from 139 days in 1990 to 16 days in 2005. However, in 2004, the County of San Diego was designated a basic non-attainment area for the new eight-hour ozone standard.

Transportation is California's largest source of carbon dioxide, with passenger vehicles and light duty trucks creating more than 46 percent of total climate change emissions.[10] Toxic air contaminants (TAC) include pollutants known or suspected to cause cancer or other adverse health effects such as respiratory irritation or reproductive effects. The regulatory structure for TAC is different than for criteria pollutants. In San Diego County, motor vehicles and natural sources are key contributors of TAC, emitting more than 27 million pounds; while industrial, commercial, and government facilities emit more than three million pounds of TAC. Since 1989, emissions from industrial and commercial sources reduced by approximately 75 percent. Prioritizing and reducing these emissions further will require a continued, cooperative effort by the public, industry, environmental groups, the California Air Resources Board (ARB), and the California Air Pollution Control District (APCD).

CLIMATE CHANGE

The natural "greenhouse effect" allows the earth to remain warm and sustain life. GHGs trap the sun's heat in the atmosphere, like a blanket, and help determine our climate. The amount of GHGs in the atmosphere is being drastically altered by human activity. The onset of the industrial revolution and the increased consumption of fossil fuels (wood, coal, gasoline, etc.) have substantially increased atmospheric levels of GHGs. Temperatures rise as atmospheric concentrations of GHGs (such as carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons) increase. Over time, this rise in temperatures results in climate change. GHGs have been at the center of the widely contested political, economic, and scientific debate surrounding GCC.

State legislation *California Global Warming Solutions Act of 2006* requires that the State's global warming emissions be reduced to 1990 levels by year 2020. Through more efficient land use patterns, promoting a variety of modes of transportation, and encouraging new and existing development to implement a variety of energy efficient, energy conserving and renewable technologies and practices, the County is supporting the legislation and providing the mechanism for reduced emissions throughout the region.

Human activities produce GHGs. For example, burning fossil fuels such as oil, coal, and natural gas for energy to power automobiles, homes, and factories put carbon dioxide into the air. While carbon dioxide is the GHG emitted in the largest quality, other GHGs such as methane, nitrous oxide, and fluorocarbons also contribute to the problem. In California, carbon dioxide accounts for approximately 84 percent of all the GHGs, while methane makes up approximately eight percent, and nitrous oxide and hydrofluorocarbons contribute an additional six percent and two percent, respectively.

The principal sources of carbon dioxide in the atmosphere are fossil fuel combustion and wildland fires. Agriculture is a major source of both methane and nitrous oxide, with additional methane coming primarily from landfills. Cars also emit methane and nitrous oxide. In California, more than half of fossil fuel emissions of carbon dioxide are related in some way to transportation. Fossil fuels account for 98 percent of carbon dioxide emissions, with a two percent contribution from several industrial processes that produce carbon

[10] University of San Diego, September 2008

dioxide as a by-product.[11] Buildings contribute to 40 percent of GHGs worldwide, though this is likely to be less in the County due to the rural characteristics of many areas.

Countywide, over a million tons of organic materials are disposed of in landfills annually, with approximately 200,000 tons disposed from the unincorporated County. Currently operating and closed landfills are significant sources of GHG emissions. An estimated 50 million cubic feet of methane and carbon dioxide are released daily from both closed and active County landfills, but other more potentially impactive greenhouse emissions are also released such as volatile organic carbon gases. Emissions result from the decomposition of organic materials in the anaerobic condition present in landfills.

Although methane recovery systems are placed on closed landfills, the majority of the methane generated by anaerobic decomposition occurs either prior to the recovery system's placement or is not captured by this system. Sequestering carbon through composting stabilizes the carbon in the soil materials, resulting in a very slow release of carbon dioxide and effectively prevents the formation of methane, which is 24 times more retentive of atmospheric heat than carbon dioxide. Capturing methane by anaerobic digestion of agricultural manures and burning the gas for the production of electricity on the farm is also very effective in reducing methane emissions.

ENERGY & SUSTAINABLE DEVELOPMENT

San Diego Gas & Electric (SDG&E) is a regulated public utility that provides electric service to 3.4 million customers within a 4,100-square-mile service area that encompasses 25 cities throughout San Diego and southern Orange Counties. In 2003, the three key energy agencies in California—the California Energy Commission (CEC), the California Power Authority (CPA), and the California Public Utilities Commission (CPUC)—came together to adopt an Energy Action Plan that identifies joint goals for California's energy future and sets forth a commitment to achieve these goals through specific actions. In 2008, an Energy Action Plan Status Update was released to incorporate the CEC's 2007 Integrated Energy Policy Report (IEPR), reflecting the passage of Assembly Bill 32, the California Global Warming Act of 2006. The IEPR includes advanced policies, intended to enable California to meet its energy needs in a carbon-constrained world. The report also provides a comprehensive set of recommended actions to achieve these policies. SDG&E's Long Term Resource Plan (LTRP) sets forth a strategy of mixed resources to ensure long-term, reliable, and affordable power in the region, as established by the CPUC. The CPUC regulates energy issues related to supply, delivery, rates, and tariffs for all SDG&E customers in the County.

Population is the primary driver of increasing demand for new housing. From the 1980s to the 1990s, the rate of growth of population diminished, however, electricity consumption grew by 29 percent, and natural gas consumption grew by 36 percent. In 2001, with the electricity crisis, there was a significant drop in per capita consumption of energy. SANDAG has projected that the population of the San Diego region will grow 38 percent by 2030, resulting in nearly four million people. Therefore, the demand for energy will also rise as this new population seeks ways to cool/heat and light their homes and power their cars.

[11] AB 1493 (Pavley) Briefing Package prepared by the California Environmental Protection Agency at http://www.climatechange.ca.gov/background/index.html

Energy and water are inextricably linked, especially in Southern California, where moving imported water around the State requires large amounts of energy. For example, the California State Water Project uses more energy than any single user. Therefore, reducing water use can save significant amounts of energy.

Energy efficiency, a key to meeting long-term energy needs, implies using less energy to perform the same function. Conserving energy or "doing without", and using energy more efficiently by doing the same task with less energy, are methods where the County can promote to extend the supply of energy, with minimal to no adverse impacts. Installing lighting that uses less electricity, installing additional insulation to reduce heating and cooling requirements, and switching to a vehicle with better gas mileage are energy efficiency measures. Conservation connotes "doing without" in order to save energy rather than using less energy to do the same thing. For example, turning off lights, turning down the air conditioner, and making fewer vehicle trips are all conservation measures.

Renewable sources include everything from small rooftop solar photovoltaic applications to larger renewable developments such as the Kumeyaay Wind project. While the large projects can supply energy to many thousands of homes, they generally require new transmission lines, which can result in land use and aesthetic impacts, along with an increased risk of wildfires. San Diego County depends on fossil fuels and natural gas to generate a large portion of its energy and power. These resources are non-renewable, and can be polluting. It is likely that non-renewable resources will become a more scarce and costly method of producing energy in the future. Other sources of energy can be derived from technologies such as methane recovery at landfills, roof-top solar panels and solar farms, wind turbines, bio-fuels, and rarer projects such as those that harness geothermal or tidal energy. These technologies are renewable, and can supplement existing non-renewable sources, extending the supply of non-renewable fuels and offering an alternative to polluting energy sources.

GOALS AND POLICIES

GOAL COS-14

Sustainable Land Development. Land use development techniques and patterns that reduce emissions of criteria pollutants and GHGs through minimized transportation and energy demands, while protecting public health and contributing to a more sustainable environment. [See also Goal LU-6]

Policies

COS-14.1 **Land Use Development Form.** Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.

COS-14.2 **Villages and Rural Villages.** Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.

COS-14.3 **Sustainable Development.** Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.

COS-14.4 **Sustainable Technology and Projects.** Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.

COS-14.5 **Building Siting and Orientation in Subdivisions.** Require that buildings be located and oriented in new subdivisions and multi-structure non-residential projects to maximize passive solar heating during cool seasons, minimize heat gains during hot periods, enhance natural ventilation, and promote the effective use of daylight.

COS-14.6 **Solar Access for Infill Development.** Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.

COS-14.7 **Alternative Energy Sources for Development Projects.** Encourage development projects that use energy recovery, photovoltaic, and wind energy .

COS-14.8 **Minimize Air Pollution.** Minimize land use conflicts that expose people to significant amounts of air pollutants.

COS-14.9 **Significant Producers of Air Pollutants.** Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.

The recovered methane from landfills can be pumped through turbines to generate power. This provides a mutual benefit by generating energy and reducing the amount of CO2 and methane being released from landfills. Other uses for closed facilities include photovoltaic (solar) panels, wind, and microturbines, as appropriate for the area they would be located in.

COS-14.10 **Low-Emission Construction Vehicles and Equipment.** Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.

COS-14.11 **Native Vegetation.** Require development to minimize the vegetation management of native vegetation while ensuring sufficient clearing is provided for fire control.

Plants use photosynthesis to remove carbon from the atmosphere by incorporating it into biomass and releasing oxygen into the atmosphere.

COS-14.12 **Heat Island Effect.** Require that development be located and designed to minimize the "heat island" effect as appropriate to the location and density of development, incorporating such elements as cool roofs, cool pavements, and strategically placed shade trees.

Heat islands formed as urbanized areas replace natural land cover with pavement, buildings, and other infrastructure, resulting in significantly higher average temperatures than the rural areas surrounding them.

COS-14.13 **Incentives for Sustainable and Low GHG Development.** Provide incentives such as expedited project review and entitlement processing for developers that maximize use of sustainable and low GHG land development practices in exceedance of State and local standards.

Additional goals and policies that relate to land use development are contained in the Land Use Element.

GOAL COS-15

Sustainable Architecture and Buildings. Building design and construction techniques that reduce emissions of criteria pollutants and GHGs, while protecting public health and contributing to a more sustainable environment.



Solar panels in Alpine

Policies

COS-15.1 **Design and Construction of New Buildings.** Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

Green building programs include the Leadership in Energy and Environmental Design (LEED) standards set by the U.S. Green Building Council, the Green Point Rated system standards set by Builditgreen.org, or equivalent programs.

COS-15.2 **Upgrade of Existing Buildings.** Promote and, as appropriate, develop standards for the retrofit of existing buildings to incorporate design elements, heating and cooling, water, energy, and other elements that improve their environmental sustainability and reduce GHG.

COS-15.3 **Green Building Programs.** Require all new County facilities and the renovation and expansion of existing County buildings to meet identified "green building" programs that demonstrate energy efficiency, energy conservation, and renewable technologies.

COS-15.4 **Title 24 Energy Standards.** Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

COS-15.5 **Energy Efficiency Audits.** Encourage energy conservation and efficiency in existing development through energy efficiency audits and adoption of energy saving measures resulting from the audits.

Energy-efficiency audits include checking, repairing, and readjusting heating, ventilation, and air conditioning, lighting, water heating equipment, insulation, and weather proofing.

COS-15.6 **Design and Construction Methods.** Require development design and construction methods to minimize impacts to air quality.

GOAL COS-16

Sustainable Mobility. Transportation and mobility systems that contribute to environmental and human sustainability and minimize GHG and other air pollutant emissions.

Policies

COS-16.1 **Alternative Transportation Modes.** Work with SANDAG and local transportation agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies.

COS-16.2 **Single-Occupancy Vehicles.** Support transportation management programs that reduce the use of single-occupancy vehicles.

COS-16.3 **Low-Emissions Vehicles and Equipment.** Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element.]

COS-16.4 **Alternative Fuel Sources.** Explore the potential of developing alternative fuel stations at maintenance yards and other County facilities for the municipal fleet and general public.

COS-16.5 **Transit-Center Development.** Encourage compact development patterns along major transit routes.

The Mobility Element contains additional goals and policies that relate to alternate modes of travel and Transportation Demand Management.

GOAL COS-17

Sustainable Solid Waste Management. Perform solid waste management in a manner that protects natural resources from pollutants while providing sufficient, long term capacity through vigorous reduction, reuse, recycling, and composting programs.

Policies

COS-17.1 **Reduction of Solid Waste Materials.** Reduce greenhouse gas emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with State law.

COS-17.2 **Construction and Demolition Waste.** Require recycling, reduction and reuse of construction and demolition debris.



On the line at the recycling plant

COS-17.3 **Landfill Waste Management.** Require landfills to use waste management and disposal techniques and practices to meet all applicable environmental standards.

COS-17.4 **Composting.** Encourage composting throughout the County and minimize the amount of organic materials disposed at landfills.

COS-17.5 **Methane Recapture.** Promote efficient methods for methane recapture in landfills and the use of composting facilities and anaerobic digesters and other sustainable strategies to reduce the release of GHG emissions from waste disposal or management sites and to generate additional energy such as electricity.

COS-17.6 **Recycling Containers.** Require that all new land development projects include space for recycling containers.

COS-17.7 **Material Recovery Program.** Improve the County's rate of recycling by expanding solid waste recycling programs for residential and non-residential uses.

COS-17.8 **Education.** Continue programs to educate industry and the public regarding the need and methods for waste reduction, recycling, and reuse.

GOAL COS-18

Sustainable Energy. Energy systems that reduce consumption of non-renewable resources and reduce GHG and other air pollutant emissions while minimizing impacts to natural resources and communities.

Policies

COS-18.1 **Alternate Energy Systems Design.** Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.

COS-18.2 **Energy Generation from Waste.** Encourage use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites.

COS-18.3 **Alternate Energy Systems Impacts.** Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.

GOAL COS-19

Sustainable Water Supply. Conservation of limited water supply supporting all uses including urban, rural, commercial, industrial, and agricultural uses.

Policies

COS-19.1 **Sustainable Development Practices.** Require land development, building design, landscaping, and operational practices that minimize water consumption.

COS-19.2 **Recycled Water in New Development.** Require the use of recycled water in development wherever feasible. Restrict the use of recycled water when it increases salt loading in reservoirs.

A permit is required from the County Department of Environmental Health for the use of recycled water.[12]

GOAL COS-20

Governance and Administration. Reduction of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions contributing to climate change that meet or exceed requirements of the *Global Warming Solutions Act of 2006*, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit).

[12] CPC Title 24, Part 5, California Administrative Code, Appendix G

Policies

COS-20.1 **Climate Change Action Plan.** Prepare, maintain, and implement a Climate Action Plan for the reduction of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5.

COS-20.2 **GHG Monitoring and Implementation.** Establish and maintain a program to monitor GHG emissions attributable to development, transportation, infrastructure, and municipal operations and periodically review the effectiveness of and revise existing programs as necessary to achieve GHG emission reduction objectives.

COS-20.3 **Regional Collaboration.** Coordinate air quality planning efforts with federal and State agencies, SANDAG, and other jurisdictions.

COS-20.4 **Public Education.** Continue to provide materials and programs that educate and provide technical assistance to the public, development professionals, schools, and other parties regarding the importance and approaches for sustainable development and reduction of GHG emissions.

Parks and Recreation

CONTEXT

This section identifies how the County of San Diego intends to meet the public need for parks and recreation opportunities. This section also identifies how the County intends to meet open space needs including building out the inter-connected preserve system (refer to Goal COS-1) and meeting General Plan goals and County strategic initiatives. The Mobility Element addresses the regional trail network, which further enhances and augments public recreational opportunities and experiences throughout the San Diego region. It should be noted that there are a wide range of park and recreation opportunities within the San Diego region provided by cities, state entities, federal entities, special districts, school districts, and private non-profit organizations in addition to those provided by the County:



The Valle de Oro Community Park is located to the south of the City of El Cajon and to the east of the city of La Mesa.

- **Local Parks**—Local parks range in acreage 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 recreation areas 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.
- **Regional Parks**—Regional parks serve County residents and visitors and are often larger than 200 acres, although smaller facilities may be appropriate for specific sites of regional interest. Regional parks include a variety of passive and active recreational uses and may include an interpretive center.

Most regional parks contain open space, natural resources, cultural resources, and multi-use trails. Most regional parks also contain a local park element by serving as the recreation outlet for a community.

- **Trails**—Trails provide recreational opportunities and allow for enjoyment by the public of parks and open space preserves. Trails provide connection between recreation uses. The County Trail Program is addressed in detail in the Community Trails Master Plan.
- **Recreation Facilities**—Recreational facilities include community centers, teen centers and gymnasiums and are operated and maintained by County staff, volunteers, and service contracts.
- **Preserves**—Preserves include areas of environmental significance and beauty. The dual purpose of preserves is to protect biological, cultural, and historical resources, as well as community character, and to make these resources available for public recreation opportunities. However, typically only minimal improvements such as trails, parking, and restroom facilities are found in preserves. Some preserves may also provide interpretive or educational amenities. Preserves vary in size depending on the resources being protected, and public access can be limited according to the sensitivity of the resources *(see also Goal COS-1 and related policies in the Biological Resources section)*.


Grasslands being preserved as open space in Ramona

Open space in the County is provided by cities, the County, State entities, federal entities, special districts, private non-profit organizations, and land owners as part of the development process. The primary objective of open space within the MSCP preserve system is biological conservation. Open space may also be dedicated / preserved to meet other objectives such as preservation of cultural resources or avoidance of steep slopes. However, open space in general allows for the overall vision of this General Plan, along with the achievement of the County's strategic initiatives, to be met. Other land uses, such as passive recreational opportunities, may be appropriate within open space areas depending on the sensitivity of the resources being protected. In addition to the Park and Recreation goals and policies concerning Open Space, see also goals and policies under the Biological Resources and Cultural Resources sections in this Element.

Existing sources of funding for park acquisition and development include federal, state, and local funds, donations, and through developer exactions. The Park Lands Dedication Ordinance (PLDO) provides funding for local park active recreation. The PLDO specifies that new subdivisions are required to dedicate active park land or pay a fee in-lieu of dedication, or a combination of both, at a level of three acres per 1,000 population. State law allows for up to five acres per 1,000 population if the current active park acreage exceeds the three-acre level. These fees may also be used to provide recreational services in regional parks for local community residents. The County also participates in agreements that establish partnerships with other public and private agencies (typically with non-profit organizations) to develop, operate, and maintain recreation facilities on land typically owned by those agencies. Existing sources of funding for open space land acquisition that will ultimately build out the MSCP preserve include local, state and federal funds and donations.

GOALS AND POLICIES

GOAL COS-21

Park and Recreational Facilities. Park and recreation facilities that enhance the quality of life and meet the diverse active and passive recreational needs of County residents and visitors, protect natural resources, and foster an awareness of local history, with approximately ten acres of local parks and 15 acres of regional parks provided for every 1,000 persons in the unincorporated County.



The historic Rancho Guajome Adobe, Guajome County Park

Policies

COS-21.1 **Diversity of Users and Services.** Provide parks and recreation facilities that create opportunities for a broad range of recreational experiences to serve user interests.

COS-21.2 **Location of Parks.** Locate new local parks and recreation facilities near other community-oriented public facilities such as schools, libraries, and recreation centers where feasible, so that they may function as the "heart" of a community.

COS-21.3 **Park Design.** Design parks that reflect community character and identity, incorporate local natural and cultural landscapes and features, and consider the surrounding land uses and urban form and cultural and historic resources.

COS-21.4 **Regional Parks.** Require new regional parks to allow for a broad range of recreational activities and preserve special or unique natural or cultural features when present.

COS-21.5 **Connections to Trails and Networks.** Connect public parks to trails and pathways and other pedestrian or bicycle networks where feasible to provide linkages and connectivity between recreational uses.

GOAL COS-22

Park and Recreational Services. High-quality parks and recreation programs that promote the health and well-being of County residents while meeting the needs of a diverse and growing population.

Policies

COS-22.1 **Variety of Recreational Programs.** Provide and promote a variety of high quality active and passive recreation programs that meet the needs of and benefit County residents.



Lakeside Community Center

GOAL COS-23

Recreational Opportunities in Preserves. Acquisition, monitoring, and management of valuable natural and cultural resources where public recreational opportunities are compatible with the preservation of those resources.

Policies

COS-23.1 **Public Access.** Provide public access to natural and cultural (where allowed) resources through effective planning that conserves the County's native wildlife, enhances and restores a continuous network of connected natural habitat and protects water resources.

COS-23.2 **Regional Coordination.** Coordinate the planning, acquisition, protection, development, and management of open space among governmental agencies and private organizations to maximize opportunities to link regional open space lands.

COS-23.3 **Public Safety Involvement.** Coordinate with public safety agencies to address safety concerns when planning the acquisition and management of open space.



Agua Caliente County Park

GOAL COS-24

Park and Recreation Funding. Adequate funding for acquisition, development, maintenance, management, and operation of parks, recreation facilities, and preserves.

Policies

COS-24.1 **Park and Recreation Contributions.** Require development to provide fair-share contributions toward parks and recreation facilities and trails consistent with local, state, and federal law.



Patriot Park in 4-S Ranch

COS-24.2 **Funding Opportunities.** Maximize funding opportunities for the following:

- The acquisition, expansion, and development of parks, recreation facilities, preserves, and trails
- The operation, maintenance, and management of parks, recreation facilities, preserves, and trails

COUNTY
OF SAN DIEGO

6th CYCLE
HOUSING ELEMENT UPDATE
County of San Diego General Plan











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6th CYCLE HOUSING ELEMENT UPDATE

County of San Diego General Plan

Prepared for:

County of San Diego

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1 INTRODUCTION

The 5th Cycle Housing Element for the 2013-2021 planning period was adopted by the County of San Diego's Board of Supervisors on April 24, 2013, and subsequently certified by the California Department of Housing and Community Development (State HCD). The County then updated the Housing Element on March 24, 2017, as required by state law.[1]

This Housing Element represents the 6th Cycle update covering from April 15, 2021, through April 15, 2029, and retains the goals, policies, and relevant implementation programs previously approved in the 2017 update. Significant revisions have been limited to the Background Report, which contains updated statistics and analyses based on data from the 2010 US Census and the American Community Survey and a revised Sites Inventory to meet the Regional Housing Needs Assessment (RHNA).

[1] The County of San Diego was required to conduct a four-year update to the 2013 Housing Element due to the delayed update of the 4th Cycle Housing Element due in 2009.

2 COMMUNITY OUTREACH

2.1 OVERVIEW

The County of San Diego is required to update the Housing Element of its General Plan no later than August 13, 2021. As a part of the update process, both County procedures and state law (Government Code 65583(C)(7)) require the County to conduct meaningful engagement and obtain public participation of all economic segments of the community.

In order to receive community input on important housing issues facing communities in the Unincorporated Areas, the County made an online survey available from November 2020 to May 11, 2021. Additionally, the County held three online public workshops via Zoom and solicited input from the local development community and affordable housing advocates in small focus groups. Additional focus group meetings with business and development industry representatives, environmental groups representatives, and community-based organizations were held in March and April 2021.

Also, the County hosted six virtual public workshops about the updates to the Safety Element and new Environmental Justice Element. During these workshops, the Housing Element update was presented, providing community members additional opportunity for comment and feedback. The input from all engagement activities was evaluated and integrated into the Draft 6th Cycle Housing Element.

To announce upcoming webinars and other key project milestones, GovDelivery email announcements were sent to registered subscribers. As of February 2021, the County sent multiple GovDelivery announcements to 29,144 people of which 6,749 people opened the emailed announcement. Hard copy flyers were mailed in January 2021 to 9,988 property owners and residents within the County communities announcing outreach events. To reach additional community members, including those without internet access, staff delivered project flyers to 10 community gathering points, such as pharmacies, grocery stores, and coffee shops.

In March 2021, before the release of the Draft Housing Element for public review, email announcements in English, Spanish, and Arabic were delivered to over 29,000 registered email subscribers to announce the public review period and upcoming public webinars.

Two subsequent versions of the Housing Element were also made available for public review. These revisions addressed comments received from stakeholders, a member of the public, and State HCD. The May 27, 2021 version of the Housing Element modified the Site Inventory (Appendix 6-G and Appendix 6-H) and incorporated additional analysis related to fair

housing, housing constraints, non-vacant sites, and small sites. The June 24, 2021 version of the Housing Element included additional fair housing analysis and revisions to the Implementation Plan programs.

Two workshops were conducted with the Board of Supervisors to discuss the Housing Element update. In addition to GovDelivery announcements, these workshops were announced in the County's Health and Human Services Agency (HHSA) Instagram and Twitter feed.

2.2 SUMMARY OF ENGAGEMENT ACTIVITIES

SURVEY

County staff published a survey in November 2020 with contextual questions based on whether the respondent was a renter, homeowner, and/or landlord. The questions for homeowners asked about annual expenditures on home repairs or improvements and barriers to accessory dwelling unit (ADU) construction. Questions for renters asked about the type of rental housing and the property's condition/ maintenance. Questions for rental property owners asked about the types of property, annual maintenance expenditures, and the ease of obtaining County permits.

The survey concluded with general questions about the types of housing and housing programs that should be prioritized in the County's Housing Element, along with an open-ended comment form to obtain input on anything that was not asked about in the survey.

As of April 22, 2021, 114 respondents had filled out the survey. Approximately 35 percent live in North County, 19 percent live in East County, 40 percent live in an incorporated City, 3 percent in the Backcountry, and 3 percent outside of San Diego County. About 61 percent of the respondents own their home, 31 percent rent, and the remaining 8 percent neither own nor rent their home.

Many survey respondents expressed that it was difficult to find affordable homes in the unincorporated County and indicated that housing choices were primarily limited by monthly costs. Common themes expressed in the responses indicated preferences to:

- Allow additional housing on a single lot
- Provide additional homeless support services; ensure that information about resources is readily accessible and easy to interpret
- Consider the existing infrastructure conditions and local community input on new housing development

- Preserve existing parks and open space; focus development in existing community nodes
- Provide housing options that suit the needs of young adults
- Incentivize the provision of lower-income and moderate-income units
- Limit new housing and ADU construction

FOCUS GROUP MEETINGS

In November 2020, the County held two "focus group" meetings with members of the San Diego development community and affordable housing advocates. At each meeting, members of the County team gave a brief presentation discussing the general scope and extent of the Housing Element Update and major components of the effort: the adequate sites inventory, housing programs, and housing constraints. The County then facilitated a guided discussion and obtained input about community housing needs, development constraints, and potential policy changes/programs to improve housing access in the unincorporated areas.

Housing Advocates

Housing advocates from the San Diego Housing Federation and Interfaith Community Services attended the focus group meeting. Primary topics of the discussion included affordable housing financing, HCDS Voucher allocation, RHNA inventory site selection, and recent changes to state law. The advocates expressed support for continuing the local gap financing program through the HOME partnership and discussed the value and importance of this funding source for affordable housing projects. The advocates also discussed the County's administration of HUD vouchers and that the vouchers should also be prioritized in incorporated cities, rather than targeted towards unincorporated areas of the County. The group discussed some of the challenges associated with combining and managing different affordable housing funding sources, including the application requirements for County funding. Finally, the group discussed RHNA site selection. The advocates noted that the County would need to consider AFFH and the Climate Action Plan (CAP) when choosing sites. The advocates encouraged locating sites for lower income households near transit, jobs, and other amenities.

Housing Development Community

An economist, market analyst and consultant, and strategic advisor to the real estate development community from London Moeder Associates participated in the focus group meeting. The group discussed regional development patterns, development constraints, and inclusionary housing. The representative stated that complying with the California Environmental Quality Act (CEQA) and the CAP are large burdens and constraints for developers in the

unincorporated County. He also believes additional lands outside of the currently designated "Villages" should be allowed higher residential densities, as the existing zoning and General Plan create significant constraints and make the construction of new housing financially difficult. The representative suggested the designation of a "transportation corridor" along the I-15, which could allow for higher density housing with access to regional transit and job centers. He also stated that requiring high percentages of a project for lower income households (e.g., 20 percent of the total units) makes it difficult for smaller housing projects to be financially viable, and that only larger developments could accommodate these requirements. The meeting concluded with the group discussing the increase of remote work, and that future housing locations and desired amenities have and may permanently change in response to telecommuting and COVID-19.

Additional Focus Group Meetings

In March and April 2021, the County conducted additional focus group meetings with business development and real estate organizations, environmental organizations, and community-based organizations. Five meetings were conducted with these groups. During these meetings, County staff discussed the housing element components and requirements, goals and policies, implementation program, as well as options for the Housing Element Sites Inventory.

The Business Development and Real Estate Interest Group meeting included members of the Pacific Southwest Realtors Association, San Diego Regional Economic Development Corporation, San Diego Regional Chamber of Commerce, and the San Diego Building Owners and Managers Association. The Environmental Interest Group focus meeting included members of the Nature Conservancy, Sunrise Movement, Tree San Diego, Say San Diego, American Lung Association, and the San Diego Food Assistance Alliance. Finally, three Community-Based Focus Groups were formed with organizations located in the northern region of the County, eastern region of the County, and the southern region of the County. The Lakeside Community Focus Group, Spring Valley Community Focus Group, and North County Community Focus Group included members of local organizations active in the community, including the Spring Valley Community Alliance, Heaven's Windows, the El Cajon and Lemon Grove Collaboratives, and the Education Compact of Escondido.

- 3/16/2021 – Business Development and Real Estate Interest Group
- 3/16/2021 – Environmental Interest Group
- 3/16/2021 – North County Community Focus Group
- 3/19/2021 – Spring Valley Community Focus Group

- 4/01/2021 – Lakeside Community Focus Group

WORKSHOPS

The project team conducted three public workshops about the Housing Element Update. Due to the COVID-19 pandemic, all of the workshops were held remotely via Zoom webinar. The County also offered translation services in Spanish and Arabic at the public webinars per public request. Request for translation services was received through the webinar registration or by comments received during the webinars. Additionally, the County provided Spanish and Arabic translations for the March 2021 webinar announcements and project flyer.

Participants were allowed to provide comments and questions through the Q&A tool, as well as complete interactive polls. Most webinar attendees lived and/or owned single-family homes in North or East County, or in an incorporated City. General comments by attendees included support for subsidized sanitary sewer connections and information about certain environmental constraints, such as fire risk, slopes, and floodplains. Commenters indicated a desire that new housing be consistent with the County's CAP, and that new projects should be compatible with the existing community.

COMMUNITY PLANNING AND SPONSOR GROUPS

Community interests within the unincorporated County are represented by Community Planning Groups (CPG) and Community Sponsor Groups (CSG). CPG members are elected while CSG members are appointed. The purpose of these groups is to advise County Planning & Development Services, Planning Commission, and Board of Supervisors on land use-related issues.

The 26 CPG/CSGs represent a broad cross section of the community and are established for the North County communities of Fallbrook, Rainbow, San Dieguito, and Valley Center; the East County communities of Alpine, Crest/Dehesa, Jamul/Dulzura, Lakeside, Ramona, Spring Valley, Sweetwater, and Valle de Oro; and the backcountry communities of Boulevard, Campo/Lake Morena, Descanso, Julian, Pine Valley, and Potrero. CSGs serve the North County communities of Bonsall, Hidden Meadows, Pala-Pauma, and Twin Oaks Valley, along with the backcountry communities of Borrego Springs, Cuyamaca, Jacumba, and Tecate.

Generally, CPG and CSG members represent a broad cross section of the community. Most of the groups consist of at least 15 members. Many CPGs and CSGs have subcommittees that are tasked with addressing housing-related issues. The CPGs and CSGs hold regularly scheduled public meetings which are advertised in local media (community newspapers) and on CPG/CSG websites (most CPGs and CSGs have websites hosted by the County of San Diego). In addition,

meeting agendas and notices are posted on bulletin boards in community centers where meetings are held. Also, group rosters, meeting agendas, and minutes are posted on the County's website at http://www.sdcounty.ca.gov/pds/CommunityGroups.html.

These venues allow the County to provide outreach to a broad base of community members, including very low-, low- and moderate-income residents and those with special needs. Backcountry communities, in particular, have a high percentage of very low- and low-income families.

The Housing Element Update was presented during the November 7, 2020, and the March 13, 2021, Quarterly Training for the Community Planning and Sponsor Groups. During these meetings, County staff explained the purpose and scope of this Housing Element Update, and offered to provide additional presentations to each of the CPG/CSG during their monthly community meetings.

The County presented the Housing Element Update during the following CSG/CPG monthly meetings:

- 12/1/2020 – Bonsall CPG
- 1/5/2021 – Sweetwater CPG
- 1/7/2021 – Boulevard CPG
- 1/11/2021 – Valley Center CPG
- 1/25/2021 – Campo/Lake Morena CPG
- 2/25/2021 – Hidden Meadows CPG
- 3/16/2021 – Jacumba CSG
- 3/24/2021 – Twin Oaks Valley CPG
- 3/25/2021 – Hidden Meadows CPG
- 3/30/2021 – Spring Valley CPG
- 4/1/2021 – Ramona CPG
- 4/8/2021 – San Dieguito CPG
- 4/19/2021 – Fallbrook CPG
- 5/5/2021 – Lakeside CPG

OTHER ENGAGEMENT ACTIVITIES

Between fall 2020 and spring 2021, County staff attended several stakeholder group meetings. These meetings provided an opportunity for staff to engage in detailed discussions on how the Housing Element complies with state requirements and aligns with other General Plan Elements and County programs and services, and to hear from stakeholders and the community about their preferences and concerns regarding the Housing Element Sites Inventory.

- 11/19/2020 – Land Development Technical Working Group
- 1/19/2021 – San Diego Regional Chamber
- 11/20/2020 – Business Industry Association (BIA)
- 12/3/2020 – New Green Deal Alliance
- 12/17/2020 – San Diego Association of Realtors (SDAR)
- 1/19/2021 – San Diego Regional Chamber
- 1/21/2021 – Wildlife Habitat Collation
- 2/19/2021 – Building Industry Association (BIA)
- 2/19/2021 – Quarterly meeting with the Environmental Groups
- 2/19/2021 – HHSA's Unincorporated Rural Communities Telebriefing
- 3/10/2021 – Lemon Grove Collaborative
- 3/11/2021 – Wildlife Agencies
- 4/14/2021 – Pacific Southwest Association of Realtors (PSAR)
- 5/4/2021 – Business for Good
- 5/13/2021 – Business Industry Association (BIA)
- 5/21/2021 – Quarterly meeting with the Environmental Groups
- 5/26/2021 – Age Well San Diego

2.3 OUTCOMES/POLICY IMPLICATIONS

KEY THEMES FROM ALL OUTREACH

- New housing should be planned near existing services and transit, and away from environmental constraints.
- The County should encourage a variety of housing types, including both multi-family and single-family unit options.
- The cost of homes is a significant constraint for housing choice in the unincorporated County.
- Many respondents felt that families, young adults, and persons experiencing homelessness face the greatest need for housing and related services.
- Facilitation of development of low- and moderate-income housing should be prioritized.
- Ensure that development applications are reviewed and permitted in a timely manner.

KEY POLICY IMPLICATIONS

In response to comments received during outreach efforts, the Housing Element was updated to reflect the input. The following actions were taken to incorporate the comments received as part of the public outreach:

Input Received: Comments provided by members of the public, as well as a letter received from the Climate Action Campaign (CAC), requested that housing be located within vehicle miles traveled (VMT) efficient areas, and outside environmentally constrained areas.

- Actions Taken: Considerations included fire and other environmental risks during the development of the Sites Inventory. Units located within very high fire hazard risk areas were screened out from the Sites Inventory. Additional actions taken included removing units located within floodways, steep slopes, and sensitive habitats. Regarding VMT, sites located outside VMT efficient areas that would be eligible for the By-Right Approval for Projects with 20 Percent Affordable Housing (details on this program are provided below) were also removed from the Sites Inventory. This will ensure that non-VMT efficient projects continue to provide mitigation for VMT impacts.

Input Received: Community members and the CAC requested that housing be located close to services, infrastructure, and amenities.

- Actions Taken: All sites included in the Housing Element Sites Inventory are within the County Water Authority (CWA) boundary and have access to water and sewer systems. Also, all sites have access to transit and dry utilities (cable, internet). Other actions included identifying sites within high and moderate resource areas based on characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, and economic mobility.

Input Received: Community members and the CAC requested that the County incentivize the provision of lower-income and moderate-income units and housing that meets the needs of special populations.

- Actions Taken: The Housing Element included programs intended to incentivize the development of affordable housing. The Expedited Permit Processing for Affordable Housing Projects will ensure that the projects that include an affordable housing component are given priority during the development process. Also, the development of a Low to Moderate-Income Inclusionary Ordinance will help increase affordable housing development. Finally, programs were included to continue incentivizing ADU development, including reducing permitting costs and developing an ADU Subsidy Program for special needs populations.

Input Received: The San Diego Housing Federation (SDHF) requested that the County consider implementing new state housing laws, including Density Bonus, and other bills focused on affordable housing. In addition, the SDHF discussed the need for local gap financing of affordable housing, and the need for the County to implement policies intended to provide diversity of building types and multifamily development.

- Actions Taken: The County is already implementing new state law and has updated all of its forms to be consistent with new Density Bonus, Accessory Dwelling Units, and Supportive Housing legislation. In addition, by the end of 2022, the County's Zoning Ordinance will be updated to reflect all recent changes to the state's housing laws. The Housing Element Implementation Plan includes several programs to ensure that a range of building types can be achieved in village areas. The Zoning Ordinance Cleanup program will review development designators to ensure that the densities established under the General Plan can be achieved and that designators facilitate development at the maximum density allowed under the General Plan. Finally, on April 6, 2021, the Board of Supervisors referred to Budget for consideration of the establishment of an additional $25 million appropriation in order to expand funding for the Innovative Housing Trust Fund, which will provide local gap financing for the development of affordable housing.

Input Received: The Boulevard Community Planning Group provided a comment letter expressing concerns regarding dilapidated housing and requested that resources be provided to facilitate rehabilitation and repairs.

- Actions Taken: The Housing Element will continue the existing Home Repair Program to assist homeowners in repairing and rehabilitating their homes. Also, the Proactive Housing Rehabilitation Program will help connect and inform homeowners of existing programs and resources available for housing rehabilitation and repair.

Input Received: Comments were received from the public regarding the County's Accessory Dwelling Unit (ADU) process identifying constraints to the process for ADUs that require Septic Layout approval.

- Actions Taken: The Housing Element included the Accessory Dwelling Unit (ADU) Efficiency Improvements program, which will investigate opportunities to create efficiencies during the review of ADU applications, such as increasing coordination between departments, preparing informational handouts, and setting up a consultation process for applicants that are on septic.

Input Received: Comments were received from the BIA and developers requesting that the County review regulatory requirements to facilitate housing development, such as expanding opportunities for ministerial review (e.g., only requiring a building permit as opposed to discretionary permit).

- Actions Taken: The Housing Element included programs to facilitate housing development and streamline the review of multifamily projects. The By-Right Approval for Projects with 20 Percent Affordable Housing will allow affordable housing projects that meet specific criteria to be developed ministerially. The Objective Standards Program will facilitate the development of housing while ensuring that projects deliver a high-quality design. The Zoning Ordinance Cleanups of Building Types and Development Designators will also evaluate the County's Zoning Ordinance to ensure that regulations are consistent with the densities established by the General Plan and are not acting as barriers to housing development.

Input Received: Comments were received from the BIA expressing concerns regarding the County's implementation of SB 743 through the VMT guidelines. Comments focused on the impacts that VMT mitigation may pose to the costs to develop housing.

- Actions Taken: County staff held monthly meetings with the BIA to discuss the development of the Housing Element and address any concerns. Meetings were held on

June 30, 2021, April 16, 2021, May 13, 2021, and June 10, 2021. During these meetings, the County discussed concerns regarding the implementation of SB 743 and potential costs associated with VMT mitigation. On May 19, 2021, the Board of Supervisors directed staff to explore opportunities to address constraints associated with VMT mitigation requirements. The Board directed staff to explore 13 options and return to the Board for consideration by 2022. These actions were incorporated under the Addressing VMT Constraints program, which will be developed in collaboration with the BIA, the development industry, and other stakeholders.

3 KEY ISSUES

3.1 OVERVIEW

This Housing Element seeks to balance housing requirements with infrastructure deficiencies, safety issues, and the rural character of many of the County's unincorporated communities. It also seeks to reconcile housing needs with competing land use interests. For example, agriculture is a major sector within the regional economy, and most agricultural operations are located within the unincorporated County. San Diego County also has the greatest number of endangered species of any county within the continental United States, and most of those species are located within unincorporated areas. Retaining agricultural and environmental resources, therefore, must be reconciled with meeting the Regional Housing Needs Allocation (RHNA).

Because of the size and physical variation of the unincorporated County, key Housing Element issues are identified by location type—Village, Semi-Rural, and Rural Lands regional categories as defined in the Land Use Element—to facilitate place-based solutions for housing issues within the unincorporated County.

3.2 VILLAGE ISSUES

Communities located within the San Diego County Water Authority (CWA) boundary will accommodate most of the County's future population growth and housing. Many of these communities face common issues:

- Housing Choice: Allowable density, lot size, building type, and parking requirements make it difficult for developers to provide a variety of housing choices for different age or economic groups.
- Achieving Planned Densities: Minimum lot sizes, height restrictions, and other regulations can reduce development yield to well below planned densities. For example, two-story height restrictions will typically limit density to 15 or 20 units per acre.
- Infrastructure and Services: Providing roads, sewer, and other infrastructure to support urban or suburban development is a challenge in many communities, particularly in the County's outlying communities. Higher residential densities cannot be supported due to equipment limitations in many fire districts.

- Community Acceptance: Some community resistance to high-density housing is based on existing, older, and less attractively designed development. Most unincorporated communities resist new types of higher-intensity development unless it includes parks, landscaping, and other amenities that help retain rural character.

In the unincorporated County, environmental conditions also limit development potential. Even within existing Village areas, unique environmental resources such as the vernal pools can limit development potential. The County also contains a Village area outside the CWA called Borrego Springs. Located next to Anza-Borrego State Park, this desert community includes a seasonal tourism-based economy that presents unique housing issues.

3.3 SEMI-RURAL AND RURAL LANDS ISSUES

Improving housing affordability in Semi-Rural and Rural Lands is a challenge because high-density housing is not compatible with the character in these locations. Semi-Rural and Rural areas often contain existing environmental resources, are farther from regional job centers, and may not be served by public infrastructure, all of which limit their ability to accommodate additional growth. To maintain the semi-rural character and pattern of development in these communities, residential growth is directed away from Rural and remote areas with minimal public services to areas where higher density and a less rural character is consistent with the existing pattern of development and the availability of public services. Housing-related issues include:

- Affordability: Existing requirements for large lot sizes increase costs for land and infrastructure in Semi-Rural areas.
- Housing choice: Affordable housing that is consistent with rural character, such as mobile or manufactured homes and farmworker housing, may be limited by existing regulations that restrict these types of development.
- RHNA requirements for lower-income households: Although the state encourages the use of higher-density zoning to meet RHNA requirements for lower-income families, higher multi-family densities are often not supported by the General Plan, Community Plans, or Zoning Ordinance in San Diego Semi-Rural and Rural communities.

4 IMPLEMENTATION PLAN

Table 6-4-1: Implementation Plan

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.0	**HOUSING**						
3.1	**Community Development**						
3.1.1	**Regional Housing Needs**						
3.1.1.A	Residential Sites Inventory for Regional Housing Needs Allocation (RHNA). Maintain land use policies that provide adequate sites for a variety of housing for the County's 6th Cycle RHNA of 6,700 units: ▪ Very Low Income – 1,834 units ▪ Low Income – 992 units ▪ Moderate Income – 1,165 units ▪ Above Moderate Income – 2,709 units	H-1.1	PDS	A-2	X		
3.1.1.B	By-Right Approval for Projects with 20 Percent Affordable Units. Pursuant to AB 1397, amend the Zoning Ordinance by the end of 2023 to require by-right approval of housing development that includes 20 percent of the units as housing affordable to lower-income households, on sites being used to meet the 6th Cycle RHNA that represent a "reuse" of sites identified in the 4th Cycle and 5th Cycle Housing Elements.	H-1.1	PDS	B-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	Time Frame/Priority: 0-2 Years	Time Frame/Priority: 2-7 Years
3.1.1.C	Zoning Ordinance Amendments to Achieve Maximum Density. Amend the Zoning Ordinance by early 2023 to facilitate development on sites identified in the Sites Inventory for the 6th Cycle RHNA. Specifically, establish minimum densities for multi-family districts at 70 percent of the maximum allowable densities, with the goal of achieving an average development density at 80 percent of the maximum allowable density.	H-1.1 H-1.2	PDS	B-2		X	
3.1.1.D	Diversity of Land Use Designation and Building Type. Maintain a mixture of residential land use designations and development regulations that accommodate various building types and styles, including but not limited to: small lot single-family homes; tiny homes; detached condominium Projects; townhomes; duplex/triplex/multiplex; courtyard apartments; bungalow courts; live/work units; mixed-use projects; moveable tiny homes; 3D printed homes; and new prefab housing types that meet state and local building code standards. Continue to explore innovative building types and housing options that can be implemented through the County's Zoning Ordinance by reviewing development designators and designations and amend the Ordinance as appropriate (in coordination with action 3.1.3.A).	LU-3.1	PDS	A-2	X		

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No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	Time Frame/Priority: 0-2 Years	Time Frame/Priority: 2-7 Years
3.1.1.E	Low to Moderate Inclusionary Ordinance. Based on the results of the Inclusionary Housing Feasibility Study conducted in 2021, develop an Inclusionary Ordinance by 2022 with pre-determined set asides applicable to all housing projects of all sizes above a minimum threshold including incentives and reforms to help facilitate construction of affordable housing for lower- and moderate-income households.	H-1.9 H-1.10	PDS	A-2		X	
3.1.1.F	Objective Design Standards. Pursuant to SB 330, the County will review its development standards and design guidelines by the end of 2023 applicable to urbanized Census Designated Places to ensure they are objective to facilitate the development of housing. To streamline the design review process, the County will: ▪ Encourage applicants to utilize existing objective design review checklists, waivers, and exemptions. ▪ Implement Section 7015 of the Zoning Ordinance, allowing staff to act without Advisory Board recommendation if the recommendation is not provided within 60 days. ▪ Conduct educational outreach with Community Planning Groups (CPGs) and Design Review Board (DRB) regarding Section 7015,	H-5.1 H-5.4	PDS	A-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
	▪ Address quorum issues by combining DRB and CPG meetings to allow CPG to vote when DRB does not have quorum.						
3.1.1.G	Residential Sites Inventory Monitoring. Expand the County's Housing Production and Capacity Portal by the end of 2021 to monitor parcels included in the Residential Sites Inventory for this 2021-2029 Housing Element on a GIS mapping application designed for staff and public use, and available on the County's website. To assist the County with tracking its compliance with SB 166 (No Net Loss), the system should track: ▪ Unit count and income/affordability assumed on parcels included in the sites inventory. ▪ Actual units constructed and income/affordability when parcels are developed. ▪ Net change in capacity and summary of remaining capacity in meeting remaining Regional Housing Needs Allocation.	H-1.1	PDS	A-2	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.1.1.H	Housing Yields in Mixed-Use Zones. The County will review the development code for opportunities to increase the likelihood and yield of residential development in mixed-use commercial zones. Specifically, review by the end of 2023 whether and where residential should be allowed as a primary use in commercial zones, and create objective standards for mixed-use developments, granting developers clarity and increasing the likelihood for the conversion of underutilized commercial to residential. The County will include mixed use and commercial sites as a consideration as part of the Feasibility Analysis of Expanded By-right Approval Program (3.1.1.O) for projects that provide 20% affordable housing onsite, and return to Board in December 2021 with funding/resource needs.	H-1.2 H-1.6 H-1.7	PDS	B-2			X
3.1.1.I	Replacement Requirement. Pursuant to State law, amend the Zoning Ordinance by the end of 2022 to require the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with those requirements set forth in the State Density Bonus Law.	H-1.1	PDS	A-2		X	
3.1.1.J	Lot Consolidation. Facilitate the consolidation of small sites for development by providing technical assistance and exploring incentives such as streamlined processing and reduced fees for affordable housing. Incentives may include:	H-1.1	PDS	B-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	▪ Density bonus ▪ Fee reduction - starting in July 1, 2021, lot consolidation fee would be a fixed flat fee, changing from the deposit-based fee Technical assistance may include: ▪ Maintain a list of parcels with potential for lot consolidation ▪ Create a new informational page with checklist requirements ▪ Dedicate specific staff to assist with lot consolidation ▪ Establish lot consolidation program by 2023.						
3.1.1.K	Expand Eligibility of Checklist Exemptions. Develop additional checklists for site plan applications. Site plans that can be waived or exempted are currently indicated with a zoning designation (i.e., requirement in zoning box) for a design review. Work with Community Planning and Sponsor Groups and obtain public input prior to developing new checklist exemptions.	H-5.1 H-5.4	PDS	A-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.1.1.L	Coordination and Outreach with Developers, Builders, and Owners. Work as a liaison between the property owners of non-vacant RHNA sites and developers/builders who may wish to pursue projects on these sites. Coordinate with property owners to help understand and mitigate non-governmental constraints to facilitate redevelopment of non-vacant RHNA sites. Reach out to property owners to inform them of developer interest, incentives, and other benefits of redevelopment, such as: ▪ Work with owners of non-vacant RHNA sites to provide options for streamlined project review. ▪ As part of the Zoning Code Clean-up Program (3.1.3.A), evaluate zoning of parcels adjacent to non-vacant RHNA sites to ensure contiguous parcels can be developed at the same density. ▪ Implement program 3.1.1.H to improve mixed-use opportunities in existing commercial areas and incentivize development on non-vacant RHNA sites. ▪ Implement program 3.1.1.B to provide opportunities for streamlined ministerial review on re-listed non-vacant RHNA sites to further incentivize housing development. ▪ Implement program 3.1.1.K to expand checklist exemptions and further incentivize streamlined development review.	H-1.1	PDS	B-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.1.1.M	Addressing VMT Constraints. In order to mitigate potential constraints associated with the implementation of SB 743 and VMT mitigation requirements, as Directed by the Board on May 19, 2021, the County will: ▪ Assess and explore the process by which infill development can be done in a manner to ensure no VMT mitigation is necessary. ▪ Explore the potential creation of transit accessible areas and look at the intersection between VMT efficient areas or lower thresholds in accordance with the areas that do not require further analysis. Explore the potential transit corridors and look at the SANDAG Regional Transportation Plan, Metropolitan Transit System (MTS), North County Transit District (NCTD), and other possible areas and how that may impact VMT efficient areas or areas covered by the exemption. ▪ Explore mitigation of VMT opportunities, looking at a regional mitigation bank, the opportunity for mitigation to not be tied or connected to the project along with the potential of a sliding scale of mitigation based on severity. ▪ Explore by-right process for development in VMT efficient areas. ▪ Further exploration of exceptions to the VMT thresholds for affordable housing projects at less than 100% affordable, including mixed income and various	H-1.2	PDS	B-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	components of Area Median Income (AMI), along with exploring the possibility of exceptions for middle income or workforce housing, local hire, and agriculture type projects that might have a net impact of lowering VMT. ▪ Explore land use density of land that is in VMT efficient areas. ▪ Continue to track guidance from the California Office of Planning and Research (OPR), along with other governing body efforts, including the SANDAG Regional Transportation Plan. ▪ Monitor the progress of other jurisdictions as it relates to their adoption, along with what unique programs, exemptions, or opportunities they may be exploring that the County may want to consider. ▪ Consider a phase in timeline to allow for a transition into a Regional geography. ▪ Consider compliance options for projects that have already been proposed or are in the process now. ▪ Conduct an analysis of the options to remove the Local Mobility Analysis. ▪ Inform the Board regarding updates on development of the Smart Growth component of the Climate Action Plan (CAP) SEIR to ensure it is integrated and aligned with efforts around VMT.						

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	▪ Conduct an analysis of proposed housing projects designated for individuals under 60% AMI and under 80% AMI and the potential cost impact of switching to a regional geography.						
3.1.1.N	Small Lot Subdivision Program. Explore the feasibility of developing a Small Lot Subdivision Program and return to the Board with program options, funding and resource needs by December 2021 for further direction.	H-1.8	PDS	B-1		X	
3.1.1.O	Feasibility analysis of Expanded By-right Approval Program. Conduct an environmental constraints and feasibility analysis of expanding the By-Right Approval Program (3.1.1.B) to additional RHNA sites not eligible for ministerial process under AB 1397 (192 sites), if the developer agrees to provide at least 20% affordable housing and return to the Board with program options by the end of 2021 for further direction. The Feasibility Analysis of Expanded By-right Approval Program will consider mixed use and commercial sites, under the Housing Yields in Mixed-Use Zones program (3.1.1.H), if the project provides 20% affordable housing onsite. Staff will return to Board in December 2021 with funding/resource needs.	H-1.1	PDS	B-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.1.2	**Village Development**						
3.1.2.A	Transit Nodes. Work with transit agencies, San Diego Association of Governments, and developers to facilitate development within identified transit nodes. Specifically, establish comprehensive planning principles for transit nodes such as Buena Creek Sprinter Station in North County Metro anticipated to begin in 2025. Additionally, continue current work on development of a Specific Plan in the Casa de Oro community, which will be completed by end of 2022, and will expand housing opportunities and contribute to a revitalized community center.	H-1.3	PDS	A-3			X
3.1.2.B	Community Planning. Through the community planning process, establish appropriate development standards and incentives to facilitate housing production and coordinate efforts for public facility and infrastructure improvements.	H-1.6 H-1.7 H-1.8 H-1.10 H-2.1	PDS	A-3	X		
3.1.3	**Maximum Development Yield in Villages**						
3.1.3.A	Zoning Ordinance Cleanups. Review the development designators in the Zoning Ordinance, and amend Code by the end of 2022 as necessary and appropriate to ensure that a range of housing types and densities can be achieved, and that the designators facilitate development at the maximum density allowed by the General Plan.	H-1.6 H-1.7 H-1.8	PDS	A-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
3.1.4	**Accessory Dwelling Units (ADUs)**						
3.1.4.A	Zoning Ordinance Amendments for Accessory Dwelling Units (ADUs). Amend the Zoning Ordinance by the end of 2022 to address multiple recent changes to state law regarding ADUs (including AB 587, AB 671, AB 68, and SB 13). Monitor state law on an ongoing basis and revise the Zoning Ordinance as appropriate.	H-3.7	PDS	B-1		X	
3.1.4.B	Accessory Dwelling Unit (ADU) Construction. Promote County incentives and tools available to facilitate ADU construction, including: ▪ Continue to make preapproved ADU site/floor plans available to the public free of charge. ▪ County Fee Waiver Program for ADUs (effective January 2019 through January 2024), which offers incentives above and beyond state law, to waive building permit fees, on-site wastewater fees, development impact fees, park fees, traffic impact fees, and drainage fees. ▪ Annually monitor the development and affordability of ADUs. If trends indicate a potential shortfall in meeting the estimated 1,800 ADUs, consider additional efforts to incentivize ADU production and reassess and revise the overall sites strategy for the RHNA within one year through adjusting ADU capacity assumptions with actual permitted units, and/or identifying additional sites to expand site	H-3.7 H-6.6	PDS	A-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	capacity to the extent necessary to accommodate the RHNA. Quantified Objectives: ▪ 250 ADUs annually over 8 years for 2,000 units						
3.1.4.C	Affordable Accessory Dwelling Units (ADUs). By 2023, develop a program and pursue funding to spur the development of affordable housing through the construction of ADUs.	H-3.7	HCDS *PDS*	A-2		X	
3.1.4.D	Develop an Accessory Dwelling Unit (ADU) subsidy program by 2023 to encourage the construction of ADUs for vulnerable populations such as seniors, veterans, and low-income individuals or households in the unincorporated County.	H-3.7	HCDS PDS	A-2		X	
3.1.4.E	Accessory Dwelling Unit (ADU) Efficiency Improvements program. By 2022 investigate opportunities to increase efficiency during the review of ADU applications, such as increasing coordination between departments, preparing informational handouts, and setting up a consultation process for applicants that are on septic.	H-3.7	PDS	A-2		X	
3.1.5	**Energy Conservation**						
3.1.5.A	Build Green Incentive Program. Offer reduced plan check times and plan check and building permit fees for projects that use resource-efficient construction materials, water	H-5.1 H-5.2	PDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	conservation measures and increased energy efficiency in new and remodeled residential and commercial buildings. Quantified Objectives: ▪ 15 permits annually over 8 years for 120 permits						
3.1.5.B	Residential Solar Photovoltaic (PV) Building Permits. Continue to waive the cost to plan check/permit a residential solar PV building permit. The County will continue to promote this program on the County website. Quantified Objectives: ▪ 5,000 residential solar PV building permits annually over 8 years for 40,000 permits	H-5.1	PDS	A-1	X		
3.2	**Lower Income Housing Development**						
3.2.1	**Density Bonus Incentives**						
3.2.1.A	Density Bonus Ordinance Update. On an ongoing basis, review and update the Density Bonus Ordinance to be consistent with state law. Specifically update ordinance by 2022 to address the following: ▪ AB 1763 (Density Bonus for 100 Percent Affordable Housing) – Density bonus and increased incentives for 100 percent affordable housing projects for lower-income households.	H-1.5 H-3.3 H-6.5	PDS	A-2		X	

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Table 6-4-1, continued

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					Ongoing	0-2 Years	2-7 Years
	▪ SB 1227 (Density Bonus for Student Housing) – Density bonus for student housing development for students enrolled at a full-time college, and to establish prioritization for students experiencing homelessness.						
3.2.1.B	Density Bonus Projects. Publicize density bonus incentives to developers through community events and information posted on PDS and HCDS websites.	H-1.5 H-3.3 H-6.6	PDS *HCDS*	A-1	X		
3.2.2	**Expedited Permit Processing**						
3.2.2.A	Affordable Housing Projects. Implement expedited permit processing for affordable housing projects, including projects that qualify for density bonuses (in compliance with Board Policy A-68 as well as SB 35 – Affordable Housing Streamlined Approval). Continue to explore ways to expedite affordable housing development.	H-5.2	PDS	A-1	X		
3.2.3	**Affordable Housing Resources**						
3.2.3.A	Affordable Housing and Services Funds. Funding strategies for affordable housing and supportive services include: ▪ As funding permits, allocate funding, through the Notice of Funding Availability (NOFA) or other competitive process, in an equitable manner for affordable housing development, acquisition, rehabilitation, and/or supportive services. Pursue funding programs (for construction/ permanent financing, operating subsidies,	H-3.1	HCDS *PDS*	A-1	X		

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Table 6-4-1, continued

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	project-based vouchers, supportive services, etc.) available at the state and federal levels and explore local funding mechanisms for affordable housing and services. Specifically, target housing funds for persons with special needs, such as seniors, farm laborers, and persons with disabilities (including persons with developmental disabilities), and households with extremely low incomes. ▪ Pursue strategies for expanding local affordable housing resources. ▪ Facilitate the development of 150 lower-income units within the unincorporated areas over eight years. (The County also facilitates affordable housing in the cities participating in the County's CDBG and HOME jurisdictions.)						
3.2.3.B	Inventory of Surplus Sites. Annually coordinate with the DGS Real Estate Services Division and HCDS to update and maintain an inventory of surplus sites suitable for affordable housing. Annually evaluate the feasibility of using the surplus County sites for affordable housing.	H-1.1 H-6.4	DGS *PDS* *HCDS*	A-1	X		
3.2.4	**Rental Assistance**						
3.2.4.A	Housing Choice Vouchers (HCV). Continue to provide HCVs, including other Office of Public and Indian Housing funded vouchers, such as VASH, Mainstream, Family Unification Program, etc., to extremely low- and very low-income	H-3.1 H-3.8	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	Time Frame/Priority: 0-2 Years	Time Frame/Priority: 2-7 Years
	households. These vouchers are not restricted to specific jurisdictions within the service area of the local Public Housing Agency (PHA). The Housing Authority uses Small Area Fair Market Rents to improve access to high-resource areas, improve choice, and deconcentrate poverty. Additionally, each year Payment Standards are set at the maximum amount allowable based on the annual budget. Quantified Objectives: ▪ 6,000 extremely low- and very low-income households assisted with HCVs in the unincorporated area over 8 years. (Note: HCVs are available to income-eligible households PHA jurisdiction wide.)						
3.2.4.B	Tenant-Based Rental Assistance (TBRA). Continue to provide assistance to extremely low- and very low-income households.	H-3.1 H-3.8	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
3.2.4.C	Outreach and Education to Landlords Annually promote participation of current and new landlords in the Housing Choice Voucher (HCV) and other rental assistance programs through outreach and education. Information provided includes program rules, benefits of participation, processes for tenants and landlords, and other key program guidelines such as recent changes in applicable laws or program rules. Quantified Objectives: ▪ Engage 100 new and existing landlords annually through advertising and outreach events.	H-3.8 H-6.6	HCDS	A-1	X		
3.2.5	**Homebuyer Assistance**						
3.2.5.A	Down Payment and Closing Cost Assistance (DCCA) Program Assist low- and moderate-income households with low interest deferred-payment loans for down payment and closing costs. Quantified Objectives: ▪ Assist 10 households in the unincorporated area with DCCA annually for 80 households over 8 years.	H-3.1	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.3	**Special Needs Housing**						
3.3.1	**Housing for the Homeless**						
3.3.1.A	Homeless Services Funding. Administer state, local, and federal funds aimed at addressing housing and service needs of persons experiencing homelessness or at risk of homelessness.	H-3.6	HCDS	A-1	X		
3.3.1.B	Zoning Ordinance Amendments to Facilitate Shelter Development. Pursuant to state law, amend the Zoning Ordinance by the end of 2022 to address the following recent changes to state law regarding housing for the homeless: ▪ Low Barrier Navigation Centers (AB 101) ▪ Emergency and Transitional Housing (AB 139) ▪ Supportive Housing (AB 2162)	H-3.6	PDS	B-1		X	
3.3.2	**Housing for Persons with Disabilities**						
3.3.2.A	Group Homes for Seven or More. In 2022, the County will review its Zoning provisions for large group homes (7+ persons) and will implement mitigating strategies to remove potential constraints and to facilitate objectivity in review and approval in the development of large group homes.	H-3.6	PDS	A-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.3.3	**Housing for Seniors**						
3.3.3.A	Senior Housing Program Options. Explore the feasibility of developing a program that would facilitate/remove barriers to senior and assisted living housing development, and return to the Board with program options, funding and resource needs by December 2021 for further direction.	H-3.6	PDS	B-2		X	
3.4	**Housing and Neighborhood Preservation**						
3.4.1	**Preservation of At-Risk Housing**						
3.4.1.A	Preservation of At-Risk Housing. Work to preserve the projects (totaling 22 units) identified as at risk of converting to market-rate housing. Strategies include: ▪ Monitoring project status annually. ▪ Ensuring property owners comply with the extended noticing requirements (three-year, one-year, and six-month notices) under state law. ▪ Include preservation as an eligible use in Notices of Funding Availability.	H-4.1 H-4.2	HCDS	A-1	X		
3.4.2	**Residential Rehabilitation Programs**						
3.4.2.A	Home Repair Program. Continue to provide home repair assistance to homeowners. Facilitate health and safety, accessibility, and weatherization improvements and installation of energy-efficient systems through this program.	H-4.1	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	Annually explore additional funding opportunities from State and federal programs and emphasize outreach to communities (such as Backcountry) with concentrated substandard housing issues to expand participation in programs. Quantified Objectives: ▪ 30 completed home repair projects in the unincorporated area annually for 240 completed projects over 8 years.						
	See also 3.6.7.C – Proactive Housing Rehabilitation Resources.						
3.5	**Community Participation**						
3.5.1	**Public Outreach**						
3.5.1.A	Public Education Programs. Work with nonprofit organizations and other agencies in educating the public and community groups regarding the need for and benefits of affordable housing.	H-6.6	HCDS	A-1	X		
3.5.1.B	Community Meetings and Workshops. Facilitate and participate in community meetings and/or workshops to assist neighborhoods in identifying projects and pursuing funding for improvements, provide education/outreach, solicit input from the community, and address affordable housing needs and other housing concerns from members of the public.	H-4.1 H-6.6	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	Quantified Objectives: ▪ 10 community engagements annually.						
3.5.1.C	Outreach Methods. Implement outreach campaign using multi-media platforms, including eblasts, social media such as Facebook and YouTube, as well as other meeting/discussion forums such as chat rooms and webinars.	H-6.6	PDS HCDS	A-1	X		
3.6	**Affirmatively Furthering Fair Housing**						
3.6.1	**Regional Coordination**						
3.6.1.A	San Diego Regional Alliance for Fair Housing (SDRAFFH). Participate in the SDRAFFH which coordinates regional responses to housing discrimination issues and monitors progress toward addressing impediments identified in the Regional Analysis of Impediments to Fair Housing.	H-6.1 H-6.7	HCDS	A-1	X		
3.6.2	**Fair Housing Services, Outreach, and Education**						
3.6.2.A	Fair Housing Services. Allocate resources to retain qualified fair housing service provider(s) to provide fair housing outreach, education, complaint resolution and referrals, testing, and tenant/landlord counseling. Scope of services includes bilingual outreach and education materials, multilingual tenant legal counseling, quarterly testing, and public seminars, among others. Encourage increased efforts to provide services in communities with disproportionate housing needs (such as Spring Valley, Bostonia/Lakeside,	H-6.6 H-6.7	HCDS	A-1	X		

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
	Valle de Oro, Rancho Santa Fe, Ramona, Fallbrook, Sweetwater, and Backcountry). Quantified Objectives: ▪ 250 persons assisted with fair housing services annually for 2,000 persons over 8 years.						
	See also County actions on promoting equal access to information and community participation: 3.5.1.A – Public Education Program 3.5.1.B – Community Meetings and Workshops 3.5.1.C – Outreach Methods	H-4.1 H-6.6					
3.6.3	**Fair Housing Enforcement**						
3.6.3.A	Random Testing. Conduct random testing on a regular basis to identify issues, trends, and problem properties. Expand testing to investigate emerging trends of suspected discriminatory practices.	H-6.7 H-6.7	HCDS	A-1	X		
3.6.4	**Housing Mobility**						
	See County efforts in providing rental assistance, which are anticipated to increase housing mobility by providing opportunities for lower-income residents to obtain assistance and live in a variety of locations across the County (both incorporated and unincorporated): 3.2.4.A – Housing Choice Vouchers (HCV)	H-3.1 H-3.8 H-6.6					

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
	3.2.4.B – Tenant-Based Rental Assistance (TBRA) 3.2.4.C – Outreach and Education to Landlords As part of implementing housing mobility strategies and enhancing access to areas of opportunity, the following programs, will include targeted outreach, marketing, and program implementation in high opportunity areas as identified in the fair housing analysis of the element, as well as Environmental Justice Communities: 3.1.1.E – Low to Moderate Inclusionary Ordinance 3.2.4.A – Housing Choice Vouchers (HCV) 3.2.4.B – Tenant-Based Rental Assistance (TBRA) 3.2.4.C – Outreach and Education to Landlords 3.1.4.B – Accessory Dwelling Unit (ADU) Construction 3.1.4.C – Affordable Accessory Dwelling Units (ADUs) 3.1.4.D – Develop an Accessory Dwelling Unit (ADU) subsidy program						
3.6.5	**New Housing Choices in Areas of High Opportunity**						
3.6.5.A	Removal of Constraints to Multi-Family Housing in Areas of Opportunity. Facilitate multi-family housing in areas of opportunity by 2025: ▪ Including a list of properties that allow multi-family housing by right on County website.						X

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	▪ Develop educational outreach campaign to inform communities about different housing typologies and awareness for additional housing opportunities. ▪ Encourage the development of four or more units through feasible incentives, such as additional density bonus and concessions. In addition, as part of the Zoning Ordinance Cleanup Program (3.1.3.A), evaluate building types within high resource areas to ensure that a range of housing types and densities can be achieved. ▪ Improve process for properties with a B Designator Design Requirements in communities without design guidelines by removing the B designator and allowing project to go straight to building permits.						
3.6.5.B	Enhanced Housing Choices and Affordability in Areas of Opportunity, including Rancho Santa Fe. In areas of opportunity (such as Rancho Santa Fe and Alpine) and outside of areas of concentrated poverty (such as Spring Valley), develop and implement incentives to increase housing choices and affordability (including duplex, triplex, multi-family, ADU, transitional and supportive housing). Incentives and tools may include: permit streamlining, reduced fees, and other zoning tools.	H-1.9 H-1.10 H-3.7 H-6.7	PDS	B-1		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	See also the following County actions to facilitate housing in areas of high opportunity. 3.1.1.D – Low to Moderate Inclusionary Ordinance 3.1.4.D – Develop an Accessory Dwelling Unit Subsidy Program As part of promoting new housing choices in high opportunity areas, implementation of the following programs will include proactive targeted outreach, marketing, and program implementation in areas of high opportunity as identified in the fair housing analysis of this element: 3.1.1.D – Low to Moderate Inclusionary Ordinance 3.1.4.D – Develop an Accessory Dwelling Unit Subsidy Program 3.6.5.A – Removal of Constraints to Multi-Family Housing in Areas of Opportunity 3.6.5.B – Enhanced Housing Choices and Affordability in Areas of Opportunity, including Rancho Santa Fe.	H-1.9 H-1.10 H-3.7 H-6.7					
3.6.6	**Place-Based Strategies to Encourage Community Revitalization**						
3.6.6.A	Office of Environmental and Climate Justice. Establish an Office of Environmental and Climate Justice within the Land Use and Environment Group (LUEG) to ensure that County efforts are advanced to meaningfully address equity,	H-1.3 H-1.6 H-1.7	PDS	B-2		X	

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	environmental and climate justice and communities disproportionately impacted by environmental burdens and related health problems, and to ensure that the County's collective efforts in reducing greenhouse gas emissions, addressing food justice, transportation equity, and the protection of civil rights in emergency planning and response are also present.						
3.6.6.B	Conserved and Improved Assets in Areas of Lower Opportunity and Concentrated Poverty. Target investment in areas of most need focused on improving community assets such as schools, recreational facilities and programs, social service programs, parks, streets, active transportation and infrastructure. Coordinate with the Environmental Justice Element to identify target neighborhoods and strategies for implementation by 2025.	H-1.3 H-1.6 H-1.7	PDS	B-2			X
3.6.6.C	Negative Environmental, Neighborhood, Housing, and Health Impacts. Address the negative impacts associated with the siting and operation of land use such as industrial, agricultural, waste storage, and energy productions, etc. in disadvantaged communities. Develop list of focus areas and coordinate with the Environmental Justice Element to create a specific action plan by 2025.	H-1.3 H-1.6 H-1.7	PDS	B-2			X

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead *Support*	Program Implementation	Time Frame/Priority		
					Ongoing	0-2 Years	2-7 Years
3.6.6.D	Community Benefit Zoning, Enhanced Density Bonus, or Land Value Recapture Strategy. Explore tools to create amenities in neighborhoods of lower resources or generate funding for targeted neighborhood improvements. Develop list of implementation options to present to the Board of Supervisors for direction by the end of 2025.	H-1.3 H-1.6 H-1.7	PDS	B-2			X
3.6.6.E	Fallbrook Subarea Plan. The County will complete a Fallbrook Subarea Plan by the end of 2022. The plan will include place-based strategies such as revised zoning, design guidelines, and landscape/streetscape plans that will contribute to the revitalization of the Fallbrook Village. The plan will also identify policies and strategies to address fair housing issues identified in the Housing Element's fair housing analysis. Implementation of these strategies will begin in 2023.	H-1.3 H-1.6 H-1.7	PDS	B-2		X	
3.6.6.F	Twin Oaks Community Plan Update. The Twin Oaks Community Plan update will address fair housing issues within North County Metro, Buena Creek station area. The plan will also identify policies and strategies to address fair housing issues identified in the Housing Element's fair housing analysis. Implementation of the Plan is anticipated to begin in 2025.	H-1.3 H-1.6 H-1.7	PDS	B-2			X

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	Time Frame/Priority: 0-2 Years	Time Frame/Priority: 2-7 Years
3.6.6.G	Place-Based Strategies in Low-Resource Communities and Environmental Justice Communities. Implement place-based strategies in low-resource communities (Bostonia, Fallbrook, Spring Valley, and North County Metro), as well as environmental justice communities through Environmental Justice programs and policies. The place-based strategies will include anti-displacement strategies such as value recapture strategies, community-led programs to prevent displacement, foreclosure assistance resources, rent control policies, and protections for low-income renters. Development of these strategies will begin in 2022 and they will focus on revitalization and preservation of these communities and reducing displacement risks.	EJ-7.1 EJ-7.2 EJ-7.3 EJ.7.5	PDS HHSA	B-2		X	
	See County efforts in comprehensive planning that addresses housing and other community development issues. 3.1.2.A – Transit Nodes 3.1.2.B – Community Planning The following programs will include proactive targeted outreach, marketing, and program implementation in areas with displacement risk, low resources, and considered communities of concern as identified in the fair housing analysis. 3.1.2.A – Transit Nodes	H-1.3 H-1.6 H-1.7 H-1.8 H-1.10 H-2.1 H-6.7					

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Table 6-4-1, continued

No.	Program/Action Description	GP Policy Reference	Responsibility: Lead / *Support*	Program Implementation	Time Frame/Priority: Ongoing	0-2 Years	2-7 Years
	3.6.6.B – Conserved and Improved Assets in Areas of Lower Opportunity and Concentrated Poverty 3.6.6.D – Community Benefit Zoning, Enhanced Density Bonus, or Land Value Recapture Strategy. 3.6.7.C – Proactive Housing Rehabilitation Resources						
3.6.7	**Addressing Disproportionate Needs and Protecting Existing Residents from Displacement**						
3.6.7.A	Pilot Program to Address Homelessness in North County. The North County pilot program will deploy an integrated team that will work in partnership with the staff in various cities to increase the level of outreach, assessments, and connections to wrap-around services and suitable housing opportunities for those experiencing homelessness.	H-1.4 H-3.6 H.6.1	HCDS	B-2		X	
3.6.7.B	Department of Homeless Solutions and Equitable Communities. The creation of this new department will achieve better coordination of existing and future County homeless activities and programs and serve as a central point of contact and collaboration for outside partners in order to help vulnerable San Diegans and reduce homelessness in the region.	H-1.4 H-3.6 H.6.1	HCDS	B-2		X	

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Table 6-4-1, continued

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					Ongoing	0-2 Years	2-7 Years
3.6.7.C	Proactive Housing Rehabilitation Resources. By the end of 2022, develop a proactive housing rehabilitation resources program that targets areas of concentrated rehabilitation needs to facilitate repairs and to mitigate potential costs, displacement, and relocation impacts on residents.	H-4.1	PDS	B-1		X	
3.6.7.D	Participation in Decision Making Process. Promote participation in community meetings by: ▪ Addressing language barriers and meeting times. ▪ Recruiting residents from areas of concentrated poverty to serve on boards, committees, task forces, and other local decision-making bodies.	H-1.4 H-3.6 H.6.1	PDS	A-1	X		
3.6.7.E	Mobile Home Park Preservation. Implement County policy and procedure for mobile home park preservation. Provide technical assistance to park tenants to apply for grants to preserve the park.	H-3.7 H-4.1 H-6.7	PDS	A-1	X		
	See County efforts in providing housing assistance: 3.2.5.A – Down Payment and Closing Cost Assistance (DCCA) 3.3.1.A – Homeless Services Funding 3.4.2.A – Single-Family Home Repair Program	H-3.1 H-3.6 H-4.1					

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Table 6-4-1, continued

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	See County efforts in mitigating displacement issues and expanding affordable housing opportunities: 3.1.1.I - Replacement Housing 3.2.3.A – Affordable Housing and Services Funds 3.3.2.A – Innovative Housing Trust Fund 3.4.1.A – Preservation of At-Risk Housing Implementation of the following programs will include proactive targeted outreach, marketing, and program implementation in communities shown to have high displacement risk: 3.2.5.A – Down Payment and Closing Cost Assistance (DCCA) 3.6.6.D – Community Benefit Zoning, Enhanced Density Bonus, or Land Value Recapture Strategy. 3.6.7.E – Mobile Home Park Preservation	H-1.1 H-3.1 H-3.6 H-6.7					

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Table 6-4-2: Quantified Objectives

	Extremely Low/Very Low		Low	Moderate	Above Moderate	Total
RHNA	807	1,027	992	1,165	2,709	**6,700**
ADU	270		216	657	657	**1,800**
New Construction	75		75	500	1500	**2,150**
Rehabilitation	40	80	120			**240**
Conservation	22					**22**

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5 GOALS AND POLICIES FOR HOUSING ELEMENT

HOUSING DEVELOPMENT

GOAL H-1

Housing Development and Variety. A housing stock comprising a variety of housing and tenancy types at a range of prices, which meets the varied needs of existing and future unincorporated County residents, who represent a full spectrum of age, income, and other demographic characteristics.

Policies

H-1.1 Sites Inventory for Regional Housing Needs Assessment (RHNA). Maintain an inventory of residential sites that can accommodate the RHNA throughout the Housing Element planning period, tracking the no-net-loss of sites, pursuant to state law.

H-1.2 Development Intensity Relative to Permitted Density. Encourage a development intensity of at least 80 percent of the maximum permitted gross density for sites designated at 15 to 30 dwelling units per acre in development projects.

H-1.3 Housing near Public Services. Maximize housing in areas served by transportation networks, in close proximity to job centers, and where public services and infrastructure are available.

H-1.4 Special Needs Housing near Complementary Uses. Encourage the location of housing targeted to special needs groups in close proximity to complementary commercial and institutional uses and services.

H-1.5 Senior and Affordable Housing near Shopping and Services. Provide opportunities for senior housing and affordable housing development within town centers, transit nodes, and other areas that offer access to shopping, amenities, and services.

H-1.6 Land for All Housing Types Provided in Villages. Provide opportunities for a variety of housing types, including small-lot single-family, duplex, triplex, and other multi-family building types in Villages.

H-1.7 Mix of Residential Development Types in Villages. Support the design of large-scale residential developments (generally greater than 200 dwelling units) in Villages that include a range of housing types, lot sizes, and building sizes.

H-1.8 Variety of Lot Sizes in Large-Scale Residential Developments. Promote large-scale residential development in Semi-Rural areas that includes a range of lot sizes to improve housing choice.

H-1.9 Inclusionary Housing. Require developers to provide an affordable housing component pursuant to the forthcoming inclusionary housing ordinance and inclusionary housing feasibility study.

H-1.10 Amenities in Large-Scale Developments. Establish development standards and design guidelines for large developments to encourage amenities, such as tot lots, community facilities and the use of universal design features that accommodate both able-bodied and disabled individuals.

GOAL H-2

Neighborhoods That Respect Local Character. Well-designed residential neighborhoods that respect unique local character and the natural environment while expanding opportunities for affordable housing.

Policies

H-2.1 Development that Respects Community Character. Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element. (See applicable community plan for possible relevant policies.)

H-2.2 Projects with Open Space Amenities in Villages. Require new multi-family projects in Villages to be well-designed and include amenities and common open space areas that enhance overall quality of life.

HOUSING AFFORDABILITY

GOAL H-3

Housing Affordability for All Economic Segments. Affordable and suitable housing for all economic segments, with emphasis on the housing needs of lower-income households and households with special needs.

Policies

H-3.1 Funding to Expand Affordable Housing. Pursue funding from federal, State, and local sources to expand affordable housing opportunities within the unincorporated County.

H-3.2 Equitable Share of Funding. Advocate for an equitable share of available housing funds for subsidizing affordable housing development within unincorporated County areas.

H-3.3 Density Bonus as a Tool to Develop Affordable Housing. Provide a local density bonus program to encourage the development of housing affordable to lower-income households and special needs households.

H-3.4 Housing for Moderate-Income Families in Villages. Facilitate the production of housing for moderate-income families in Villages by permitting developments that offer affordable housing to incorporate other compatible housing types within areas zoned for single-family residential development.

H-3.5 Incentives for Developments with Lower-Income Housing. Provide zoning and other incentives to support developments that incorporate housing for lower-income households or households with special needs.

H-3.6 Housing for Special Needs Populations. Support programs that provide housing options for individuals and families experiencing homelessness (particularly chronically homeless persons), seniors, foster youth, families, farmworkers, and day laborers.

H-3.7 Alternative Affordable Housing Options. Provide programs that support the development of alternative types of affordable housing such as farmworker housing, accessory dwelling units, manufactured or mobile homes, tiny homes, shared housing, and employee or workforce housing.

H-3.8 Housing Services Support. Continue to provide fair housing and tenant/landlord services to residents, housing providers, and housing professionals throughout the unincorporated area pursuant to federal and State fair housing laws.

H-3.9 Water and Sewer Priority. Pursuant to state law, work with water and sewer service providers to prioritize the provision of water and sewer services to affordable housing developments in the event that a rationing system is in place.

AFFORDABLE HOUSING PRESERVATION

GOAL H-4

Affordable Housing Preservation. Programs that conserve housing currently available and affordable to lower-income households, and programs that prevent or reverse deterioration in areas exhibiting symptoms of physical decline.

Policies

H-4.1 Rehabilitation and Revitalization Strategies. Promote and support rehabilitation and revitalization strategies aimed at preserving the existing supply of affordable housing.

H-4.2 Redevelopment of Deteriorated Housing. Encourage and support residential redevelopment in areas characterized by deteriorated housing.

GOVERNMENTAL CONSTRAINTS

GOAL H-5

Constraints on Housing Development. Governmental policies or regulations that do not unnecessarily constrain the development, improvement, or conservation of market-rate or affordable housing.

Policies

H-5.1 Periodic Review of Housing Regulations. Periodically review and, if appropriate, revise development standards, regulations, and procedures to facilitate the development of housing, with priority given to low- and moderate-income households and households with special needs.

H-5.2 Permit Processing Time. Reduce permit processing time and costs for projects with priority given to projects that produce housing for lower-income households.

H-5.3 Fire Protection. Work with local fire agencies to improve fire protection for multi-story construction.

H-5.4 Flexibility in Regulations. Modify regulations, as appropriate, to streamline regulatory processes, remove unnecessary obstacles to planned densities, and provide flexibility so that development can respond to the unique characteristics of town center areas.

DELIVERY OF HOUSING SERVICES

GOAL H-6

Delivery of Housing Services. An institutional framework that effectively delivers housing services and programs to implement the goals, policies, and programs of this Housing Element.

Policies

H-6.1 Coordinated Delivery of Programs. Coordinate delivery of housing programs and services among various County departments and regional organizations.

H-6.2 Ongoing Implementation Monitoring. Monitor progress in implementing the goals and objectives adopted in this Housing Element through the Annual Housing Element Progress Report to the California Department of Housing and Community Development.

H-6.3 Legislation That Recognizes Challenges of Unincorporated Communities. Pursue State-level housing and land use legislation that recognizes the diversity of unincorporated communities and the associated challenges faced by county governments.

H-6.4 Affordable Housing on Suitable County-Owned Properties. Facilitate the development of affordable housing on suitable, County-owned surplus properties.

H-6.5 Redevelopment Districts as a Source of Revenue for Affordable Housing.[2] Pursue and support State legislation to reinstate redevelopment or similar mechanisms as a tool for generating revenues for neighborhood revitalization and affordable housing.

H-6.6 Outreach for Affordable Housing. Promote the production and acceptance of affordable housing through educational outreach to developers, nonprofit housing groups, the public, community groups, other jurisdictions, and County staff.

H-6.7 Affirmatively Furthering Fair Housing. Ensure that the implementation of housing programs and delivery of housing services are conducted in a manner that promotes equal access to housing and opportunities.

[2] Pursuant to Assembly Bill (AB) 26, as of February 1, 2012, all California redevelopment agencies were dissolved. Policy H-6.5 has been retained in the event that redevelopment or a similar program becomes available sometime in the future.

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CHAPTER 7 **Safety Element**

Introduction

Statutory Requirements

California Government Code Section 65302 (g) includes the requirements that should be addressed in a community's general plan safety element. These requirements are organized into nine subsections [65302 (g) (1) through 65302 (g) (9)], which are summarized below:

- 65302 (g) (1) identifies the primary hazards/issues that should be included in the safety element, which include: seismically induced surface rupture, ground shaking, ground failure, slope instability leading to mudslides and landslides, tsunami, seiche, dam failure, flooding, subsidence, liquefaction, other geologic hazards, wildland and urban fires, evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards
- 65302 (g) (2) adopted through AB 162 (2007) identifies the requirements to update floodplain mapping and information, which includes special requirements for jurisdictions within the Central Valley Flood Protection Board
- 65302 (g) (3) adopted through SB 1241 (2012) identifies the requirements for updating wildfire mapping, information, and goals and policies to address wildfire hazards
- 65302 (g) (4) adopted through SB 379 (2015) identifies the requirements for updating the safety element to address potential impacts associated with climate change and potential strategies to adapt/mitigate these hazards
- 65302 (g) (5) adopted through SB 99 (2019) requires identification of specified evacuation constraints associated with residential developments
- 65302 (g) (6) adopted through SB 1035 (2018) requires the update of the safety element every time the housing element or local hazard mitigation plan is updated
- 65302 (g) (7) allows for the incorporation of a flood plain management ordinance into the safety element
- 65302 (g) (8) requires consultation with the California Geological Survey, California Office of Emergency Services, and Central Valley Flood Protection Board, when applicable
- 65302 (g) (9) allows cities to adopt a County Safety Element if adequate detail is provided to address city-level concerns

Purpose and Scope

The purpose of the Safety Element is to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-caused hazards. The County of San Diego Safety Element addresses natural hazards and human activities that may pose a threat to public safety within the following key topic areas:

- Hazard Mitigation Planning and Disaster Preparedness

- Evacuations
- Fire Protection and Emergency Response
- Geological and Seismic Hazards
- Flooding
- Climate Change
- Hazardous Materials
- Law Enforcement
- Airport Hazards

The Safety Element provides policy direction that supports laws and regulations related to safety hazards and policies that support the guiding principles established for this General Plan. Of these key topic areas, wildfires, flooding, climate change, and geological and seismic hazards pose the greatest challenges to the County.

Guiding Principles for Safety

The Safety Element maps, goals, and policies support the Guiding Principles specified in Chapter 2 of the General Plan. Specifically, Guiding Principle 5 provides direction for the Safety Element to ensure that development accounts for physical constraints and the natural hazards of the land. The Safety Element supports this principle through numerous policies that locate development away from hazardous areas and ensure safety and security for all communities within the County. Goals and policies of the Safety Element address issues associated with hazard mitigation planning, disaster preparedness, and emergency response, wildfires, geologic and seismic hazards, flooding, climate change, hazardous materials, law enforcement, and airport hazards.

Relationship to Other General Plan Elements

Several Safety Element policies are interrelated with mandated topics in the Land Use, Housing, Mobility, and Conservation and Open Space Elements. For example, Land Use Maps seek to minimize future development in hazardous areas. In contrast, Housing Element policies are intended to reduce barriers to affordable housing and placement of developments in areas less prone to hazards. Policies to minimize the risks posed from wildland fires, found in the fire hazards section of the Safety Element, are also found in the Land Use, Conservation and Open Space, and the Environmental Justice Elements. In addition, policies associated with secondary access during an emergency are found in the Fire Code and Mobility Element. References to related policies are provided where appropriate within the Safety Element. However, it is important to remember that policies in the Safety Element are tailored to address safety-related issues, and referenced policies in other elements should also be reviewed to determine environmental or other types of policies associated with similar locations or types of development.

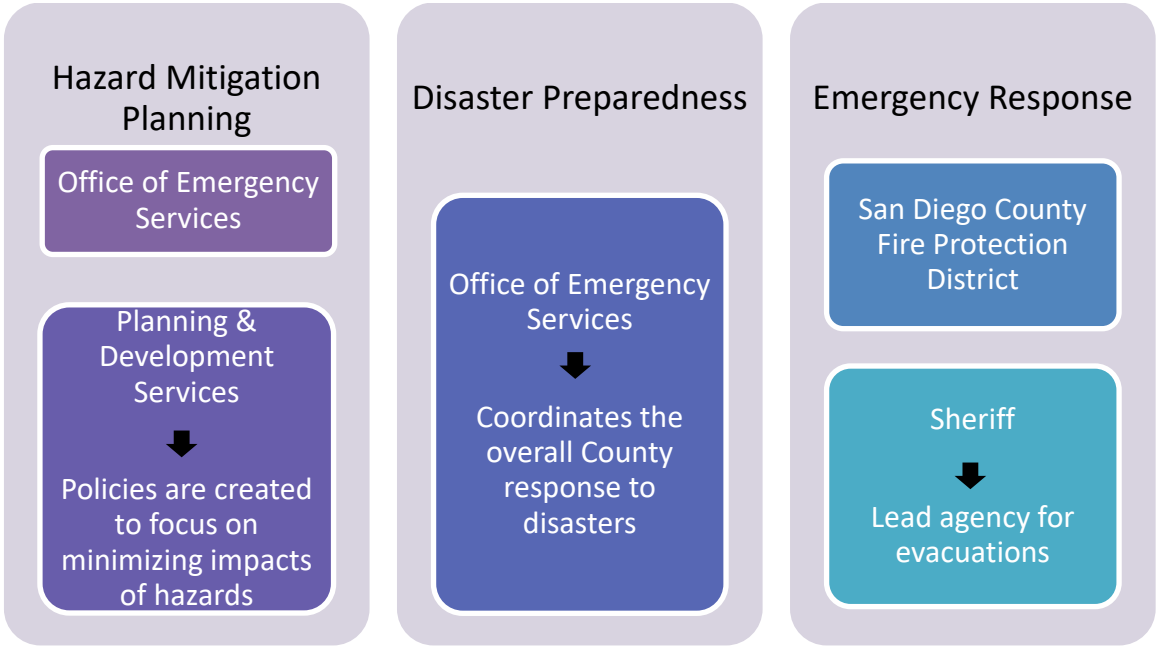
Goals and Policies for the Safety Element

Hazard Mitigation Planning and Disaster Preparedness

CONTEXT

This section contains goals and policies that provide for the safety and protection of life and property from the occurrence of natural or human-caused hazards and generally apply to any potential hazardous event, which may be addressed further in other topic areas in this element. **Exhibit S-1** identifies which departments typically oversee hazard mitigation, disaster preparedness, and emergency response functions. However, it should be noted that other departments not identified may also play a role in these activities when necessary.

Exhibit S-1: Typical Department Functions



HAZARD MITIGATION PLANNING

The Board of Supervisors adopted the current Federal Emergency Management Agency (FEMA) approved Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) in compliance with federal and state regulations intended to reinforce the importance of hazard mitigation planning and emphasized planning for disasters before they occur. The MJHMP is a comprehensive assessment of natural hazards including sea-level rise, coastal storms, erosion and tsunami, dam failure, earthquakes, floods, rain-induced landslides, liquefaction, structure/wildland fires, extreme heat, drought/water supply, and human-caused hazards (referred to as man-made hazards in the MJHMP). The MJHMP enhances public awareness and understanding, creates a decision tool for management, promotes compliance with State and Federal program requirements, enhances local policies for hazard mitigation capability, and provides inter-jurisdictional coordination of mitigation-related programming.

The County's MJHMP is currently undergoing revision for its next 5-year update. This update will reflect changes to the hazards facing San Diego County and the programs that have been put in place to help minimize or eliminate these hazards. A key function of the Safety Element is the integration of the MJHMP to ensure compliance with the California Government Code (GC). The following sections apply:

Compliance with GC Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits the State of California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts unless the jurisdiction has adopted a valid hazard mitigation plan consistent with DMA 2000 and has incorporated the hazard mitigation plan into the jurisdiction's General Plan. In these cases, the State may cover more than 75 percent of the remaining disaster relief costs.

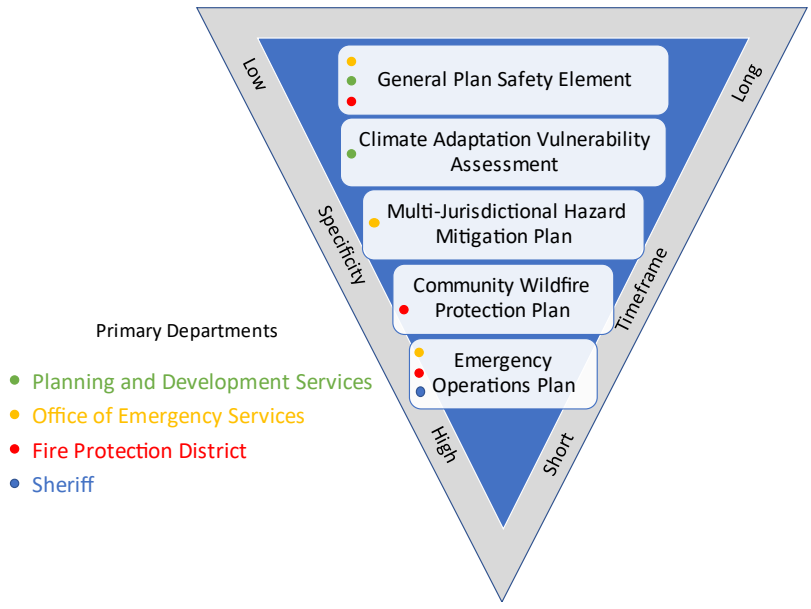
Compliance with GC Section 65302.6 allows a community to adopt a local hazard mitigation plan (LHMP) into its Safety Element, using the LHMP to satisfy state requirements for Safety Elements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the LHMP into it creates a stronger mechanism for implementing the LHMP.

Clicking this link allows you to access the San Diego County MJHMP, which has been incorporated into this element by reference. Policy S-1.4 identifies the County's intent to incorporate future updates as they are completed to ensure compliance GC § 65302 (g) requirements.

Disaster Preparedness

Saving and protecting lives, the environment, and property are the primary goals of governmental public safety agencies in any emergency or disaster. Emergency plans provide the basis from which response and recovery operations are executed. The success of these plans depends largely, in part, on the collaboration of agencies and jurisdictions responsible for the development and maintenance of these plans. **Exhibit S-2** depicts the specificity level, timeframe, and primary departments for the various types of emergency plans involved in disaster preparedness.

Exhibit S-2: Types of Disaster Preparedness Emergency Plans



The San Diego County Office of Emergency Services (OES) coordinates the overall County response to disasters. OES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures for response to and recovery from disasters, and developing and providing preparedness materials for the public. OES and numerous regional partners have completed the following public safety preparedness plans related to emergency response, evacuation, and recovery:

- The San Diego County Operational Area Emergency Operations Plan was last updated in 2018 by the Office of Emergency Services and the Unified Disaster Council (UDC) of the Unified San Diego County Emergency Services Organization. This plan plays a key role in emergency response by Cities and Counties for a variety of incidents. Sixteen Annexes developed as part of the plan assist with specific emergency functions, certain hazards, and/or key operational activities necessary to complete an effective response.
- The San Diego Operational Area Evacuation Plan (Annex Q) is the primary source of information for the County and Cities regarding effective evacuation from a hazardous event. Annex Q is intended to be used as a template as cities throughout the county continue to develop their individual evacuation plans. The plan outlines procedures and organizational structures that can be used for a coordinated regional evacuation effort. Transportation routes and capacities are identified in addition to countywide shelter space and considerations for special needs populations. To comply with SB 99 [GC Section 65302 (g) 5] and AB 747 [GC Section 65302.15] requirements, this Safety Element relies on the routes and methodologies identified in Annex Q.
- The San Diego Operational Area Recovery Plan is designed to provide guidance to jurisdictions and organizations within the County of San Diego as they continue their own recovery planning. The plan addresses short and long-term restoration plans for communities impacted by disaster, including issues such as debris removal, coordination of financial assistance and housing, economic recovery, and measures to reduce or eliminate the effects of future incidents. This plan was last updated in September 2019.
- The Community Wildfire Protection Plan (CWPP) is authorized by Title I of the Healthy Forests Restoration Act of 2003. A CWPP is developed at the community level for areas that are at risk of wildfire. These plans are a collaborative effort between CAL FIRE, local government, fire agencies within the operating area, community members, and any other interested stakeholder. The CWPP identifies and prioritizes areas for hazardous fuel reduction treatments and recommends the method of treatment that will best protect at-risk communities and structures. The CWPP also recommends measures that homeowners can take to reduce the ignitability of structures throughout the area referenced in the plan. Thirty-three communities in San Diego County have an approved CWPP in place.
- The Climate Vulnerability Assessment and Adaptation Report focuses on understanding the vulnerability of and developing adaptation strategies for populations and assets in the unincorporated county, which is composed of lands that are within the jurisdiction of the County of San Diego. The Vulnerability Assessment identifies the unincorporated county's exposure to effects of climate change, the sensitivity of population groups and community assets to climate change effects, potential climate change impacts, and the County's existing adaptive capacity to address those impacts. The Adaptation Framework lays out the adaptation component of the report and includes a set of adaptation goals and policies to address the impacts of climate change, protect people and infrastructure that are the most vulnerable to its effects, and increase resilience to climate change.

All of these documents can be accessed on the County Office of Emergency Services main page or the Planning and Development Services main page.

GOALS AND POLICIES

GOAL S-1

Public Safety. Enhanced public safety, and the protection of public and private property from hazards and disaster events.

Policies

Hazard or disaster events can be either small-scale or wide-scale and can happen anywhere at any time. The intent of the following policies is to provide a framework for planning and responding to hazard and disaster events.

S-1.1 **Minimize Exposure to Hazards.** Minimize the populations exposed to hazards by assigning land use designations, density allowances, and roadway classifications that reflect site-specific constraints and hazards. Coordinate with SANDAG on regional planning projects that accomplish this across jurisdictions.

S-1.2 **Public Facilities Location.** Advise, and where appropriate, require new development to locate future public facilities, including new essential and sensitive facilities, in appropriate locations with respect to the County's hazardous areas and State law that allow for temporary refuge for sheltering in place.

S-1.3 **Risk Reduction Programs.** Support efforts and programs that reduce the risk of natural and human-caused hazards and response time to these hazards.

S-1.4 **Multi-Jurisdictional Hazard Mitigation Plan.** Review and update the County's MJHMP every five years.

S-1.5 **Post-disaster Reconstruction.** Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities to remove debris and promote the rapid reconstruction of the County following a disaster event and facilitate the upgrading of the built environment as expeditiously as possible.

S-1.6 **High Hazard Risk Relocation.** Explore a program that identifies properties prone to high hazard risk that could be relocated through a buyout program or transfer of development rights. Use of this program could accompany the expiration of Tentative Tract Maps and Specific Plans located in high hazard risk areas.

S-1.7 **Community Plan Updates.** Ensure community plan updates consider the following guidance:

- Identification of key hazards of concern impacting existing/future development
- Identification of existing evacuation routes and new routes necessary to ensure effective evacuation
- Incorporation of these routes into Community Wildfire Protection Plans
- Identification of critical/essential facilities, key infrastructure, and telecommunications facilities
- Identify local public road networks that include potential deficiencies and future improvements to facilitate effective emergency response and evacuation
- Incorporate Resource Management/Brush Clearance Plans as measures within a Fire Protection Plan (FPP) to provide guidance for vegetation maintenance and fuel modification
- Identify the Local Fire Agency having jurisdictional authority for future fire protection services
- Identify Mobility Element roadway classifications that ensure future daily and evacuation/emergency response needs are met[1]

[1] Evacuation/emergency response needs refers to roadway construction standards and techniques that ensure safe travel for vehicles and are resilient to hazard conditions within the County. These standards are not meant to increase roadway capacity beyond daily needs.

S-1.8 **County Updates.** Update County Ordinances, Standards, and Design Guidelines to integrate the best practices and regulations that reduce hazard vulnerability and improve resilience throughout the county.

S-1.9 **Adequate Services Provision.** Plan existing and future development to meet current and future anticipated demands for infrastructure (e.g., water, sewer, roads), privately provided services (e.g., telecommunications, gas, electricity), and County provided services (e.g., police, fire).

S-1.10 **Familiarity with National and State Response Planning.** Ensure that all relevant and pertinent County of San Diego personnel are familiar with the National Incident Management System (NIMS), the National Response Framework (NRF), the State of California Standardized Emergency Management Systems (SEMS), and any other relevant response plans consistent with their position in the County's Emergency Management Program.

S-1.11 **Emergency and Disaster Education Programs.** Sponsor and support education programs pertaining to emergency/disaster preparedness and response protocols and procedures. Distribute information about emergency preparedness to residents, community groups, schools, religious institutions, transient occupancy establishments, and business associations.

Evacuations

CONTEXT

Evacuation Planning

The San Diego County Sheriff's Department (SDSD) is the lead agency for evacuations within the unincorporated areas of the county. Within the incorporated cities, local law enforcement (or the SDSD in contracted cities) is the lead agency in charge of evacuations. To increase effectiveness, law enforcement and the County created a collaborative group that includes the SDSD, Fire Protection District, the OES, and the American Red Cross. This working group is the driving force behind the execution of a mass evacuation.

Conducting Evacuations

The County recognizes that evacuation efforts are predicated on the nature of the hazard incident that is occurring. When an evacuation is ordered, it is based on the location of the hazard, real-time conditions of the incident (weather, topography, etc.), and in place infrastructure and resources available to the County. Since different hazards may have different evacuation needs, **Table S-1** identifies the various policies addressing evacuation within this element.

Evacuation Routes

Evacuation routes established for the County include major roadways and thoroughfares intended to transport people from areas impacted by hazardous events to areas of safety. These routes include major freeways (I-5, I-15, I-8, I-805) and major State Routes (52, 54, 56, 67, 75, 76, 78, 94, 125, 163, and 905). **Exhibit S-3** identifies many of the potential evacuation routes within the county. Many of these roadways are under the jurisdiction of Caltrans, which requires coordination and participation in the Caltrans District 11 Wildfire Resiliency Working Group.

Exhibit S-3: Potential Evacuation Routes

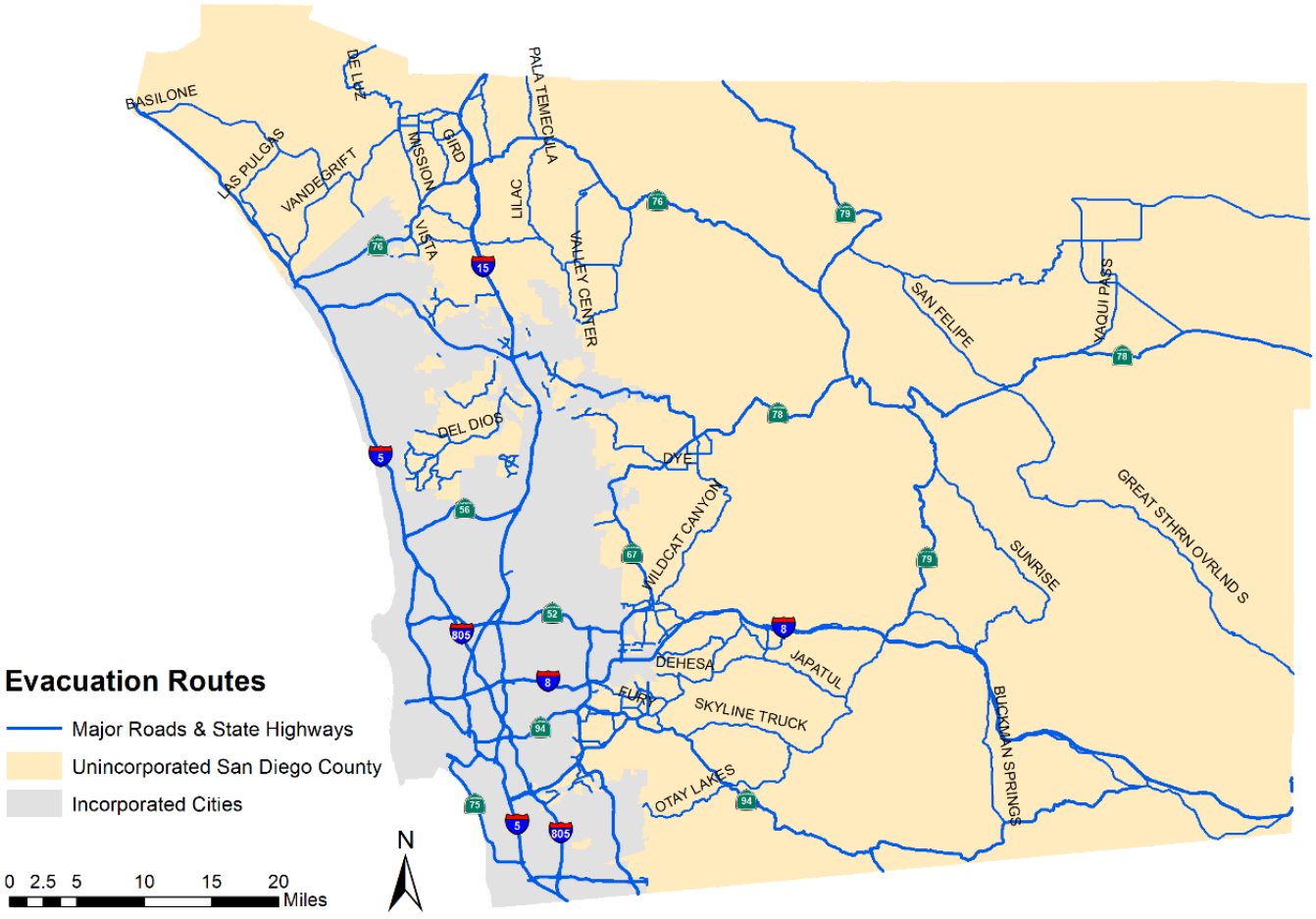


Table S-1 – Evacuation Policies	
Policy Designation	**Evacuation Issue Addressed**
Public Safety S-1.7 Community Plan Updates	A series of criteria for community plan updates that incorporate public safety components.
Evacuations S-2.1 Future Fire Protection Plans	Future Fire Protection Plans shall evaluate evacuations in accordance with the evacuation standards adopted by the San Diego County Fire Protection District.
Evacuations S-2.2 Evacuation Impediments	Advise, and where appropriate, require all new developments to help eliminate impediments to evacuation within existing community plan areas, where limited ingress/egress conditions could impede evacuation events.
Evacuations S-2.3 Community Plan Evacuation	Identify community plan areas that have reduced or limited circulation access and develop an evacuation plan, including an Evacuation Traffic Management Plan and recommended improvements to ensure adequate evacuation capabilities. Community Evacuation Plans should be evaluated and revised to address changes in at-risk areas and populations to ensure effectiveness.
Evacuations S-2.4 Prioritize CIP Roadways	Future CIP projects should prioritize roadways that serve as evacuation routes or require roadway improvements to better function under evacuation purposes.
Evacuations S-2.5 Existing Development within Hazard Zones	Implement warning systems and evacuation plans for developed areas located within known hazard areas (i.e., flood, wildfire, earthquake, other hazards).
Evacuations S-2.6 Effective Emergency Evacuation Programs	Develop, implement, and maintain an effective evacuation program for areas of risk in the event of a natural or human-caused disaster.
Evacuations S-2.7 Evacuation Access	All development proposals are required to identify evacuation routes at the Community Plan level and identify and facilitate the establishment of new routes needed to ensure effective evacuation. Evacuation routes should be incorporated into existing Community Wildfire Protection Plans where available.
Minimized Fire Hazards S-4.5 Access Roads	Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, and lengths of fire apparatus access roads shall meet the requirements of the State Fire Code and the San Diego County Consolidated Fire Codes. All requirements and any deviations will be at the discretion of the Fire Code Official.
Regional Fire Protection S-6.4 Regional Evacuation Coordination	Coordinate with State and Federal landowners regarding joint use and access agreements for roadways located on state and federal lands that can be used for evacuation purposes.
Geological Hazards S-8.6 Evacuation Prioritization	Identify roadways within the CIP that require seismic evaluation and retrofit that also function as evacuation routes to ensure these route improvements are prioritized.
Geological Hazards S-9.3 Evacuation Route Risk	Identify and propose mitigation actions for evacuation routes located in close proximity to active or potential landslide zones.
Flood Hazards S-10.8 Evacuation Route Development	Identify secondary evacuation routes in Community Plan areas that are susceptible to flood-related impacts to ensure adequate evacuation access is available.

GOALS AND POLICIES

GOAL S-2

Evacuation. Enhanced public safety through effective evacuation planning and establishment of an effective evacuation network.

Policies

Hazard or disaster events can be either small-scale or wide-scale and can happen anywhere at any time. Evacuation of people may be necessary for numerous reasons under many different circumstances. There may be a need to evacuate one block of office buildings (hazardous material), a neighborhood (wildfire), a major portion a town or region (earthquake or hurricane). After an event, responders will have a very limited window of opportunity to prepare before an evacuation begins.

To be prepared for evacuations in this environment, transportation professionals and emergency management officials must coordinate on evacuation planning management efforts. Infrastructure areas of concern include addressing limited access routes, insufficient transportation network capacity, and constraints or obstacles that may lead to bottlenecks or delays in evacuation. For effective evacuation, the characteristics and behaviors of the vulnerable populations must be considered including reliance on, or availability of, an automobile, risk tolerance to timing of evacuation, and preference for a safe location.

The intent of the following policies is to provide a framework for planning for evacuations.

S-2.1 **Future Fire Protection Plans.** Future Fire Protection Plans shall evaluate evacuations in accordance with the evacuation standards adopted by the San Diego County Fire Protection District.

S-2.2 **Evacuation Impediments.** Advise, and where appropriate, require all new developments to help eliminate impediments to evacuation within existing community plan areas, where limited ingress/egress conditions could impede evacuation events.

S-2.3 **Community Plan Evacuation**. Identify community plan areas that have reduced or limited circulation access and develop an evacuation plan, and recommended improvements to ensure adequate evacuation capabilities. Community Evacuation Plans should be developed, evaluated, and revised periodically in concert with future updates to the County's EOP Annex Q.

S-2.4 **Prioritize CIP Roadways:** Future CIP projects should prioritize development of roadways that serve as evacuation routes or require roadway improvements to existing roads to better function during an evacuation.

S-2.5 **Existing Development within Hazard Zones.** Implement warning systems and evacuation plans for developed areas located within known hazard areas (i.e., flood, wildfire, earthquake, other hazards).

S-2.6 **Effective Emergency Evacuation Programs.** Develop, implement, and maintain an effective evacuation program for areas of risk in the event of a natural or human-caused disaster.

S-2.7 **Evacuation Access.** All development proposals are required to identify evacuation routes at the Community Plan level and identify and facilitate the establishment of new routes needed to ensure effective evacuation. Evacuation routes should be incorporated into existing Community Wildfire Protection Plans where available.

Fire Protection and Emergency Response

CONTEXT

In the County of San Diego, a large portion of development is located in areas where fire hazards represent a high-level threat of personal injury and property damage as shown in **Figure S-1** [Fire Hazard Severity Zones]. Many of these developed areas require structural fire protection and emergency medical services, which are provided by the County. For the most up-to-date information and mapping, refer to Cal FIRE's Fire and Resource Assessment Program (FRAP) and Cal OES's My Hazards mapping portal. **Exhibit S-4** distinguishes jurisdictional areas broken into federal and tribal lands managed by federal agencies (federal areas of responsibility), all incorporated cities and special districts not serviced by the County (local area of responsibility), and all other areas of the state to include unincorporated county areas (state areas of responsibility). Six major fires that have occurred in the County are identified on the Cal FIRE statewide top 20 lists for acreage, destruction, or deaths. **Table S-2** identifies these fires, which indicates that as far back as 1943, wildfires have impacted the County and affected its populations.

Exhibit S-4: Fire Responsibility Areas

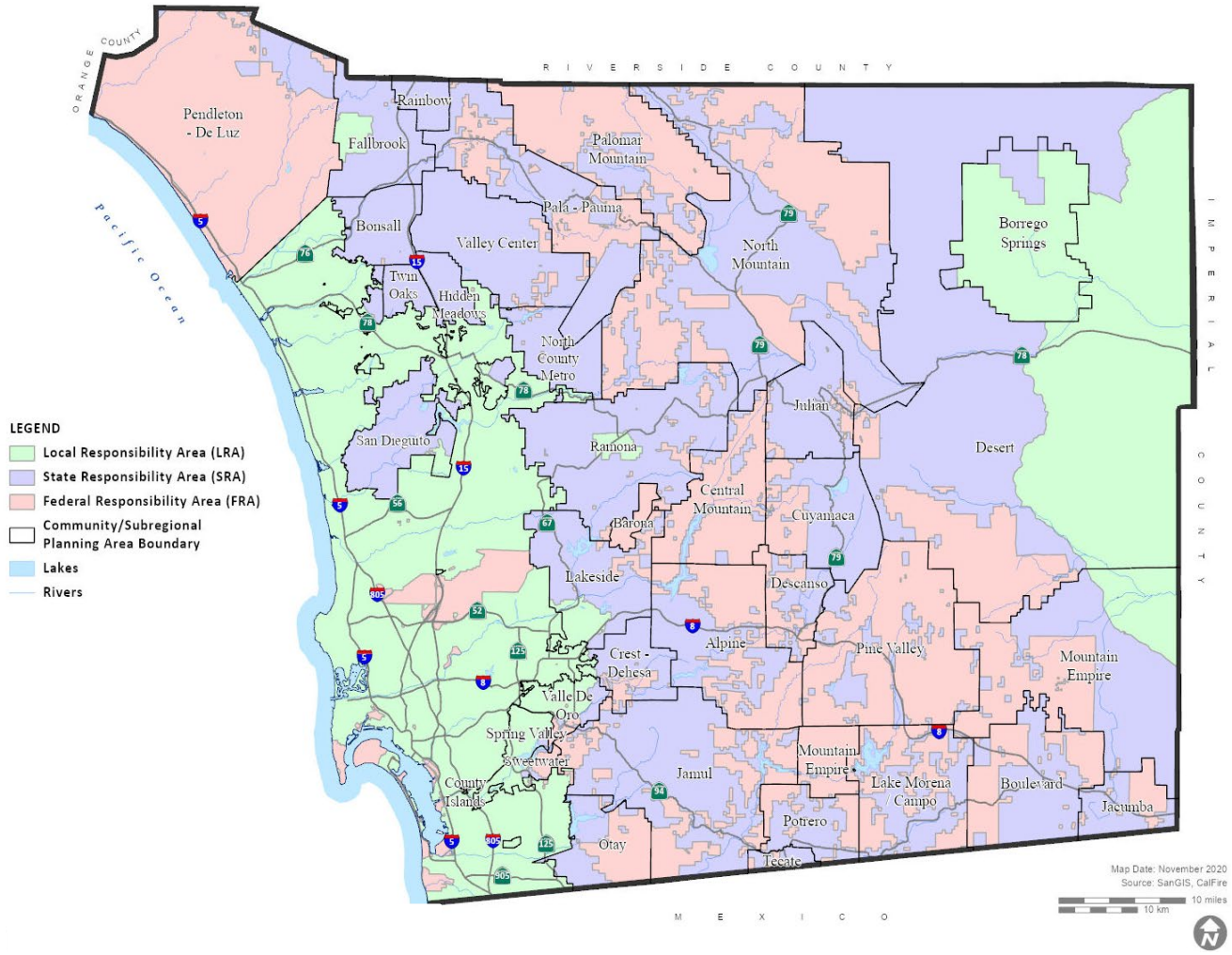


Table S-2: Fire Incidents in San Diego County on Cal Fire Statewide Top 20 List

Year	Name	Impacts			Top 20 Ranking		
		Acreage	Structures	Deaths	Acreage	Destruction	Deadliest
1943	Hauser Creek Fire	13,145	-	11	N/A	N/A	**8th**
1956	Inaja Fire	43,904	-	11	N/A	N/A	**9th**
1970	Laguna Fire	175,245	382	5	**17th**	N/A	N/A
2003	Cedar Fire	273,246	2,820	15	**6th**	**4th**	**5th**
2007	Harris Fire	90,440	548	8	N/A	N/A	13th
2007	Witch Fire	197,990	1,650	2	**13th**	**6th**	N/A

The County's MJHMP identifies major wildfires larger than 5,000 acres from 1950 through 2014, which have accounted for over 1,158,468 acres burned, affected over 8,400 structures (damaged/destroyed), and resulted in 30 deaths. Between 2014 and 2019, approximately 250 dwellings were destroyed from wildland fires, which accounted for 0.6% of total structures destroyed statewide by wildfire. The topographic, geographic, and climatic conditions within the County lead to the overall regional fire problem. Over half of the land acreage of the unincorporated county is public land owned by the federal government, state government, or local government. Therefore, policies focus on minimizing the impact of wildfires through land use planning techniques and other mitigation measures. Key issues addressed in this section are as follows:

- *Defensible Space/Fuel Modification Zones:* Fuel Modification Zones refers to a separation zone between wildlands and structures where fuels (including natural and ornamental vegetation), human-made combustible materials, and ancillary structures is managed or modified to minimize the spread of fire to the structure and allow space for defending structures from burning vegetation. This separation is important to improving the survivability of structures in a wildland fire event and is most readily maintained when planned for as part of project design.



Wildland urban interface in Bonsall

- *Wildland Urban Interface:* The wildland urban interface (WUI) refers to areas where structures and other human developments meet or intermingle with undeveloped wildland. Much of the unincorporated county is located within the WUI.
- *Home Hardening:* For optimal protection against wildfires, structures should also be "hardened" to make them more ignition resistant. Limit structure vulnerability through the use of construction techniques (during new construction or home improvements) that include closed eaves, ember vents, Chapter 7A construction standards, five feet of hardscape around outer walls of structures, and other elements to reduce wildfire vulnerability.
- *Strategic Vegetation Management:* Outside of fuel modification zones around structures, reducing, thinning, or otherwise modifying the amount of vegetation (fuel) may reduce the risk of wildfire within conifer forests as well as through strategic fuel breaks near the WUI in low wind conditions.
- *Protection of Evacuation Corridors:* Development in the WUI to include multiple access/egress routes when the maximum dead-end road distance is exceeded.

- *Funding Fire Services:* Existing funding for fire services is limited and variable. Full-time funding for fire services is crucial for assuring long-term commitment of adequate coverage.
- *Travel Time Standards:* The minimum travel time standards to respond to a fire hazard or medical emergency facilitate the ability to identify future fire facility needs and to determine public service requirements for proposed development. Travel time standards indicate that expectations for service levels are different in urbanized areas than in rural areas.
- *Building and Site Design*: Requiring the location of structures to minimize the risk from wildland fires.

In 2008, the San Diego County Fire Protection District (formerly known as San Diego County Fire Authority [SDCFPD]) was created as part of the County's Fire Cohesive Strategy. The creation of the SDCFPD unifies the administrative support, communications, and training of 17 rural fire agencies to better protect the 1.7 million acres of unincorporated San Diego County. Delivering fire protection and emergency services to over 40 communities throughout the County, the SDCFPD operates 35 fire stations and includes a staff of over 850 first responders. Policies in this section address the preceding issues and provide a framework that supports previously implemented programs and policies.

Vegetation Management/Fire Protection Plans

Vegetation management is considered an effective method of wildfire hazard management and mitigation. To address vegetation management within the County, a Fire Protection Plan (FPP) approved by the fire code official is required for all new development within the State Responsibility Areas and Very High Fire Severity Zones in the Local Responsibility Area. FPPs are required to include mitigation strategies that take into consideration location, topography, geology, flammable vegetation, sensitive habitats/species, and climate of the proposed site. FPPs must address water supply, access, building ignition, evacuations, fire resistance, fire protection systems and equipment, proper street signage, defensible space, vegetation management, and long-term maintenance. All required FPPs must be consistent with the requirements of the latest versions of the California Building Code Chapter 7A, International Wildland-Urban Interface Code, and the San Diego County Consolidated Fire Code.

GOALS AND POLICIES

GOAL S-3

Emergency Response. Effective emergency response to natural or human-caused disasters that minimize the loss of life and damage to property while also reducing disruptions in the delivery of vital public and private services during and following a disaster.

Policies

S-3.1 **Emergency Management System Training.** Conduct annual training sessions using adopted emergency management systems. Coordinate with relevant jurisdictions to execute a variety of exercises to test operational and emergency plans.

S-3.2 **Participation in Mutual Aid Systems.** Maintain participation in local, regional, state, and national mutual aid systems to ensure that appropriate resources are available for response and recovery during and following a disaster.

S-3.3 **Updated Data and Information.** Periodically update County datasets to include newer, more relevant information and mapping to support effective emergency response and hazard mitigation. Provide updated information to emergency responders to help ensure easier and faster response times.

S-3.4 **Coordination with Public Utilities.** Public Safety Power Shutoff (PSPS) coordination between the County and SDGE should occur in order to limit the impacts on residents and businesses. SDGE and the County should continue to collaborate while monitoring weather conditions to ensure pertinent information is shared.

GOAL S-4

Minimized Fire Hazards. Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards.

Policies

S-4.1 **Defensible Development.** Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.

S-4.2 **Development in Hillsides and Canyons.** Require development located in wildland areas, near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affects its susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk from fires. Density reduction may be necessary to reduce fire hazards if the location and design of the development cannot reduce the threat effectively.

S-4.3 **Minimize Flammable Vegetation.** Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas or islands of flammable vegetation within a development.

S-4.4 **Service Availability.** Plan for development where fire and emergency services are available or planned.

S-4.5 **Access Roads.** Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, vegetative management and brush clearance around roadways, and lengths of fire apparatus access roads shall meet the requirements of the State and San Diego County Consolidated Fire Codes. All requirements and any deviations will be at the discretion of the Fire Code Official.

S-4.6 **Fire Protection Plans.** Ensure that development located within fire hazard areas implement measures in a Fire Protection Plan that reduce the risk of structural and human loss due to wildfire.

Mitigation measures identified in the Fire Protection Plan should be implemented and may include, but are not limited to, the use of ignition resistant materials, multiple ingress and egress routes, and fire protection systems.

S-4.7 **Fire Resistant Construction.** Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire hazard areas.

S-4.8 **Fire Threat Reduction.** Reduce human-caused fires with a high visibility prevention program in all publicly accessible wildfire prone areas.

GOAL S-5

Managed Fuel Loads. Managed fuel loads, including ornamental and combustible vegetation.

Policies

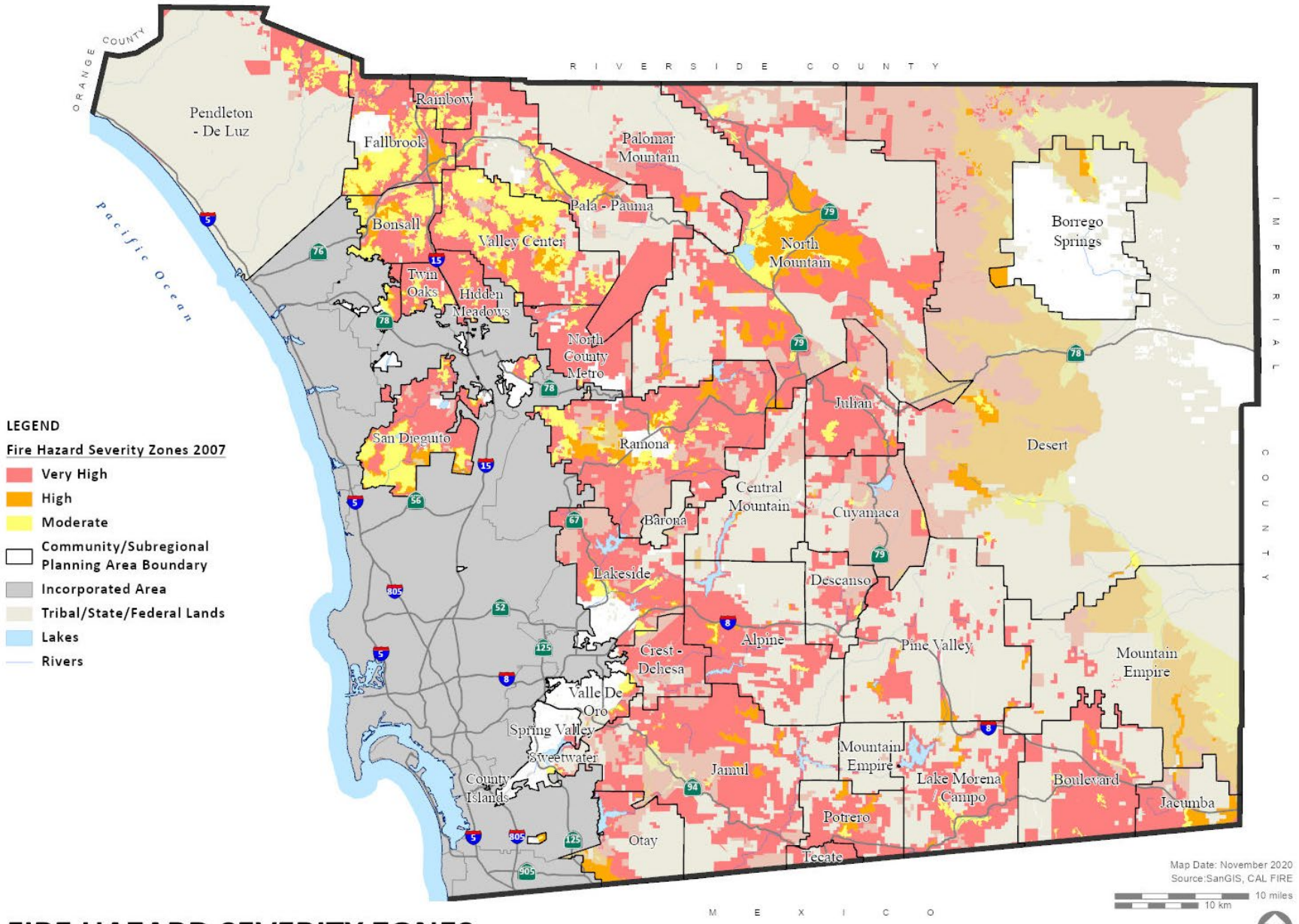


North Mountain wildfire area

S-5.1 **Fuel Management Programs.** Support programs and plans, such as Strategic Fire Plans, consistent with state law that requires fuel management and modification, and that balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.

S-5.2 **Coordination to Minimize Fuel Management Impacts.** Consider comments and recommendations from CAL FIRE, U.S. Forest Service, local fire districts, and wildlife agencies regarding the mitigation of impacts to habitat and species for fuel management projects.

S-5.3 **Forest Health.** Encourage the protection of woodlands, forests, and tree resources and limit fire threat through appropriate fuel management such as removal of dead, dying, and diseased trees.



FIRE HAZARD SEVERITY ZONES

San Diego County General Plan

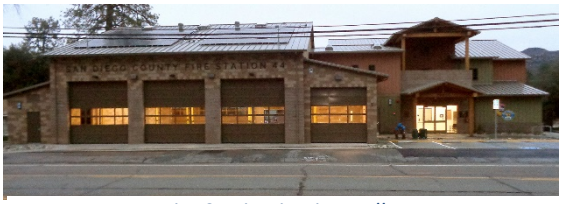
Figure S-1

GOAL S-6

Regional Fire Protection. Regional coordination among fire protection agencies.



Sheriff Station in Alpine



Fire Station in Pine Valley

Policies

S-6.1 **Regional Coordination Support.** Advocate and support regional coordination among fire protection and emergency service providers.

S-6.2 **Fire Service Provider Agreements.** Encourage agreements between fire service providers to improve fire protection and to maximize service levels in a fair, efficient, and cost-effective manner.

S-6.3 **Reassessment of Fire Hazards**. Coordinate with fire protection and emergency service providers to reassess fire hazards after wildfire events to adjust fire prevention and suppression needs, as necessary, commensurate for both short- and long-term fire prevention needs.

S-6.4 **Regional Evacuation Coordination.** Coordinate with State and Federal landowners regarding joint use and access agreements for roadways located on state and federal lands that can be used for evacuation purposes.

GOAL S-7

Adequate Fire and Medical Services. Adequate levels of fire and emergency medical services (EMS) in the unincorporated county.

Policies

S-7.1 **Water Supply.** Ensure that water supply infrastructure adequately supports existing and future development and provides adequate water flow to combat structural and wildland fires. Water systems shall equal or exceed the California Fire Code, California Code of Regulations, or, where a municipal-type water supply is unavailable, the latest edition of National Fire Protection Association (NFPA) 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting."

S-7.2 **Funding Fire Protection Services.** Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

S-7.3 **Fire Protection Services for Development.** Require that new development demonstrate that adequate fire services can be provided that meet the minimum staffing of personnel and that meet the minimum travel times identified in **Table S-3** (Travel Time Standards from Closest Fire Station).

S-7.4 **Concurrency of Fire Protection Services.** Ensure that fire protection staffing, facilities, and equipment required to serve development are operating prior to, or in conjunction with, the development. Allow incremental growth to occur until a new facility can be supported by development.

Travel times are calculated using accepted methodology based on the travel distance from the fire station to the farthest dwelling unit of the development. Fire stations must be staffed year-round, publicly supported, and committed to providing service. These do not include stations that are not obligated by law to automatically respond to an incident. Travel time is based on standards published by the National Fire Protection Association. Travel time does not represent total response time, which is calculated by adding the travel time to the call processing time and to the turnout/reflex time. Generally, the call processing and turnout/reflex time would add between two to three minutes to the travel time.

It is not known if any county has formally adopted NFPA 1710 and/or 1720 as a standard. Total Response Time (NFPA 1710/1720) is calculated as time the Public Safety Answering Point (PSAP) receives the emergency call, transfers it to fire communications, the alarm is processed and transmitted to responders, responders "turnout", plus travel time to the scene to initiate action. The use of response time for determining adequate service is problematic in the unincorporated County because it is subjective and varies from department to department, station to station and work shift to work shift. Reflex time (the amount of time from when the call is received by the station to when the engine leaves the station) can vary from one to three minutes. The use of travel time, as calculated by using NFPA 1142, allows us to be consistent across the County in determining adequate response, regardless of the district.

Table S-3 establishes a service level standard for fire and first responder emergency medical services that is appropriate to the area where a development is located. Standards are intended to (1) help ensure development occurs in areas with adequate fire protection and/or (2) help improve fire service in areas with inadequate coverage by requiring mitigation for service-level improvements as part of project approval.

Table S-3 Travel Time Standards from the Closest Fire Station*

	Travel Time	Regional Category (and/or Land Use Designation)	Rationale for Travel Time Standards**
Urban	**5 min**	• Village (VR-2 to VR-30) and limited Semi-Rural Residential Areas (SR-0.5 and SR-1) • Commercial and Industrial Designations in the Village Regional Category • Development located within a Village Boundary	In general, this travel time standard applies to the County's more intensely developed areas, where resident and business expectations for service are the highest.
Rural	**10 min**	• Semi-Rural Residential Areas (> SR-1 and SR-2 and SR-4) • Commercial and Industrial Designations in the Semi-Rural Regional Category • Development located within a Rural Village Boundary	In general, this travel time provides a moderate level of service in areas where lower-density development, longer access routes, and long distances make it difficult to achieve shorter travel times.
Outlying	**20 min**	• Limited Semi-Rural Residential areas (>SR-4, SR-10) and Rural Lands (RL- 20) • *All* Commercial and Industrial Designations in the Rural Lands Regional Category	In general, this travel time is appropriate for very low-density residential areas, where full-time fire service is limited and where long access routes make it impossible to achieve shorter travel times.

Desert/Wilderness	**>20 min**	• Very-low rural land densities (RL-40 and RL-80)	The application of very-low rural densities mitigates the risk associated with wildfires by drastically reducing the number of people potentially exposed to this hazard. Future subdivisions at these densities are not required to meet a travel time standard. However, independent fire districts should impose additional mitigation requirements on development in these areas.

* The most restrictive standard will apply when the density, regional category and/or village/rural village boundary do not yield a consistent response time standard.

** Travel time standards do not guarantee a specific level of service or response time from fire and emergency services. Level of service is determined by the funding and resources available to the responding entity.

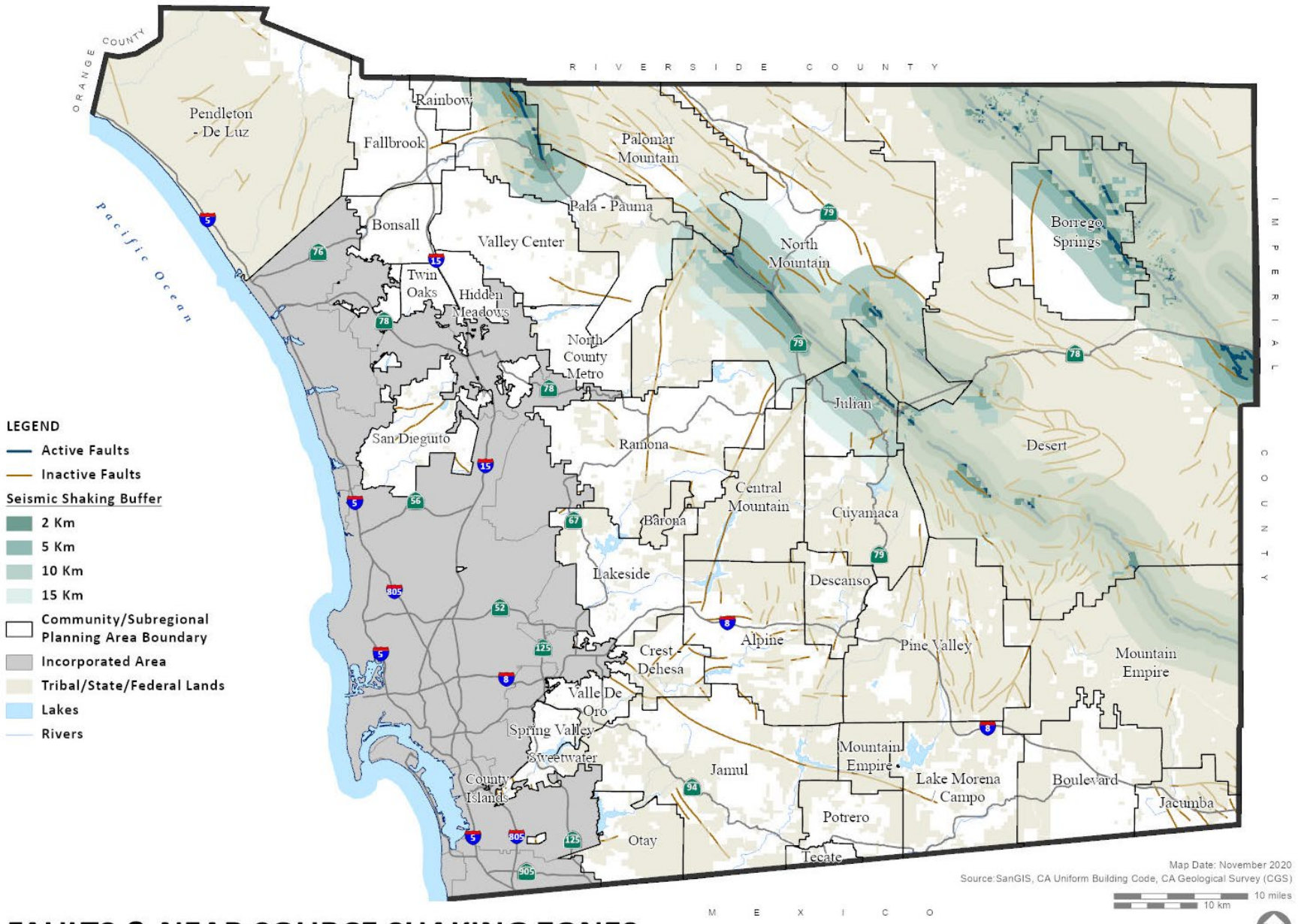
Projects with a Specific Plan classification shall meet the 5-minute maximum travel time unless if lots are larger than 1 acre.

Geological and Seismic Hazards

CONTEXT

Natural geologic processes that represent a hazard to life, health, or property are considered geologic hazards. Natural geologic hazards affecting people and property in the County include earthquakes, which can cause surface fault rupture, ground shaking, landslides, and liquefaction; expansive soils; weathering; and mass wasting phenomena, such as landslides and rockfalls (See **Figure S-2** [Faults and Near Source Shaking Zones], **Figure S-3** [Landslide Susceptibility], and **Figure S-4** [Expansive Clays]). Although it is not possible to prevent or mitigate all geologic hazards, their destructive effects can be reduced to acceptable levels or avoided through careful planning and project siting and design.

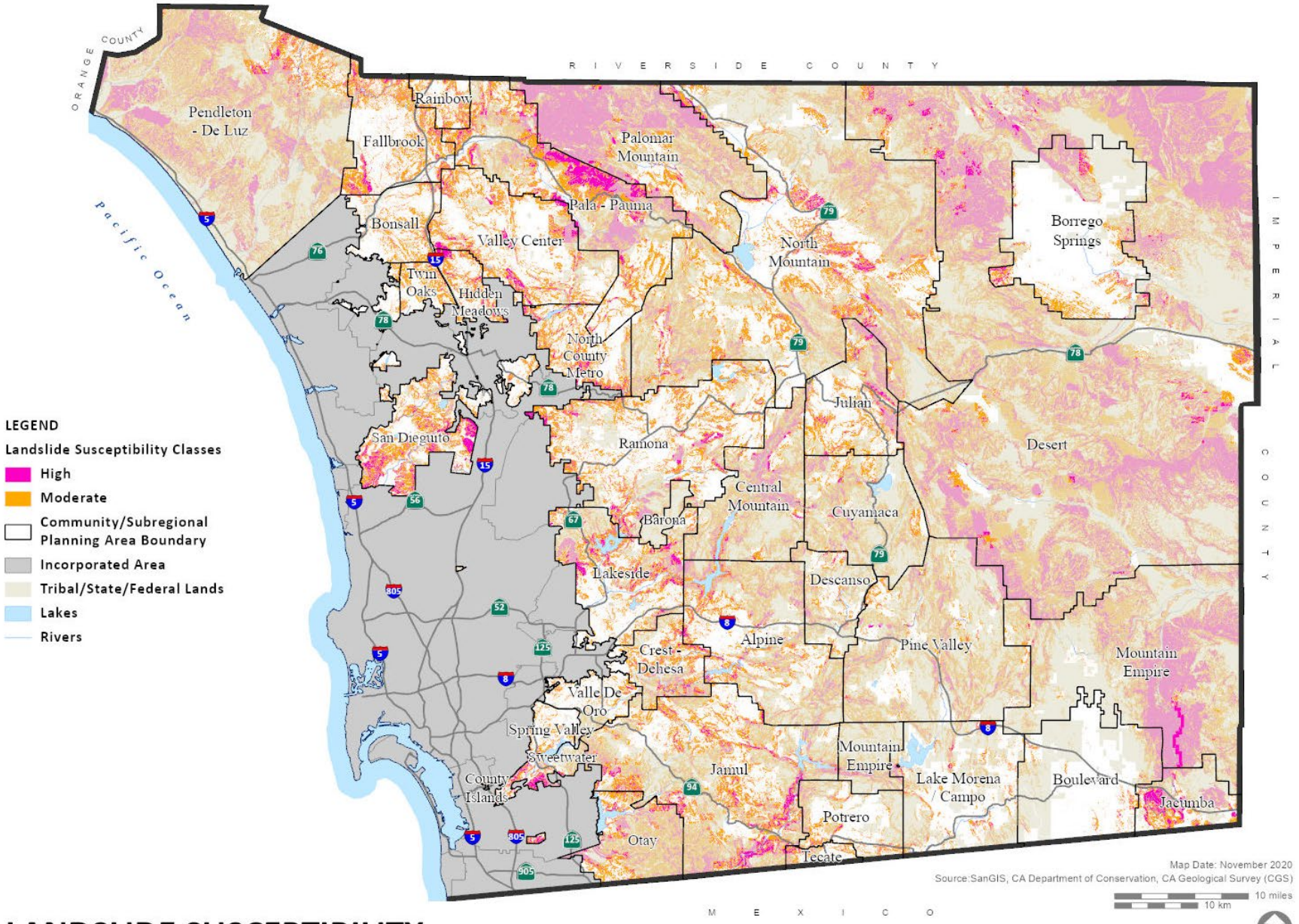
Of the geological hazards, seismic hazards pose the highest potential for causing widespread damage. All of San Diego County is located within Seismic Zone 4 (Sec. 1629.4.1 of the *California Building Code* [CBC]), which is the highest Seismic Zone and, like most of Southern California, is subject to ground shaking. Active faults in the region include segments of the San Jacinto, Elsinore, and Rose Canyon fault zones. Seismic hazard policies listed below reflect State law and adopted guidelines, including the CBC, *Alquist-Priolo Earthquake Fault Zoning Act*, and the State's Guidelines for Evaluating and Mitigating Seismic Hazards in California (Special Publication 117). Landslide risks vary across the County's diverse landscape. Landslides consist of masses of rock, earth, or debris that move down a slope. Types of slope failures include rock falls, rotational (deep) slips, and shallow debris flows. Landslides can be caused by human activities such as grading, irrigation of slopes, and mining activity. Landslides also occur as a result of natural conditions such as earthquakes, heavy precipitation, weak rock/soil character, seepage of groundwater, and topography. Areas within the County subject to the greatest risk of landslides include properties on or below steep slopes. In order to reduce landslide hazards to public health and safety, land use policies are incorporated into this element that serves to avoid development in hazardous areas or require engineering solutions that mitigate dangers to proposed structures and to off-site lands.



FAULTS & NEAR SOURCE SHAKING ZONES

San Diego County General Plan

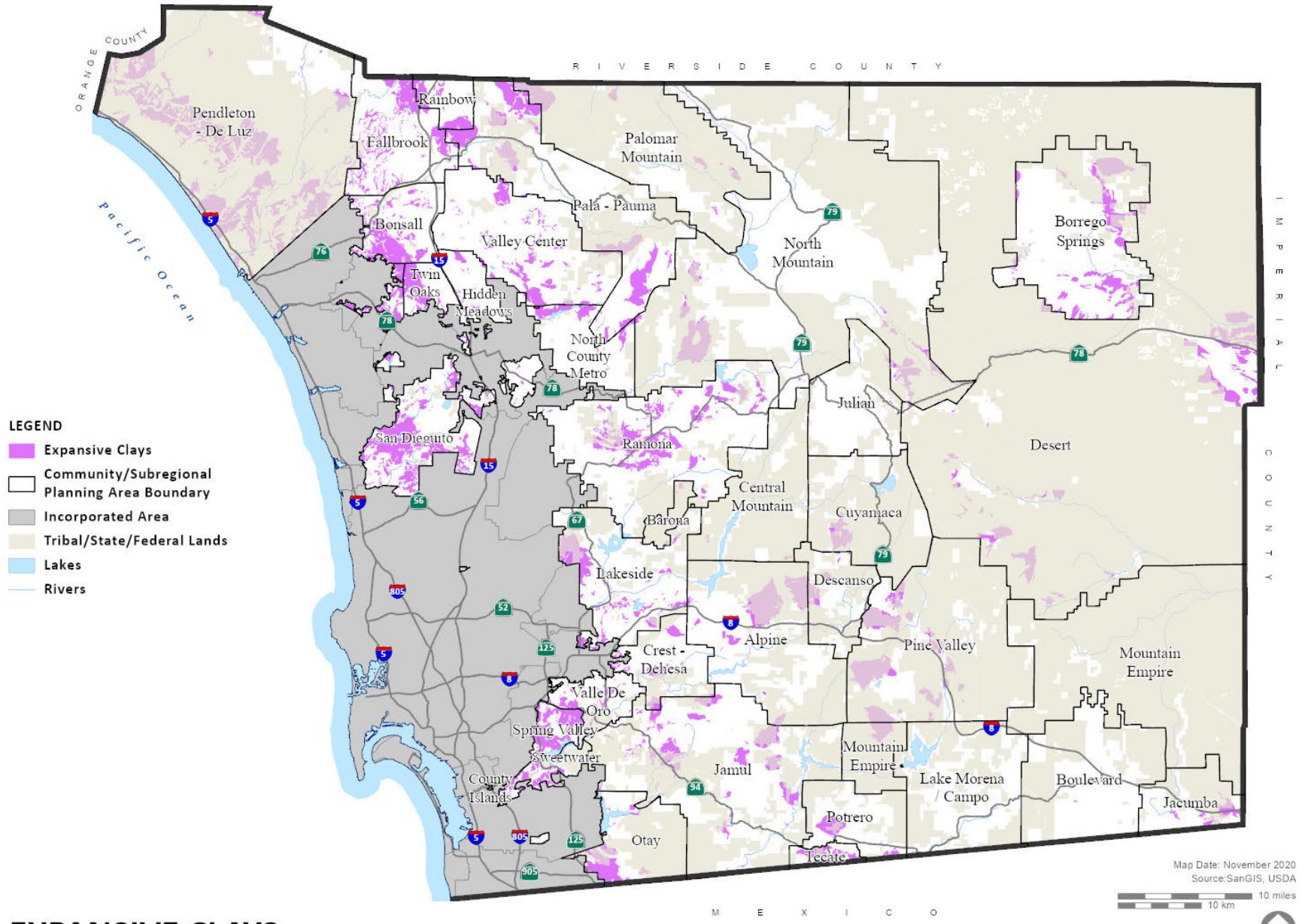
Figure S-2



LANDSLIDE SUSCEPTIBILITY

San Diego County General Plan

Figure S-3



EXPANSIVE CLAYS

San Diego County General Plan

Figure S-4

GOALS AND POLICIES

GOAL S-8

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

Policies

S-8.1 **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-8.2 **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-8.3 **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-8.4 **Unreinforced Masonry Structures.** Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.

S-8.5 **Retrofitting of Essential Facilities.** Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

S-8.6 **Evacuation Prioritization.** Identify roadways within the CIP that require seismic evaluation and retrofit that also function as evacuation routes to ensure these route improvements are prioritized.

GOAL S-9

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

Policies

S-9.1 **Landslide Risks.** Direct development away from areas with high landslide, mudslide, or rockfall potential when engineering solutions have been determined by the County to be infeasible.

S-9.2 **Risk of Slope Instability.** Prohibit development from causing or contributing to slope instability.

S-9.3 **Evacuation Route Risk.** Identify and propose mitigation actions for evacuation routes located in close proximity to active or potential landslide zones.

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]. Floodplains are relatively flat areas of low lands adjoining and including the channel of a river, stream, watercourse, bay, or other body of water that is subject to inundation by the floodwaters 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.

Flooding may also occur as a 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 way to reduce the risk of flooding is to ensure development is located outside flood-prone areas. The County adopted its Flood Damage Prevention Ordinance in 2017, which is designed to prevent development in hazardous or sensitive areas by imposing construction standards on what is allowed to build in the floodplain. 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 San Diego County

GOALS AND POLICIES

GOAL S-10

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

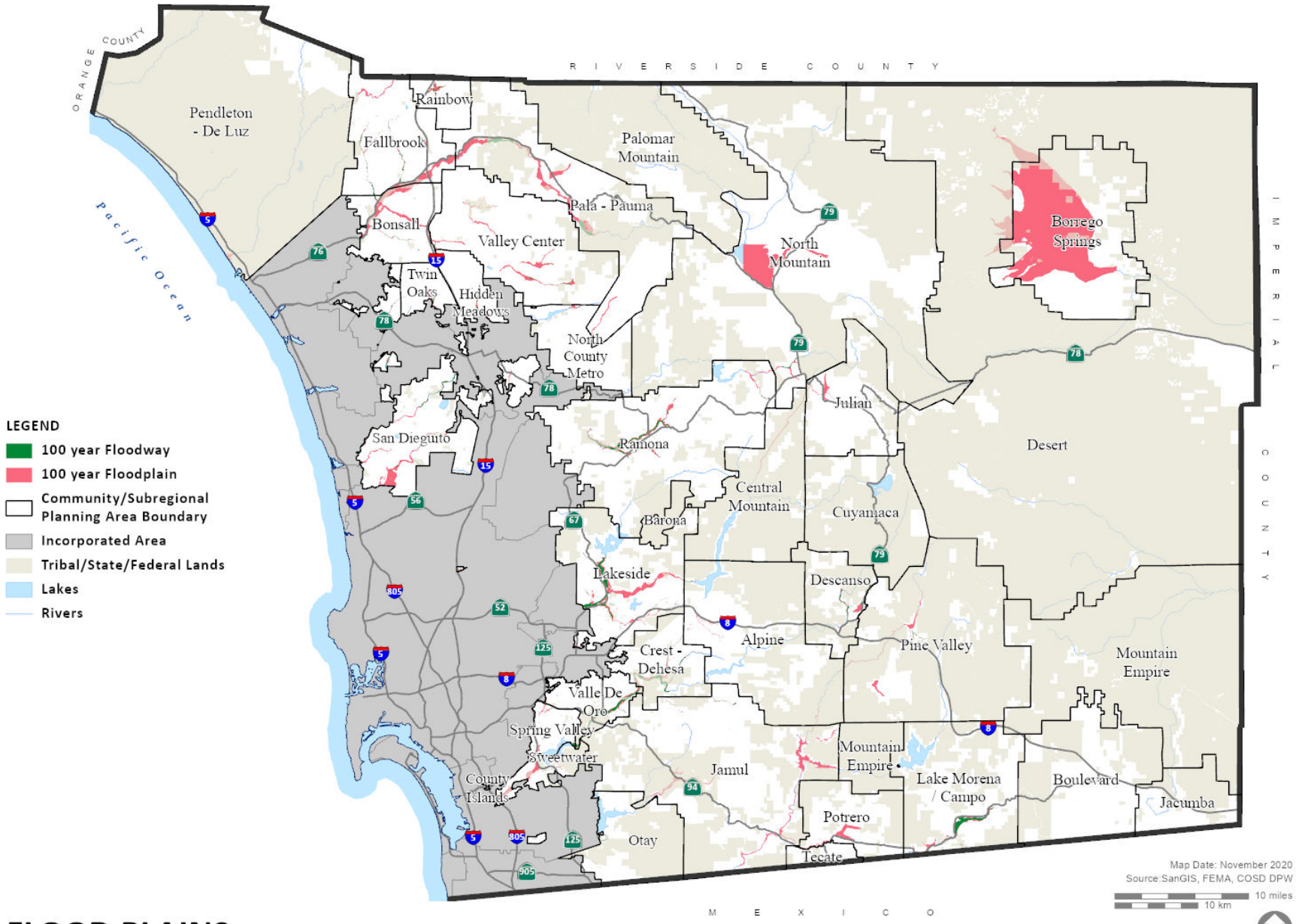
Policies

S-10.1 **Floodplain Data.** Maintain and expand floodplain data and information throughout the County, to better understand current and future floodplain conditions and changes associated with development activities and mitigation projects.

S-10.2 **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-10.3 **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 floodproofing standards and siting criteria to prevent flow obstruction.

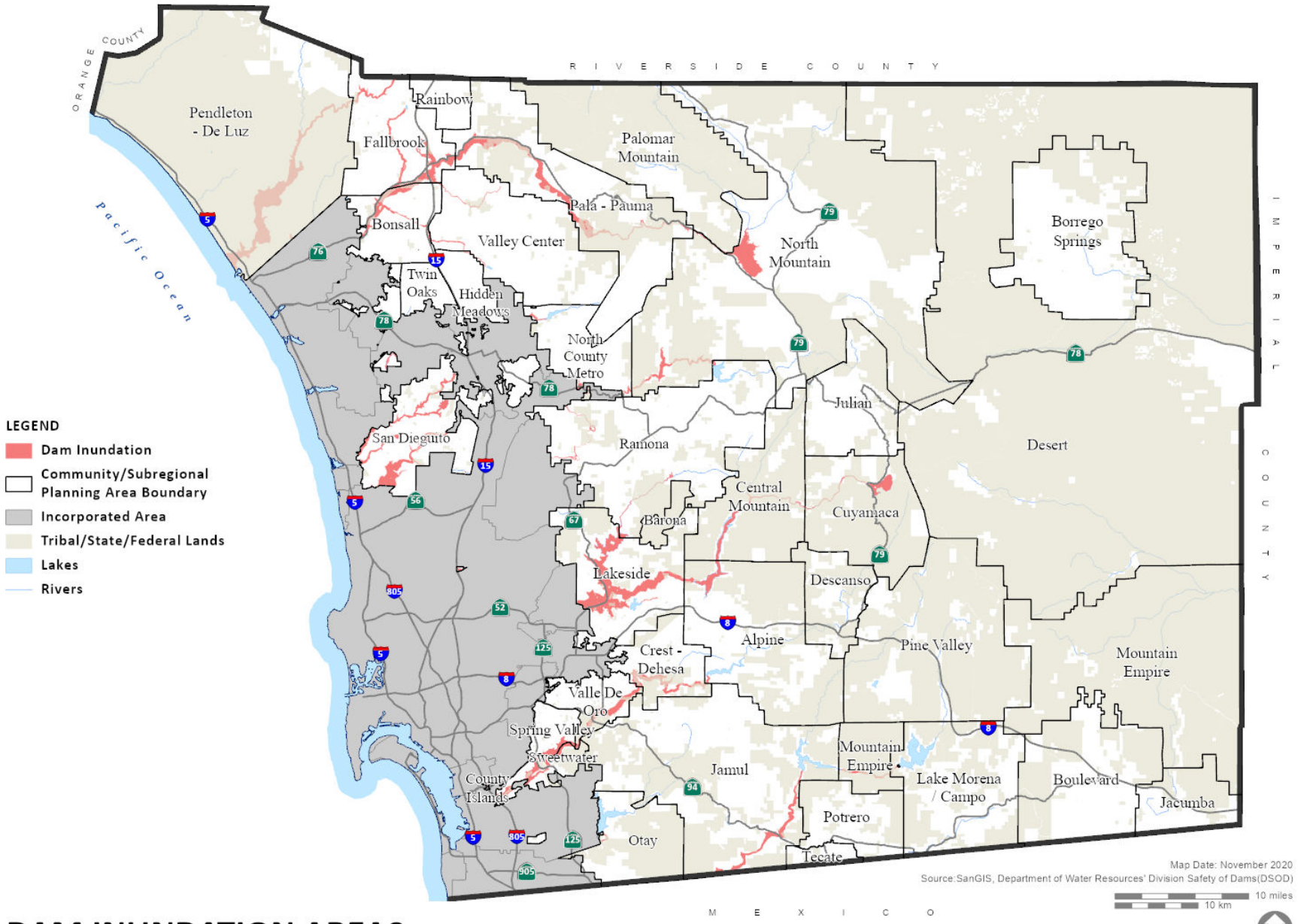
S-10.4 **Development in Flood Hazard Areas.** Require development within mapped flood hazard areas to be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.



FLOOD PLAINS

San Diego County General Plan

Figure S-5



DAM INUNDATION AREAS

San Diego County General Plan

Figure S-6

S-10.5 **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-10.6 **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-10.7 **Development in Dam Inundation Areas**. Prohibit development in dam inundation areas that may interfere with the County's emergency response and evacuation plans.

S-10.8 **Evacuation Route Development.** Identify secondary evacuation routes in community plan areas that are susceptible to flood-related impacts to ensure adequate evacuation access is available.

GOAL S-11

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

Policies

S-11.1 **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 an 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 impacts to, 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-11.2 **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-11.3 **Flood Control Facilities.** Require flood control facilities to be adequately sized, constructed, and maintained to operate effectively.

S-11.4 **Stormwater Management.** Require development to incorporate low impact design, including site design, source control, and other measures to minimize stormwater impacts on drainage and flood control facilities and promote groundwater recharge, where feasible. In addition, require projects that are classified as Priority Development Projects to also incorporate pollutant control and hydromodification management measures.

S-11.5 Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.

S-11.6 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 areas are contained in the Land Use Element, including the requirement to document and annually review floodways and floodplains.

Climate Change

CONTEXT

Global climate change is expected to intensify the regional and local impacts of existing environmental hazards within unincorporated San Diego County. The primary effects of climate change include increased temperatures and changes in precipitation patterns. These factors, either individually or in combination, could contribute to an increase in the frequency and intensity of secondary climate effects such as human health hazards, drought, extreme heat events, extreme precipitation and flooding, landslides, wildfires, and sea-level rise. The level of impact from these climate change-related events will vary across the unincorporated county due to physical, social, and economic characteristics.

Climate change may negatively impact water supply, threaten biological resources, and reduce human health and safety. Rising sea levels will result in coastal erosion, flooding, infrastructure damage, or saltwater intrusion in groundwater aquifers. Other environmental concerns include a decline in water quality, reduced availability and overdrawing of groundwater resources, and declining soil health. Vulnerabilities of water resources also include risks related to the degradation of watersheds, alteration of ecosystems, and loss of habitat.

Addressing climate change requires an integrated approach that targets both the sources of climate change and the effects. Efforts to reduce the sources of climate change are termed climate change mitigation, greenhouse gas emissions (GHG) mitigation, or climate action. Efforts to reduce harm from the effects of a changing climate are referred to as climate adaptation and resilience.

The purpose of climate adaptation planning is to seek strategies to reduce vulnerability to projected climate change effects, increase the local capacity to adapt, and build resilience. A climate resilient county is one that is prepared for the effects of climate change, continues to provide essential services, protects the most vulnerable during hazardous events, and continually learns and adjusts in the face of change and disruption.

The County's existing climate change mitigation efforts are laid out in the County of San Diego Climate Action Plan (CAP). The CAP, adopted by the County of San Diego Board of Supervisors on February 14, 2018, identifies strategies and measures to reduce the County's contribution of GHG emissions to the atmosphere to meet 2020 and 2030 GHG emissions targets, and to demonstrate progress towards the State's 2050 GHG reduction goal. In response to a June 12, 2020, Court of Appeal ruling, the County has rescinded and will be revising its 2018 CAP and related Supplemental Environmental Impact Report (EIR). The court ruling struck down the CAP's EIR and required rescission of the CAP but did not find fault with its 26 GHG reduction measures. Thus, the County has continued to implement GHG reduction measures. To address the court ruling, the CAP and EIR will be revised in

partnership with residents, businesses, and environmental groups. While the CAP may be sufficient to address GHG emissions, it does not address future adaptation needs.

The County has prepared a Vulnerability Assessment and Adaptation Report that builds upon prior climate change efforts and focuses on climate change adaptation and resilience. This report identifies the unincorporated county's exposure to climate change effects, the sensitivity of populations and community assets to climate change effects, and the County's existing adaptive capacity to address impacts associated with climate change. These potential impacts are ranked into a vulnerability scoring in conformance with the 2020 update of the California Adaptation Planning Guide (APG 2.0).

The unincorporated county is expected to experience warming, along with variable precipitation patterns over the next several decades. These projected changes are a result of global increases in GHG emissions which result in a warming effect. With increases in average maximum temperatures in the unincorporated county it is expected that other dependent systems (plants, animals, and ecosystems) could change, which may increase risks associated with wildfires and flooding. In addition to increasing temperatures, climate models also project intensifying episodes of precipitation in the future that could cause flooding in new areas or more damage caused by severe weather events. In the coming decades, dry years are likely to become even drier, while wet years will become wetter. These factors will lead to several secondary climate impacts, including human health hazards, drought, extreme heat events, extreme precipitation and flooding, landslides, wildfires, and sea-level rise. As these climate change-related hazards become more frequent and intense over time, threats to population groups and physical assets are expected to increase without human intervention.

The following goals and policies are intended to build upon the County's prior climate change efforts and focus on climate change adaptation and resilience.

GOAL S-12

Climate Adaptation. Increase resilience and protect populations from the anticipated effects of climate change.

Policies

S-12.1 **Vulnerability Assessment and Adaptation Report.** Implement the County's Vulnerability Assessment and Adaptation Report and periodically update to ensure that implementation progress is monitored, and policies remain timely and effective.

S-12.2 **Community Plan Vulnerabilities.** Integrate policies and recommendations from the Vulnerability Assessment and Adaptation Report into future community plan updates within the County.

S-12.3 **Changing Conditions.** Ensure future planning and development projects integrate climate change projections into design solutions and engineering requirements.

S-12.4 **Increased Resilience.** Promote design solutions and best practices that ensure future developments and infrastructure can adapt to climate change effects.

S-12.5 **Resilient Communities**. Increase community resilience to climate change and protect vulnerable populations.

S-12.6 **Resilient Transportation Systems.** Increase the resilience of transportation systems and protect critical transportation infrastructure from climate change.

S-12.7 **Resilient Energy Resources.** Increase the resilience of energy resources and protect critical energy infrastructure and systems from the increased risks associated with climate change.

S-12.8 **Resilient Water Resources.** Protect water resources vulnerable to climate change and ensure a safe and reliable supply of water.

S-12.9 **Resilient Natural Systems.** Protect biodiversity and habitat vulnerable to climate change.

S-12.10 **Emergency Services.** Ensure that emergency services have adequate capacity to address increased need due to climate change-related impacts.

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. The 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-13

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

Policies

S-13.1 **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-13.2 **Industrial Use Restrictions.** Restrict industrial uses that store, process, or transport significant amounts of hazardous material to areas designated as High Impact Industrial.

S-13.3 **Hazards-Sensitive Uses.** Require that land uses using hazardous materials be located and designed to ensure sensitive uses, such as schools, hospitals, daycare 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-13.4 **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-13.5 **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-14

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

Policies

S-14.1 **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.



Fallbrook Sheriff substation

GOAL S-15

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

Policies

S-15.1 **Sheriff Facility Locations.** Locate Sheriff facilities to best serve existing and planned development and the corresponding demand for services.

S-15.2 **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-16

Crime Prevention. Crime prevention through building and site design.

Policies

S-16.1 **Vehicular Access to Development.** Require development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

S-16.2 **Development Safety Techniques.** Require development within Village areas to utilize planning and design techniques, as appropriate, that deter crime.

S-16.3 **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.

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*

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-17

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-17.1 **ALUCP Updates.** Periodically review and coordinate with the San Diego Airport Land Use Commission on updates and modifications to ALUCPs conducted for airport facilities within San Diego County.

S-17.2 **Land Use Compatibility.** Require land uses surrounding airports to be compatible with the operation of each airport.

S-17.3 **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.

S-17.4 **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.

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-17.5 **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 use, 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

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.

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.

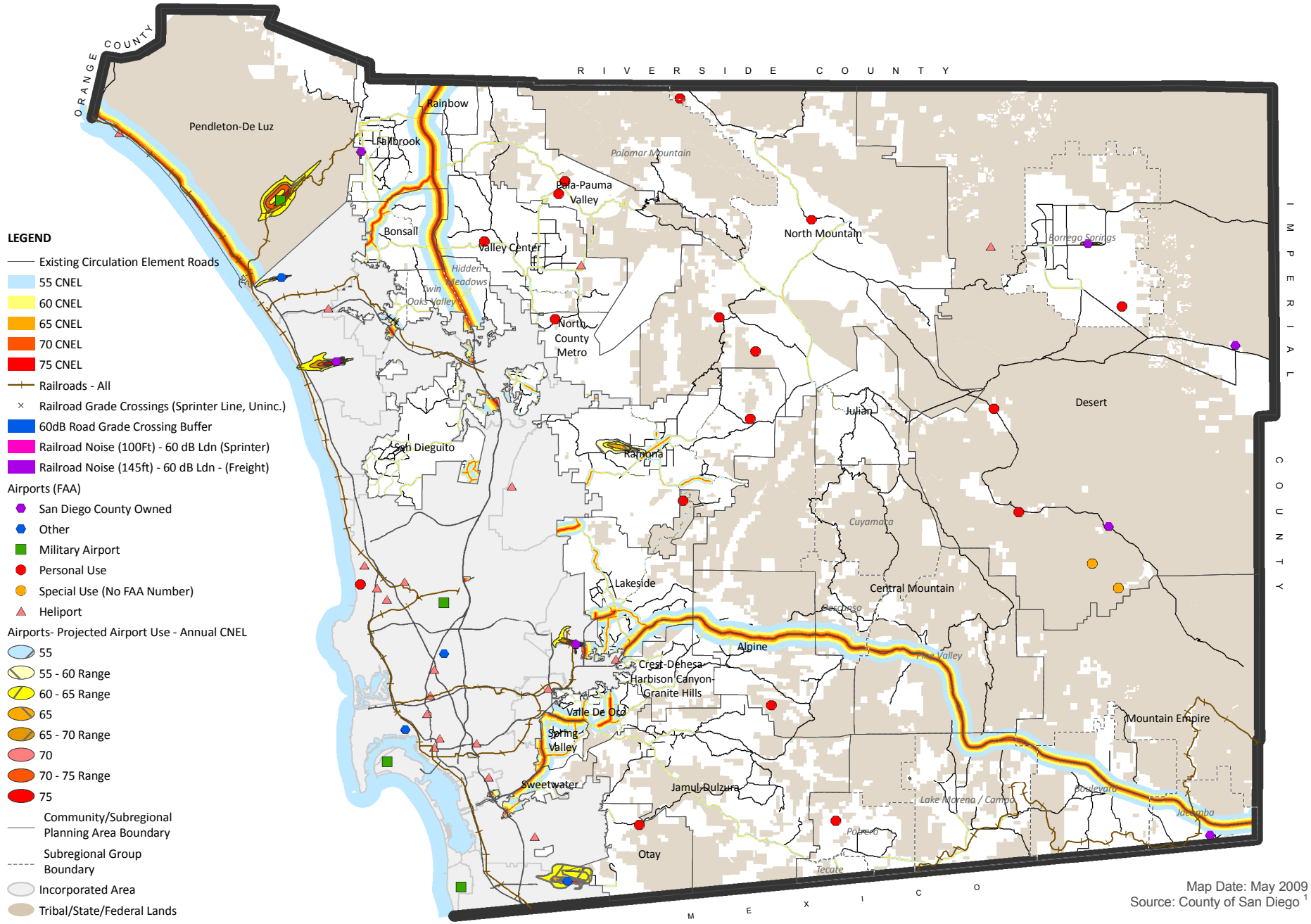
Noise Evaluation and Measurement

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).

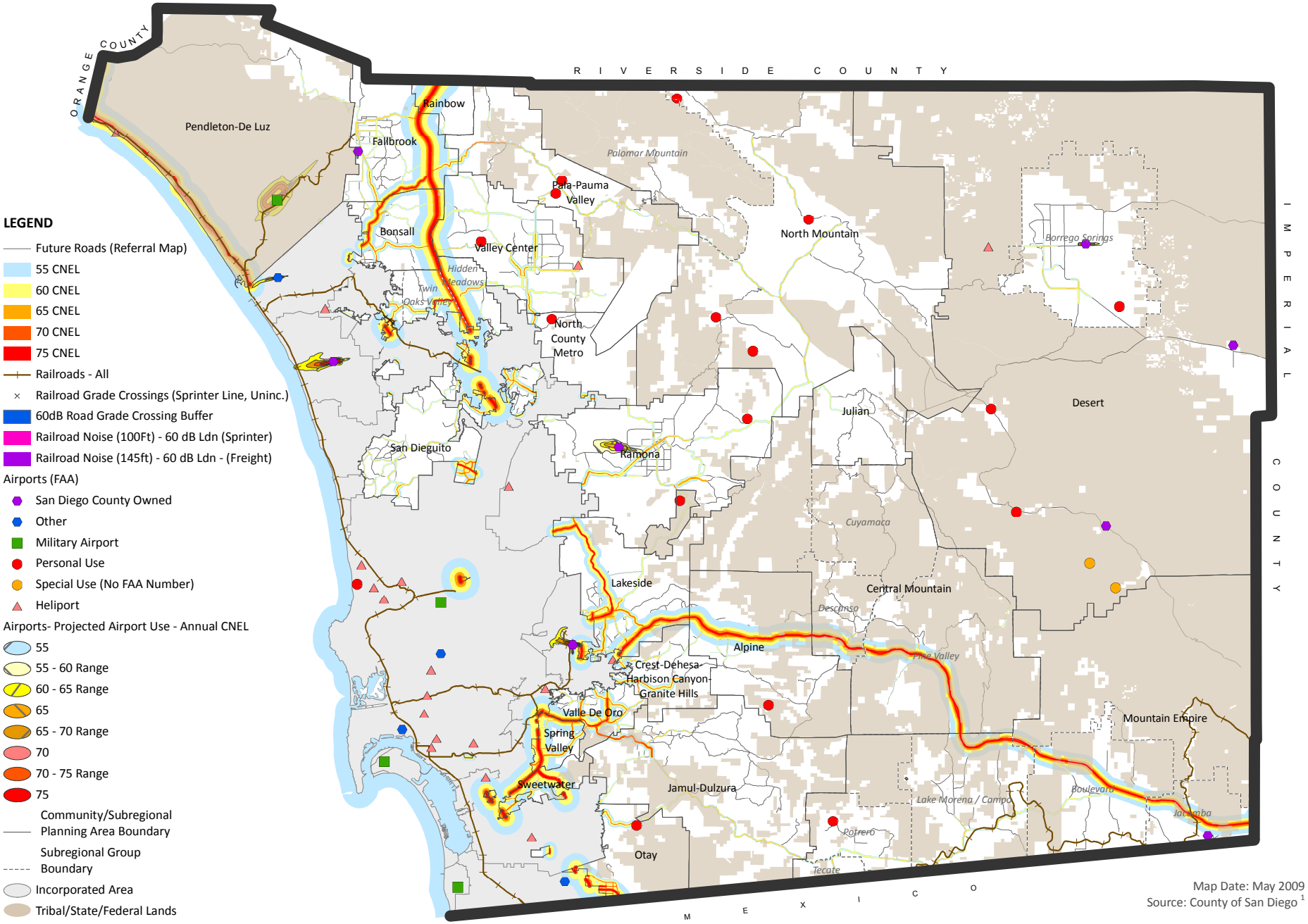
- L_{eq}, the Equivalent Energy Level, is the average acoustic energy content of noise, measured during a prescribed period, such as one minute, 15 minutes, one hour, or eight hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period 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

Figure N-1



FUTURE NOISE CONTOURS

San Diego County General Plan

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.

Table N-1 Noise Compatibility Guidelines

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

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 Environmental Justice Element

Introduction

Statutory Requirements

With the adoption of Senate Bill 1000 (SB1000) in 2016, the California Government Code Section 65302(h) regarding general plans was amended to include requirements related to incorporating environmental justice into local land use planning processes. SB1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color within their jurisdiction as a way to proactively plan for and address environmental concerns when developing and updating components of the General Plan. These requirements are organized into two subsections [Section 65302 (h)(1) through Section 65302 (h)(2)], which are summarized below:

- 65302 (h) (1) add to the required elements of the general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies "disadvantaged communities"
- 65302 (h) (1) (A) identify objectives and policies to promote:
  - Public facilities in disadvantaged communities
  - Food access in disadvantaged communities
  - Safe and sanitary homes in disadvantaged communities
  - Physical activity in disadvantaged communities
- 65302 (h) (1) (A) identify objectives and policies to reduce:
  - Exposure to pollution, including improving air quality in disadvantaged communities
  - Any unique or compounded health risks in disadvantaged communities not otherwise addressed above
- 65302 (h) (1) (B) identify objectives and policies to promote civic engagement in the public decision-making process in disadvantaged communities
- 65302 (h) (1) (C) identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities
- 65302 (h) (2) adoption or revision of environmental justice element, or related goals, policies, and objectives, upon the revision of two or more elements concurrently on or after January 1, 2018.

"Environmental Justice" *seeks to minimize the effects of environmental hazards and is defined by California Government Code (Section 65040.12) as the "fair treatment and meaningful participation of people of all races, culture, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice also aims to ensure the availability of a healthy environment for all people; reducing pollution burdens for populations and communities experiencing adverse effects; promote meaningful participation of populations and communities most impacted through accessible engagement and technical assistance; and consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions (California Government Code Section 65040.12)*

"Disadvantaged Communities" *are defined by California State Law as (1) "an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety code;" or (2) "a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation" pursuant to California Government Code Section 650302(h)(4)(A).*

Purpose and Scope

Low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks based on legacy decisions that place industrial or polluting uses next to these communities. Environmental Justice seeks to address these inequities by reducing the pollution experienced by these communities and ensuring their input is considered in land use and policy decisions that directly impact them.

The purpose of the Environmental Justice (EJ) Element is to include policies in the planning and decision-making process that will address the inequities resulting from environmental hazards and health impacts in the built environment to ensure that all people have the right to live, work, and play in a safe and healthy environment. The EJ Element identifies Environmental Justice Communities (EJCs) that are disproportionately affected by environmental pollution that can lead to negative public health effects, exposure, or environmental degradation.

The EJ Element contains goals and policies which will:

- Reduce unique or compounded health risks in "disadvantaged communities"
- Promote civic engagement in public decision making
- Prioritize improvements and programs to address needs and benefits for "disadvantaged communities"

The EJ Element incorporates Topic Areas to assess conditions in these communities and develop objectives to reduce negative health impacts through strategies that include, but are not limited to:

- Reducing pollution exposure and improving air quality
- Promoting public facilities, defined as public improvements, public services, and community amenities
- Promoting food access
- Promoting safe and sanitary homes

The EJ Element is the County of San Diego's commitment to the fair treatment of people of all races, cultures, and incomes concerning the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. The EJ Element provides policy direction that supports environmental laws and regulations as well as policies that support the guiding principles established in the General Plan.

Guiding Principles for Environmental Justice

The EJ Element maps, goals, and policies support the Guiding Principles specified in Chapter 2 of the General Plan. Specifically, Guiding Principle 10 provides direction for the EJ Element to ensure the community and stakeholders have engagement opportunities to impact strategies to minimize environmental and public health risks of the built environment. Community input is integral to the development of the EJ Element because the communities identified should have access and opportunities for engagement in the planning and decision-making processes that will affect them. To foster this engagement, compensation for people with lived experience will be explored and may include childcare, food, and transportation to promote meaningful engagement. Further, seeking ways to include education and training opportunities, establishing an Environmental Justice Advisory Committee, or incorporating other community benefits as part of this civic engagement may be explored. The EJ Element is a formalization of this Guiding Principle and introduces new policies and actions that promote civic engagement and access to the public decision-making process.

Relationship to Other General Plan Elements

The EJ Element is closely linked to all other elements of the General Plan. Several EJ Element policies are directly interrelated with mandated topics in the Land Use, Housing, Mobility, Conservation and Open Space, and Safety Elements. For example:

- **Land Use** establishes the framework for shaping the types and siting of new development along with strategies to maintain and enhance existing development and character within the unincorporated County. The Pollution Exposure, Food Access, Physical Activity, and Public Facilities objectives within the EJ Element are closely related to Land Use.
- **Mobility** supports the Land Use element by identifying the major roads and transportation systems necessary to support the development of the land uses and densities laid out in the element. The Mobility Element also includes goals and policies related to safe multi-modal transportation systems that provide for the safe, accessible, and efficient movement of people and goods within the unincorporated County. The Physical Activity, Food Access, and Public Facilities objectives within the EJ Element are closely related to Mobility.
- **Conservation and Open Space** addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, mineral deposits, and open space and includes goals and policies related to environmental conservation and air quality. The Pollution Exposure, Food Access, Physical Activity, and Public Facilities objectives within the EJ Element are closely related to Conservation and Open Space.
- **Housing** ensures that there is sufficient residential capacity available to meet the minimum needs established by the state at various income levels. The Safe and Sanitary Homes objective within the EJ Element is closely related to Housing.
- **Safety** identifies hazards to people and infrastructure and includes safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-caused hazards. The Pollution Exposure, Public Facilities, and Safe and Sanitary Homes objectives within the EJ Element are closely related to Safety.

Within the EJ Element, while references to related policies are provided where necessary and applicable, the policies in the EJ Element are tailored to address specific environmental justice and public health-related issues. The referenced policies in other elements should also be reviewed to determine environmental, health, social equity, and other similar policies associated with the identified EJ Communities. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and any other applicable unincorporated communities.

Furthermore, the implementation programs and actions of EJ Element are incorporated into the standalone Implementation Plan of the entire General Plan. EJ Element implementation includes developing programs to monitor progress, prioritizing funding for EJ Communities, establishing cross-sector and multi-jurisdictional partnerships to address EJ issues, and other actions as appropriate.

Goals and Policies for the Environmental Justice Element

Identify Communities and Assessing Needs

CONTEXT

Throughout history, low-income residents, communities of color, indigenous peoples and tribal nations, and immigrant communities have experienced disproportionate impacts of environmental burdens and related health problems. Facing these conditions, communities have confronted legacies of environmental racism and injustice by building their political and decision-making power. Across the country, this fight for environmental justice has led to many victories and benefits related to removing pollution sources; creating restrictions on new polluting sources; investing in parks, accessible public transportation, education programs, and affordable housing; and identifying strategies to ensure equitable access to environmental benefits and investments for low-income communities and communities of color.[1]

The vision of the County of San Diego is a region that is building better health, living safely, and thriving. The County's mission is to effectively provide public services that build strong and sustainable communities. All County of San Diego programs, practices, policies, and interventions support the *Live Well San Diego* vision. The three components – Building Better Health, Living Safely, and Thriving -- embody the vision of *Live Well San Diego*, which includes specific strategies and indicators to track outcomes related to health, wellness, and equity. The strategic approaches include Building a Better Service Delivery System; Supporting Positive Choices; Pursuing Policy, System, and Environmental Change; and Improving the Culture from Within. Our collective impact approach seeks to better understand health and its many determinants. We recognize that health is a lot more than just individual choices and behaviors. We understand that to achieve Health Equity, there are many key factors that must be in place including safe and healthy environments.

The methodology utilized by the County of San Diego for identifying "disadvantaged communities" for the EJ Element utilizes the state-recommended screening tool CalEnviroScreen 3.0 combined with localized data available through the County's *Live Well San Diego* data Indicators as measurements of pollution, health, and social equity. This section contains the goals and policies used in identifying the disadvantaged communities for this initial version of the EJ Element, as well as policy guidance for including additional criteria to expand the identified EJ Communities for future EJ Element updates.

ENVIRONMENTAL JUSTICE COMMUNITIES

To broaden the reach of the EJ Element and to align with current County programs directed at high-need areas, the County's methodology will refer to "disadvantaged communities" as Environmental Justice Communities (EJ Communities) to differentiate them from the State's designated "disadvantaged communities." The methodology includes data indicators from the following tools:

[1] California Environmental Justice Alliance, "SB100 Implementation Toolkit," 2018.

- **CalEnviroScreen 3.0:** Criteria for environmental conditions in the case of pollution burden indicators, as well as health and vulnerability factors for characteristic population indicators. Each census tract in the state gets a combined score indicating the cumulative impact of pollution burdens and population vulnerability.
- ***Live Well San Diego*:** Localized data measuring health, wellness, and equity in San Diego County to address long-standing inequities and disparities through key interventions, programs, services for collective impact in communities that face barriers to achieving outcomes for building better health, living safely, and fostering thriving communities.

The customized methodology uses a layering system that identifies census tracts that share data outcomes and geographic boundaries from CalEnviroScreen and Live Well Communities that are located fully or partially within the County's land use authority. The customized identification method includes, but is not limited to, the following indicators:

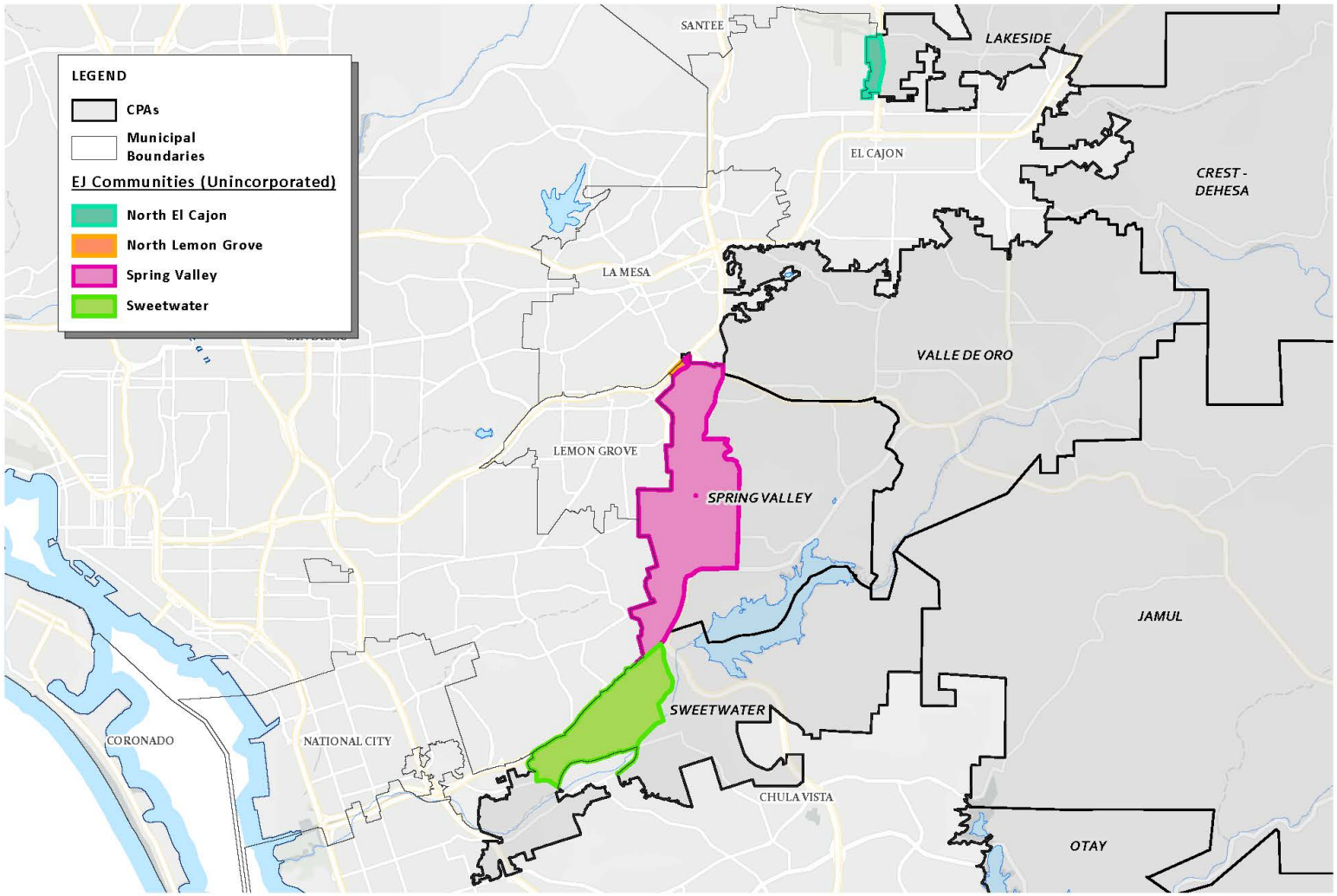
- **Pollution Exposure:** Air Quality Particulate Matter, Diesel Particulate Matter, Drinking Water Contaminants, Pesticide Use, Toxic Releases from Facilities, Traffic Density.
- **Environmental Effects:** Cleanup Sites, Groundwater Threats, Hazardous Waste Generators and Facilities, Impaired Waterbodies, and Solid Waste Sites and Facilities.
- **Sensitive Populations:** include but are not limited to people with asthma or other respiratory conditions, chronic illnesses, pregnant women, and low birth weight infants.
- **Socioeconomic Factors:** Educational Attainment, Housing Burden, Linguistic Isolation, Poverty, and Unemployment.

As the primary screening method for identifying "disadvantaged communities," CalEnviroScreen has a publicly available interactive mapping tool to view how census tracts compare to one another across the state. The higher the CalEnviroScreen, the more a community is impacted. Census tracts that fall within the highest quartile of scores (between 75 to 100) are considered "disadvantaged communities" under SB1000. CalEnviroScreen 3.0 identified only two (2) census tracts that are considered DACs within the County's jurisdiction within Northern El Cajon and Lemon Grove. Adding the fifteen (15) census tracts from *Live Well San Diego* data that are fully or partially within the County's jurisdiction, the identification process resulted in seventeen (17) total census tracts with varying population sizes, demographics, socioeconomic characteristics, and environmental conditions that meet the intent for addressing environmental justice issues, concerns, and priorities as part of the EJ Element.

To better target engagement efforts and tailored goals, policies, and implementation measures in the EJ Element, the County grouped the 17 identified census tracts into four (4) distinct EJ Communities: North El Cajon, North Lemon Grove, Spring Valley, and Sweetwater (Figure 1). These communities span the unincorporated and incorporated (city) areas within the jurisdiction covered by the County's General and share land use jurisdiction with the cities of Chula Vista, El Cajon, La Mesa, Lemon Grove, and San Diego.

The County's General Plan only applies to the unincorporated area, therefore the goals, policies, and programs of the EJ Element likewise only apply to the unincorporated area. However, the County's EJ Element was prepared in coordination with adjacent cities' EJ policies and programs and the broader regionwide *Live Well San Diego* vision since environmental challenges and solutions are not constrained by jurisdictional boundaries. The EJ Element intends to address long-standing inequities, disparities, and disproportionality in the identified EJ Communities by focusing on key interventions that will engage the community, strengthen existing services, and improve outcomes.

Figure EJ-1. Map of Identified Environmental Justice Communities in San Diego County



ENVIRONMENTAL JUSTICE COMMUNITIES

San Diego County General Plan

Figure EJ-1

POPULATION AND SOCIOECONOMIC CHARACTERISTICS

Certain communities within the county experience historic discrimination, economic insecurity, and political disempowerment, which can lead to disproportionate pollution burdens, health impacts, and socioeconomic barriers. While the identified EJ Communities may experience similar environmental, socioeconomic, and geographic factors, each community encompasses distinctly different residential populations with their strengths, assets, and networks. This section will summarize existing conditions related to population characteristics, and socioeconomic factors within the four identified EJ Communities compared to the rest of the County.

Population and Density

Based on American Community Survey (ACS) 5-Year Estimates (2014-2018), there are 3,343,364 people living within the county. Approximately 2.7% of the County's population resides in the identified EJ Communities. Of the EJ Communities, Spring Valley is the most populous and most dense community, while North El Cajon is the least populous and least dense. However, compared to the County overall, each of the EJ Communities has a significantly higher population density measured by people per square mile.

Table EJ-1. Population Density in EJ Communities

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Population	3,657	4,153	46,202	27,600	3,343,364
Land Area (sq. mi.)	2.59	0.66	5.84	3.96	4,210.23
Population Density (people per sq. mi.)	1,414	6,328	7,915	6,977	794

Source: U.S. Census Bureau, American Community Survey Estimates (2014-2018); TIGERweb (2019)

Race and Ethnicity

Examining the racial and ethnic makeup of communities is vital to identifying the strengths and assets of community networks, resources, and other indicators of social capital. It is also important in analyzing disparities related to pollution burdens, health impacts, quality of services, and level of community investments. Furthermore, race and ethnicity are one of the factors considered when measuring health equity and the social determinants of health, along with income, educational attainment, employment status, and access to healthcare. Achieving environmental justice goals requires that disparate conditions be understood and addressed so that resulting policies and implementation programs can prevent further inequities.

The population of EJ Communities is more racially and ethnically diverse than the county as a whole. According to 2015-2018 ACS Estimates, the county has 54.2 percent people of color overall (compared to California with 62.5 percent). Apart from North El Cajon, the only EJ Community with a majority White population (54.6%), the other EJCs have a majority people of color population: North Lemon Grove (86.8%), Spring Valley (74.6%), Sweetwater (86.8%). The racial and ethnic breakdown within each EJ Community makes these areas unique and distinct. Black and African American residents make up a significantly larger share in each EJ Community compared to the county, led by Sweetwater (16%), and Spring Valley (15%). People who identify as Hispanic/Latino make up the second-largest ethnic population group within North Lemon Grove (48%) and Spring Valley (45%) exceeding the county as a whole (33.9%). Furthermore, Sweetwater has a significantly higher share of Asian residents (33%) compared to the other EJ Communities and the county as a whole (12.6%).

Table EJ-2. Race and Ethnicity

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
White	54.6%	13.2%	25.4%	13.2%	45.9%
Black/ African American	11.3%	28.2%	12.2%	12.5%	4.7%
Asian	7.3%	1.6%	11.9%	28.4%	11.6%
Hispanic or Latino	18.9%	47.8%	45.0%	39.7%	33.5%
Hawaiian or Pacific Islander	0.7%	0.0%	0.8%	1.2%	0.4%
American Indian	0.2%	1.0%	0.4%	0.1%	0.4%
Two or More Races	6.9%	8.2%	4.0%	4.5%	3.4%
Other	0.2%	0.0%	0.1%	0.2%	0.2%

Source: U.S. Census Bureau, American Community Survey Estimates (2014-2018)

Age

Youth and elderly populations experience the impacts of pollution burdens, health outcomes, and socioeconomic conditions differently from the average adult. The age ranges within EJ Communities are comparable to the county as a whole. According to the 2014-2018 ACS Estimates, North Lemon Grove has a larger percentage of residents under age 18 (34%) and over 65 (16%) compared to the other EJ Communities. North El Cajon has a significantly higher population of residents between the ages of 25-44 than the other EJ Communities (37%). A quarter of residents in Sweetwater are between 45-64. The prominent youth and older adult population will impact how goals and policies are implemented in these communities.

According to the Racial Equity Index and National Equity Atlas, the youth of color become disconnected – neither working nor in school – at higher rates than White youth due to inequities in concentrated poverty rates at the school and neighborhood-level. These disparities have been exacerbated throughout the history of racial segregation, exclusionary zoning laws, housing discrimination, and ongoing discriminatory hiring practices, and predatory lending schemes.[2] Within the county, 6 percent of youth aged 16 to 19 were not working or in school according to 2017 data, which is slightly lower than 7 percent of youth statewide. Within EJ Communities, there is a higher percentage of disconnected youth led by a portion of census tracts in Sweetwater (21% in Tract 32.07 and 13% in Tract 32.09); and Spring Valley (30% in Tract 138.01, 16% in 139.06, and 12% in Tract 140.02). Enacting policies that support sustained engagement with the youth population will help ensure that young people are empowered through decision-making processes and can better access educational and workforce opportunities.

Languages Spoken and English Proficiency

The development of the EJ Element intends to ensure that those most impacted by EJ issues are included in public decision-making processes. It is common that the people in these impacted communities may speak languages other than English which may create additional barriers to navigate traditional public

[2] National Equity Atlas, "Disconnected Youth," 2017 retrieved from https://nationalequityatlas.org/indicators/Disconnected_youth.

processes without additional resources and support.[3] According to 2014-2018 ACS Estimates, the three primary languages spoken in the County are English (58%), Spanish (23.3%), and Tagalog (2.85%). Of those who speak a language other than English, 30.4 percent reported to the U.S. Census that they speak English "well" or "very well."[4] The primary language in each EJ Community has a relatively similar breakdown:

- ***North El Cajon:*** English (60%), Spanish (15%), Arabic (10%), Korean, Chinese, Vietnamese, and Other Asian and Pacific Islander (8%)
- ***North Lemon Grove:*** English (58%), Spanish (34%), and Other/Unspecified (5%)
- ***Spring Valley:*** English (56%), Spanish (33%), and Tagalog (6%)
- ***Sweetwater:*** English (46%), Spanish (31%), and Tagalog (19%)

Within the EJ Communities, Spanish is the most common non-English primary language followed by Tagalog being the second most common. In Sweetwater, there is a significantly higher percentage of residents who speak Tagalog compared to the other EJ Communities. Further, approximately 10 percent of residents in North El Cajon speak Arabic, and 8 percent of residents speak either Korean, Chinese, Vietnamese, or another Asian and Pacific Islander language.

Educational Attainment

Educational attainment is another factor used to measure the social determinants of health and can also indicate the level of accessibility and involvement in public decision-making processes. According to the California Healthy Places Index, everyone should be able to seek opportunities for higher education, access quality jobs and higher wages, gain knowledge to make healthy choices and build important social and cognitive skills.[5] Within the EJ Element, goals, policies, and implementation programs should consider all levels of education and not only benefit those who have completed a Bachelor's Education or higher. Compared to the county as a whole (87.1%), North El Cajon (94%) is the only EJ Community with a higher percentage of residents over age 25 who have completed High School or higher. North Lemon Grove has the lowest level of educational attainment with 15.6 percent of residents over age 25 who have received a bachelor's degree or higher compared to the other EJ Communities and County (38.1%).

Table EJ-3. Level of Educational Attainment

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
High School or Higher	94.0%	72.7%	81.7%	84.0%	87.1%
Bachelor's or Higher	23.4%	15.6%	18.5%	23.5%	38.1%

Source: U.S. Census Bureau, American Community Survey Estimates, 2014-2018

Household Income

All households should be able to afford basic necessities, including medical care, food, quality housing, and education. As a measurement of community well-being, the ability to access economic opportunity and positive health impacts are closely linked. People experiencing poverty are most negatively impacted when forced to

[3] California Environmental Justice Alliance, "SB100 Implementation Toolkit", 2018
[4] U.S. Census Bureau, American Community Survey, "Language Spoken at Home for the Population 5 Years and Over," Table C16001, 2018
[5] California Healthy Places Index, 2018

choose between affording basic human needs and quality of life.[6] According to the American Community Survey Estimates (2014-2018), the median household income for the County of San Diego is approximately $74,855. Within the EJ Communities, there is a wide range of median household incomes among census tracts. Apart from two census tracts in Spring Valley and Sweetwater with median incomes above $80,000, the rest of the EJ Communities are well below the level of the county ranging between $33,824 in North Lemon Grove to $56,477 in North El Cajon.

The U.S. Census Bureau also measures poverty status for individuals and families. In 2018, the federal poverty level (FPL) for individuals started at $12,140 increasing by approximately $4,320 for each additional person in a family. According to American Community Survey Estimates (2014-2018), 12.5 percent of the population in San Diego County live below the FPL. In the EJ Communities, North Lemon Grove has the highest poverty level (21%) followed by North El Cajon (18%) and Spring Valley (12.6%). In California, 200% of the federal poverty level is often used to measure poverty due to high costs of living with $24,280 as the income threshold for an individual. In the county, nearly 1 out of 3 residents have incomes below that level. At this threshold, North Lemon Grove, North El Cajon, and Spring Valley all have higher poverty levels compared to the County.

Table EJ-4. Poverty Status

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Below Federal Poverty Level (% of Population)	18.0%	21.0%	12.6%	9.9%	12.5%
Income < 200% of Poverty Level (% of Population)	34.9%	58.0%	34.2%	24.5%	29.3%

Source: U.S. Census Bureau, American Community Survey Estimates, 2014-2018

Car Ownership

Owning a car and having access to a vehicle brings certain benefits and opportunities to individuals and families including access to jobs, food, medical care, and leisure and recreation. For those that do not own or have access to a vehicle, everyone should still be able to rely on safe and convenient transportation options, such as taking public transit, walking, or biking.[7] Furthermore, a person's access to opportunities and basic necessities should not be limited or hindered by the lack of access to a car. In San Diego County, 5.5 percent of households do not have a vehicle while 30 percent of households have at least one vehicle available, according to 2014-2018 ACS Estimates. For EJ Communities, North Lemon Grove has a significantly higher percentage of households without a vehicle (20.6%), followed by North El Cajon (10.9%).

Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and any other applicable unincorporated communities.

[6] California Health Places Index, 2018
[7] California Healthy Places Index, 2018

GOALS AND POLICIES

GOAL EJ-1

EJ Community Programs and Services. Support and expand programs and services in the Implementation Plan to prioritize those that identify EJ Communities, address EJ issues, and foster partnerships with countywide partnerships and programs.

Policies

EJ-1.1 **Expansion of EJ Communities**. Provide on-going engagement with unincorporated residents and stakeholders to evaluate additional criteria for the inclusion of communities not currently identified as EJ Communities.

EJ-1.2 **Prioritize Funding.** County departments should prioritize fiscal decisions and general discretionary funds for recreation, air quality and other environmental improvements, public infrastructure investments, community programming, and engagement opportunities in EJ Communities.

EJ-1.3 **Explore Collaborative Partnerships (all unincorporated areas).** Continue to identify current and potential partners and programs to implement EJ-related activities across the county and in countywide plans and initiatives.

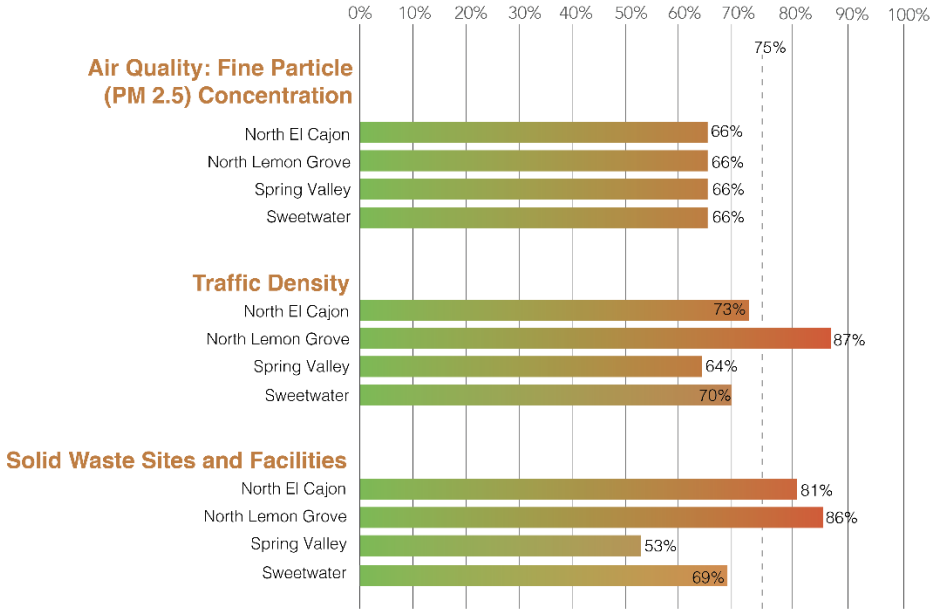
Reduce Pollution Exposure and Improve Air Quality

CONTEXT

Pollution exposure occurs when people interact with contaminants in the air, food, water, and soil often due to conflicting land uses sited near one another. These contaminants and pollution sources do not impact everyone equally. Vulnerable populations (such as children, older adults, low-income families, people with chronic health conditions, etc.) and sensitive land uses (such as schools, housing, parks, medical facilities, senior living, childcare, etc.) are more susceptible to pollution exposure impacts. EJ Communities are disproportionately impacted by multiple pollution sources, including toxic gas emissions from solid waste facilities, mobile and stationary sources such as vehicle and diesel engine exhaust, hazardous chemicals contaminating groundwater and soil from leaking storage tanks. [8] California Government Code Section 65302(h) mandates that the EJ Element assess the "unique or compounded health risks" due to pollution exposure in EJ Communities and focuses on pollution sources related to air pollution, groundwater contamination, and toxic and hazardous materials. According to CalEnviroScreen 3.0, the top three pollution burdens for EJ Communities (compared to other census tracts across the state) are fine particle (PM2.5) concentration, traffic density, and solid waste sites and facilities. Percentages at or above 75 percent demonstrate an unhealthy level of pollution or a high level of vulnerability to environmental hazards.

[8] California Environmental Justice Alliance, "SB1000 Implementation Toolkit," 2018

Figure EJ-2. Top 3 Pollution Burdens for EJ Communities



Source: CalEnviroScreen 3.0, 2018

While some EJ Communities may be below the 75 percent marker compared to the rest of the state, when compared to the rest of San Diego County as a whole, there are disproportionate impacts borne by these communities for these categories. The sections below will describe the pollution exposure and environmental effects that EJ Communities experience.

AIR POLLUTION

Air quality is an important factor that affects community health and the environment. Research has consistently linked toxic air contaminants to incidences of respiratory diseases, including asthma and lung cancer.[9] Regulatory agencies assess air quality by measuring a combination of ozone, particulate matter, diesel exhaust, and traffic density. Air pollution emission sources in the San Diego Air Basin are typically grouped into two categories: stationary and mobile sources. Mobile source emissions can be attributed to vehicles and transportation-related activities. Stationary sources can be further divided into two major subcategories: point and area sources. Point source emissions originate from manufacturing and industrial processes. Area source emissions are generated from residential heaters, small engines, and other consumer products. EJ Communities in San Diego County are more susceptible to unhealthy air quality due to a combination of incompatible land uses proximity to transportation corridors and vulnerable population characteristics that experience negative health outcomes.

Particulate Matter

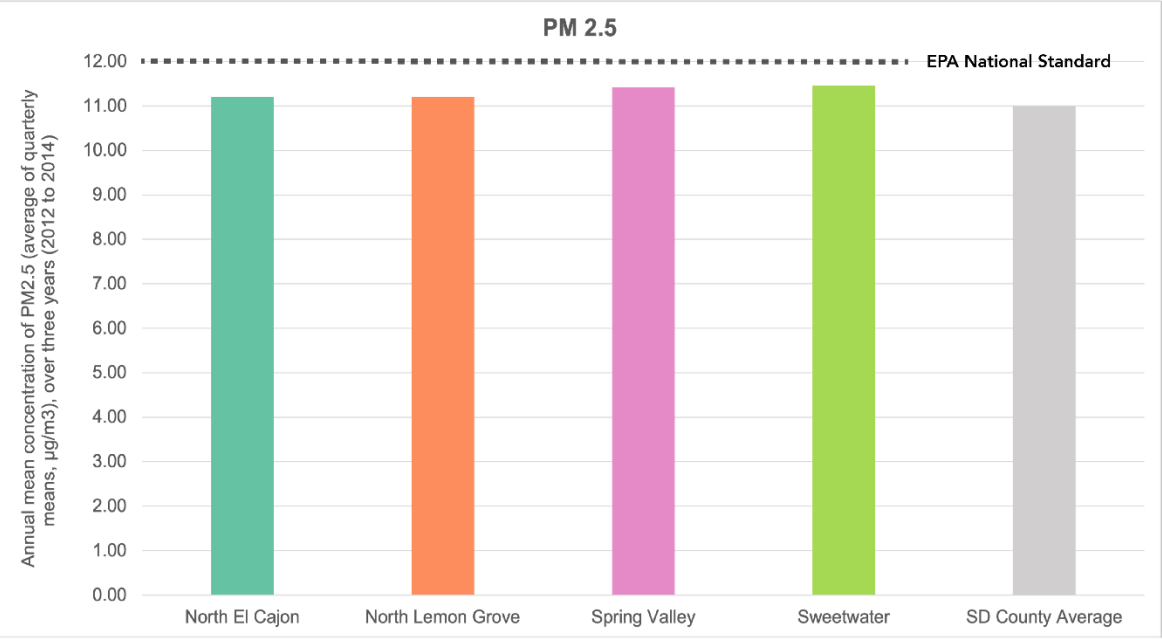
Particulate matter (PM) refers to a broad class of aerosolized solid and liquid particles that come from a variety of mobile and stationary sources involving combustion. These particles include any combination of organic chemicals, dust, allergens, and metals. Exposure to PM is linked to adverse effects on the heart and lungs depending on the particulate size. The smaller the particle size, the higher likelihood the particles can penetrate

[9] Office of Environmental Health Hazard Assessment, 2017

the lungs and, in some cases, the bloodstream.[10]

PM2.5 refers to particles that have a diameter of 2.5 micrometers or less. Research indicates that short and long-term exposure to PM2.5 can cause lung injury and inflammation, blood clot formation, asthma attacks, and chronic bronchitis, to name a few. Children, the elderly, and persons suffering from cardiopulmonary disease, asthma, and chronic illness are the most vulnerable to the effects of PM exposure. According to CalEnviroScreen 3.0, all the County's EJ Communities experience slightly higher PM2.5 concentration levels than the County's average. Since the inception of the federal PM2.5 standard in 1997, the US Environmental Protection Agency has designated the San Diego County region as Unclassifiable/Attainment.[11]

Figure EJ-3. Concentration of Particulate Matter 2.5 (2012-2014)



Source: CalEnviroScreen 3.0, 2018

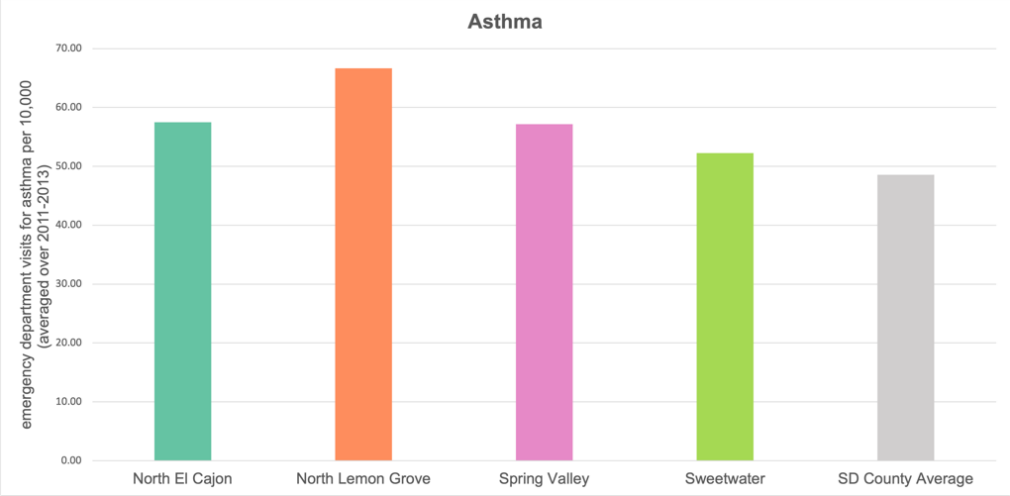
Asthma

Asthma is a chronic lung disease characterized by episodic breathlessness, wheezing, coughing, and chest tightness. While the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants, including PM, ozone, and diesel exhaust, can trigger asthma attacks.[12] People with asthma are also especially susceptible to pneumonia, flu, and other respiratory illnesses.

Based on CalEnviroScreen 3.0 data, the EJ Communities in San Diego County experience more asthma-induced emergency room (ER) visits than the County as a whole, led by North Lemon Grove. In comparison to the State, North Lemon Grove had a higher rate of ER visits for asthma (per 10,000 visits) than 76 percent of other census tracts, putting it within the top 25 percent in the state. Both North El Cajon and Spring Valley had higher rates of ER visits for asthma than 66 percent of census tracts across the state, putting those tracts among the highest third.

[10] U.S. Environmental Protection Agency
[11] U.S. Environmental Protection Agency, "Air Quality Designations for the 2012 Primary Annual Fine Particle (PM2.5) National Ambient Air Quality Standards (NAAQS)", 40 CFR Part 81, 2015.
[12] Office of Environmental Health Hazard Assessment, 2017

Figure EJ-4. Asthma-Related Emergency Room Visits per 10,000 People (2011-2013)



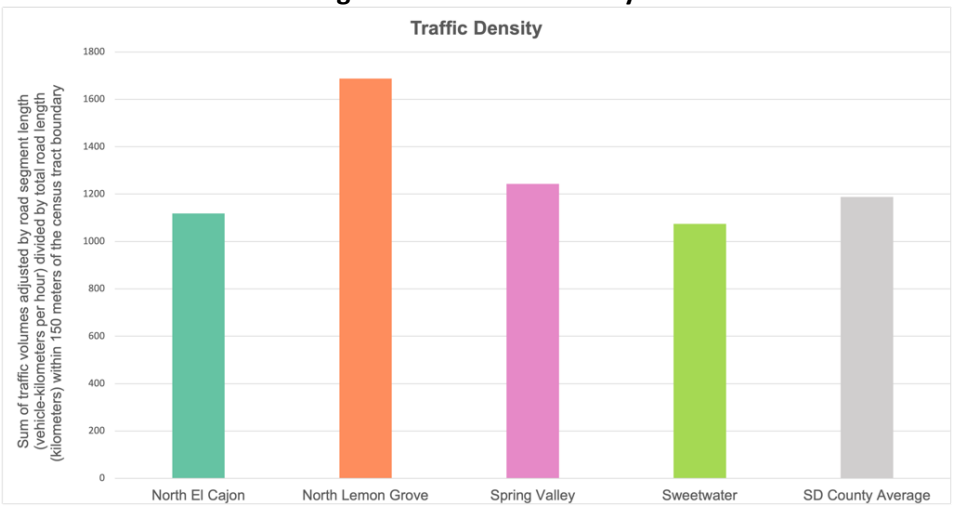
Source: CalEnviroScreen 3.0, 2018

The higher rate of asthma-related ER visits in EJ Communities is also closely linked to traffic density (measured by vehicle kilometers/hour divided by total road length) and proximity to freeways and other high-volume road networks. As such, many census tracts within EJ Communities score in the top quarter tier of state census tracts for traffic density.

Traffic Density

Within EJ Communities, several high-volume highways and road networks are nearby residential neighborhoods. State Route 54 connects El Cajon, Spring Valley, and Sweetwater to major junctions with Interstate 8 and 805. State Route 125 connects all four EJ Communities to Otay Mesa and the U.S.-Mexico Border. For traffic density, North Lemon Grove, and Spring Valley all exceeded the County's average traffic volume, likely due to the high-volume of State Routes 94 and 125.

Figure EJ-5. Traffic Density



Source: CalEnviroScreen 3.0, 2018

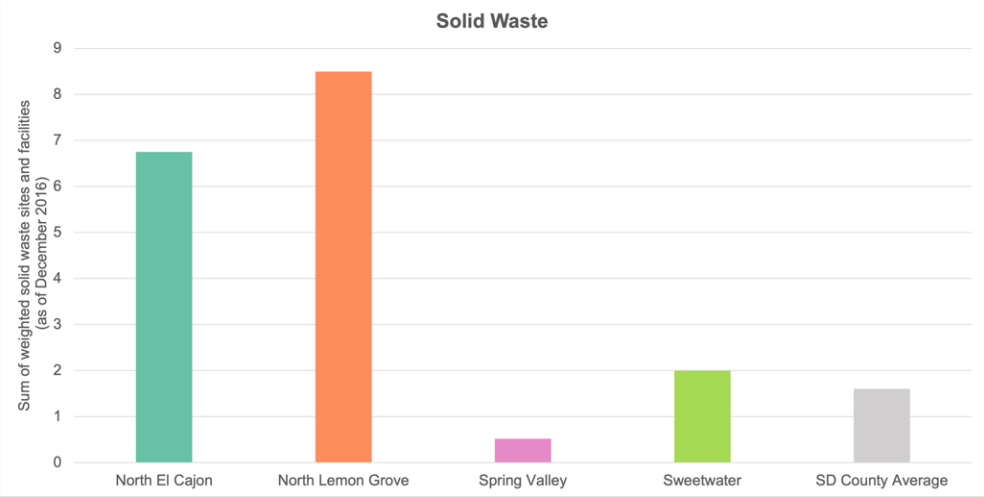
HAZARDOUS AND TOXIC FACILITIES

Many EJ Communities have multiple sources of pollution and toxic and hazardous materials exposure from cleanup sites, hazardous waste facilities, and solid waste sites and facilities. This type of pollution exposure often results from historical incompatibility of land uses or a high concentration of industrial facilities sited near residential areas, schools, parks, and healthcare facilities.

Solid Waste Sites and Facilities

Solid waste sites and facilities, such as landfills, composting sites, and recycling centers, are susceptible to contaminating air, water, and soil with hazardous materials. While many newer facilities are designed to meet environmental standards, solid waste facilities may still impact nearby communities via odors, vermin, and increased truck traffic.[13] The California Department of Resources, Recycling, and Recovery (CalRecycle) maintains a database of permitted, abandoned, closed, and illegal solid waste sites and facilities across the state. In San Diego County, North El Cajon and North Lemon Grove contain or are nearby more solid waste facilities compared to other EJ Communities and the County as a whole. Common facilities include waste management and recycling facilities.

Figure EJ-6. Solid Waste Sites and Facilities



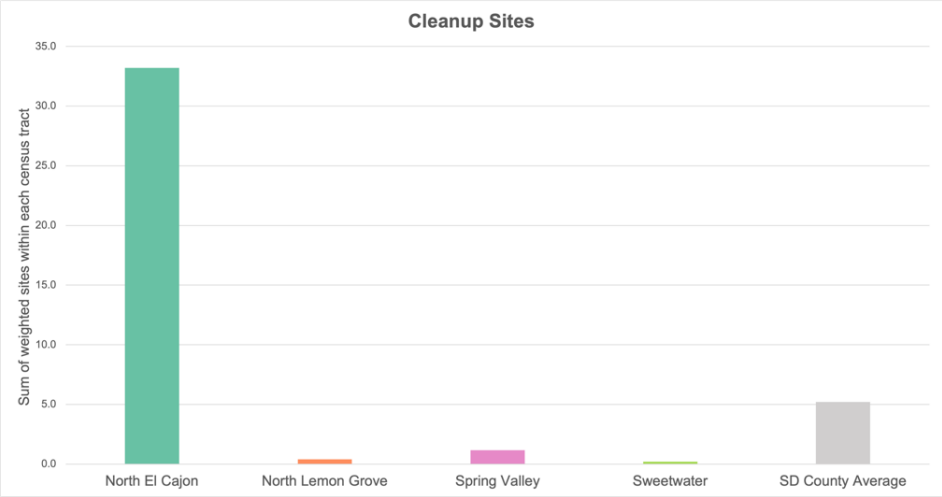
Source: CalEnviroScreen 3.0, 2018

Cleanup Sites

Cleanup sites are places that suffered environmental degradation due to the presence of hazardous substances. Also known as "brownfields," these sites pose potential health risks to nearby residents and workers and often remain underutilized due to remediation costs or concerns about liability. Studies have identified ways hazardous substances can move off-site and impact surrounding communities through "volatilization, groundwater plume migration, or windblown dust."[14] The California Department of Toxic Substances Control maintains a public database, EnviroStor, with information on cleanup sites. Of San Diego's EJ Communities, North El Cajon contains or is within a kilometer of 13 cleanup sites, more than any other census tract in the County's jurisdiction. These sites include metal product producers, military facilities, and Magnolia Elementary School, which is undergoing remediation.

[13] Office of Environmental Health Hazard Assessment (OEHHA), 2017.
[14] Ibid.

Figure EJ-7. Cleanup Sites

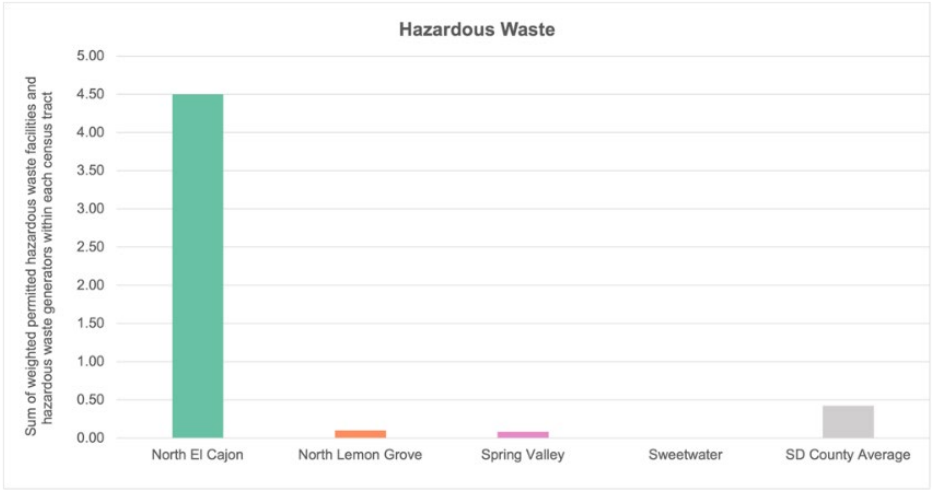


Source: CalEnviroScreen 3.0, 2018

Hazardous Waste Generators and Facilities

Hazardous waste refers to liquids, solids, or contained gases deemed potentially dangerous or harmful to human health or the environment by US EPA and DTSC. Both agencies have standards to determine when waste materials must be treated as hazardous waste. Most hazardous waste is transported from hazardous waste generators to permitted facilities, which include recycling, treatment, storage, or disposal sites.[15] DTSC maintains a public database, EnviroStor, on permitted facilities involved in the treatment, storage, or disposal of hazardous waste. Of the County's EJ Communities, North El Cajon contains or is nearby 19 hazardous waste generators and permitted treatment, storage, and disposal facilities. With a 96% percentile CalEnviroScreen score, this census tract holds a significantly disproportionate number of facilities compared to the rest of the county and state as a whole. Example facilities include metal processing facilities, aerospace product manufacturers, a Caltrans vehicle maintenance facility, to name a few.

Figure EJ-8. Hazardous Waste Facilities



Source: CalEnviroScreen 3.0, 2018

[15] Office of Environmental Health Hazard Assessment (OEHHA), CalEnviroScreen Indicators, https://oehha.ca.gov/calenviroscreen/indicators.

WATER CONTAMINATION

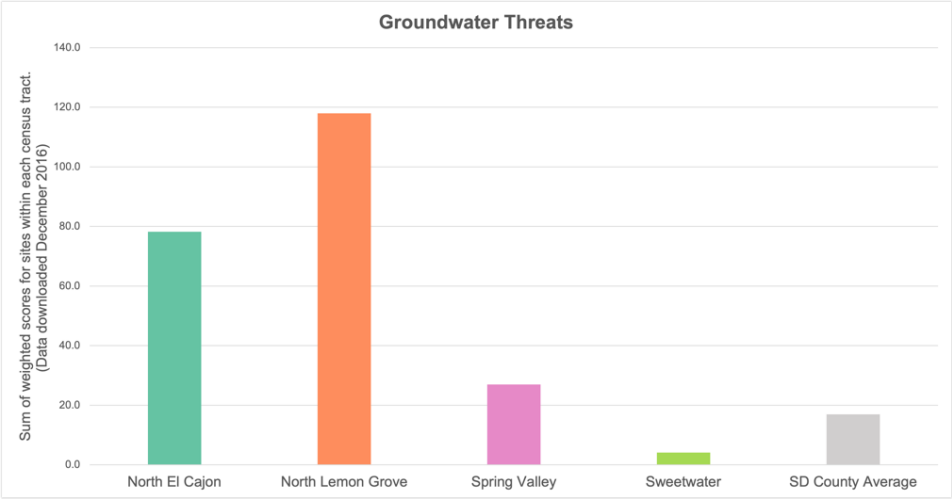
Water contamination can impact EJ Communities in many ways, including lack of access to safe, clean, and affordable drinking water due to unsanitary conditions of local drinking water sources; and polluted streams, rivers, and other bodies of water that make outdoor recreation and water access especially hazardous to humans. Since water quality is a regional issue, so goals and policies must apply countywide to protect, enhance, and restore water resources for EJ Communities.

The San Diego County Water Authority (Water Authority) is responsible for providing safe drinking water to its 24 retail member agencies and their customers. The member agencies are represented on a 36-member Board of Directors. A member of the Board of Supervisors also serves as a non-voting representative to the Water Authority Board. Approximately 80 percent of the county's water is imported through the Metropolitan Water District of Southern California, from the Colorado River and the State Water Project. The pipelines come under the Water Authority's ownership just south of the Riverside-San Diego county line and carry either fully treated potable water or untreated water that is then treated within the county.[16]

Groundwater Threats

Groundwater accounts for about 5 percent of the San Diego region's water supply portfolio. While the Water Authority does not hold groundwater rights, it does provide financial and technical assistance to member agencies that are evaluating, planning, and implementing groundwater recovery projects.[17] Groundwater basins are susceptible to contamination from numerous sources, including leaking underground storage tanks, industrial operations, and agricultural activities. CalEnviroScreen uses data from GeoTracker to determine groundwater threat scores for each census tract. The State Water Resources Control Board uses GeoTracker to identify sites that impact or potentially impact water quality. The North Lemon Grove EJ Community received the highest groundwater threats score, followed by North El Cajon and Spring Valley. According to GeoTracker, the most common leaking underground storage tanks in these communities include gasoline stations and industrial sites, including the Gillespie Field Airport in North El Cajon.

Figure EJ-9. Groundwater Threat Sites (2016)



Source: CalEnviroScreen 3.0, 2018

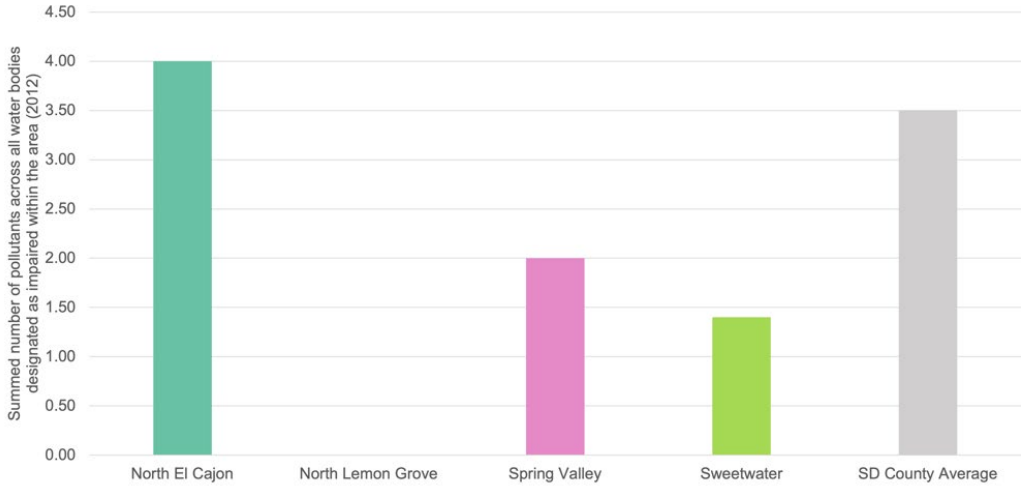
[16] San Diego County Water Authority
[17] Ibid

Impaired Waterbodies

Rivers, lakes, streams, and other bodies of water provide important uses to San Diego County residents. Water bodies provide recreational space for residents to swim and fish, as well as support biological diversity (OEHHA). Every two years, the State Water Resources Control Board evaluates surface water quality throughout California, designating lakes, streams, and rivers that do not meet water quality standards as impaired under Section 303(d) of the Clean Water Act.

Based on CalEnviroScreen 3.0, North El Cajon has the highest number of pollutants across impaired water bodies. Forrester Creek, for instance, is a designated impaired water body in North El Cajon that is contaminated in part due to stormwater runoff, industrial point sources, and other unknown sources in proximity to the Gillespie Field Airport.[18] In both Spring Valley and Sweetwater, the Sweetwater Reservoir and Lower Sweetwater River are both designated as impaired water bodies contaminated due in part to urban runoff and agriculture uses.[19]

Figure EJ-10. Number of Pollutants for Impaired Water Bodies (2012)



Source: CalEnviroScreen 3.0, 2018

Drinking Water

According to CalEnviroScreen 3.0, most drinking water in the state meets health and safety requirements since it is regulated by several local, state, and federal agencies. Contamination can occur when both natural and human sources of chemicals or bacteria impact the quality of water. Natural contaminants can be found in rock sediments, soil, or from wildfires. Human contaminants include factories, sewage, and runoff from farms.[20] Low-income communities and rural areas are often exposed to contaminants in their drinking water at higher rates compared to other parts of the state which can lead to significant health impacts.[21]

The indicator combines information about 13 contaminants and two types of water quality violations that are sometimes found when drinking water samples are tested. OEHHA calculated average concentrations for the contaminants in each water system across the state. The level of contaminants in drinking water within EJ Communities all fall below the 40th percentile compared to other census tracts in the State, which is slightly higher

[18] California Environmental Protection Agency, State Water Resources Control Board, 2010
[19] Ibid.
[20] Office of Environmental Health Hazard Assessment (OEHHA), 2017.
[21] California Environmental Justice Alliance, "SB100 Implementation Toolkit," 2018.

then the San Diego County average (30.89 percentile). While unsafe drinking water does not seem to be a widespread issue within EJ Communities, the County of San Diego provides public information about updated water district contact information, resources, and educational materials about monitoring water quality and reporting unsanitary conditions. The State Water Resources Control Board manages water quality monitoring statewide and provides numerous data monitoring tools available to the public.

For more detail, the Conservation and Open Space Element (Chapter 5) examines the conditions and impacts of air quality, climate change, energy, and water resources. The Safety Element (Chapter 7) examines hazard mitigation, including the conditions of exposure to toxic materials. The EJ Element goals, policies, and implementation programs aim to clean up existing pollution sources, reduce specific pollution sources, separate sensitive land uses, mitigate existing impacts on sensitive land uses, and prevent new pollution sources from developing. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and any other applicable unincorporated communities.

GOALS AND POLICIES

GOAL EJ-2

Protect Sensitive Land Use Compatibility. Support and expand land use development, transportation patterns, pollution mitigation, and other techniques to ensure compatibility that protects sensitive land uses (e.g. schools, housing, health facilities, childcare facilities, senior centers, parks, etc.) from increased pollution exposure in EJ Communities.

Policies

EJ-2.1 **Monitor Industrial Proximity.** Establish programs that monitor, evaluate, and report the immediate and long-term health and environmental impacts of the proximity of sensitive land uses to industrial areas in EJ Communities. *See Land Use Element Policies: LU-10.4, LU-11.1, LU-11.2, LU-11.9, LU-11.10, LU-1.11.*

EJ-2.2 **Limit New Toxic and Hazardous Waste Facilities**. Continue enforcement of policies and programs that disallow siting and construction of new large-scale hazardous waste facilities on or near sensitive land uses in and around EJ Communities.

EJ-2.3 **Renewable Energy Facilities**. Develop criteria to identify and evaluate potential environmental impacts of storage, operation, and maintenance of renewable energy facilities and products that affect EJ Communities.

EJ-2.4 **Designated Truck Routes**. Consistent with the Mobility Element, minimize heavy truck traffic and designate routes away from residential neighborhoods and other sensitive areas in EJ Communities.

EJ-2.5 **Conflicting Land Use Buffers (all unincorporated areas).** Consistent with the Land Use Element, avoid land use conflicts by ensuring sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health. *See Land Use Element Policies: LU-2.8, LU-4.5, LU-6.10, LU-11.2, LU-11.10.*

EJ-2.6 **Pollution Reduction Incentives (all unincorporated areas).** Encourage existing stationary sources of emissions to use feasible measures to minimize emissions that could have potential impacts on air quality. Incentivize non-conforming uses to relocate to appropriate industrial zones if currently impacting sensitive land uses.

EJ-2.7 **New Sensitive Land Uses (all unincorporated areas).** Consistent with the Land Use Element, avoid locating new homes, schools, childcare and eldercare facilities, parks and recreation, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

EJ-2.8 **Existing Sensitive Land Uses (all unincorporated areas).** Consistent with the Land Use Element, promote policies, programs, and incentives (such as buffers, monitoring requirements, permit inspection, etc.) to minimize health, noise, and environmental impacts on existing homes, schools, childcare, and eldercare facilities, parks, and recreation, and healthcare facilities located within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

GOAL EJ-3

Equitable and Healthy Air Quality. Improve air quality conditions for communities so that all residents can live, work, and play in their community without disproportionate risk of air pollution and related negative health impacts.

Policies

EJ-3.1 **Point Source Emissions.** County will collaborate with San Diego County Air Pollution Control District (APCD) to continue to identify and reduce point source emissions (Ozone, Particulate Matter (PM) 2.5, Diesel PM) in EJ Communities and monitor the environmental and health impacts on populations in EJ communities to track progress and outcomes.

EJ-3.2 **Smoke-Free Environments (all unincorporated areas).** Reduce current gaps in protections for smoke-free public spaces, including entryways, sidewalks, special events, worksites, and services areas. Monitor and reduce air quality and environmental impacts of secondhand and thirdhand smoke to protect County residents from negative health impacts.

EJ-3.3 **Air Quality Compliance (all unincorporated areas).** Review and update County regulations and/or requirements, based on improved technology, and new rules and regulations. Identify trends and patterns of non-compliance and make this information available to EJ communities if not already available.

EJ-3.4 **Industrial Business Operations and Practices (all unincorporated areas).** Collaborate with the industrial business community to improve outdoor air quality through enhanced operations and other pollution reduction practices, including permit inspection incentives and collaboration to obtain grants, where possible.

EJ-3.5 **Design Review Considerations (all unincorporated areas).** Explore the feasibility to include in the design review process, the use of measures to reduce indoor air quality impacts (i.e., air filtration systems sufficient to mitigate the effects of wildfire smoke, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments).

EJ-3.6 **Community Engagement for Monitoring (all unincorporated areas).** Support and promote ongoing community engagement for participating in air quality monitoring programs and incentives.

EJ-3.7 **Carbon Sequestration Efforts (all unincorporated areas).** Consistent with the Land Use Element and Climate Action Plan, support and promote carbon sequestration and carbon farming efforts for agricultural lands in unincorporated areas to mitigate air, water, and soil pollution exposure and help build climate resilience. *See Land Use Element Policy LU-6.1 and Climate Action Plan Strategy A-6.*

GOAL EJ-4

Protect and Restore Surface Water. Protect and restore surface water bodies in the unincorporated area, including those within EJ Communities, from future contamination.

Policies

EJ-4.1 **Remediation (all unincorporated areas).** Support and expand policies and programs and coordinate with local and regional agencies to continue remediation and treatment efforts for contaminated surface water, groundwater, and soils in affected EJ Communities. *See Land Use Element Policies LU-8.1, LU-8.2*

EJ-4.2 **Water Restoration Funding Sources (all unincorporated areas).** Prioritize applying for state and federal funding sources to restore contaminated water bodies.

EJ-4.3 **Green Infrastructure Standards (all unincorporated areas)**. Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge, and flood management. Explore feasibility of expanding green infrastructure projects on public, underutilized land. *See Land Use Element Policy LU-6.5.*

EJ-4.4 **Water Quality Incentives (all unincorporated areas).** Incentivize water quality improvement programs and green infrastructure implementation in EJ Communities and other unincorporated communities.

Promotion of Public Facilities

CONTEXT

EJ Communities may lack adequate access to public facilities necessary to promote a healthy quality of life. SB1000 refers to public facilities as "public improvements, public services, and community amenities" pursuant to California Government Code Section 66000. This includes a variety of public buildings and infrastructure, such as community centers, schools, parks, and open space, and emergency services. The prevalence of these public facilities plays an important role in providing residents amenities and services that enhance community resilience, health, and wellbeing.

Existing Facilities and Community Amenities

The San Diego Association of Governments (SANDAG) maintains a geodatabase of the following public facilities and community amenities across San Diego County:

- Schools
- Libraries
- Childcare Centers
- Fire Stations
- Police Stations
- Medical Facilities (Clinics, Hospitals)
- Shopping Centers and Business Sites
- Parks and Open Spaces
- Bike Routes
- Transit Routes and Stops

Each of these public facilities or amenities provides an important function in a community. Schools, libraries, and childcare centers, for instance, are important for childhood development. Proximity to fire and police stations reduces arrival times for emergency situations. Lastly, parks, bike routes, and transit facilities promote active transportation and recreation, which are significant drivers in physical and mental health.[22]

While the County of San Diego does not have the purview over all these types of facilities, the County is committed to working with the appropriate entities to promote the equitable distribution and adequate maintenance of these facility types countywide, where appropriate. The County can also guide the siting of new facilities in areas of growth and work in partnership with other agencies to ensure that existing facilities are serving those with the highest need.

Crime Hot Spots

Increased crime activity in neighborhoods, such as property theft and violent assaults, can have significant impacts on the health, well-being, and social cohesion of a community and contribute to premature death and disability, poor mental health, and increased prevalence of certain illnesses such as high blood pressure and asthma.[23] *Live Well San Diego* measures overall crime as an indicator of security for community health and wellness and employs several collective action strategies to influence healthy choices and behaviors, increase the perception of community safety, and reduce the total crime rate across the county. Example strategies include early youth intervention programs, park safety improvements, street lighting, and design improvements, and neighborhood

[22] California Environmental Justice Alliance, "SB1000 Implementation Toolkit," 2018.
[23] Live Well San Diego, 2017

outreach and engagement.[24]

SANDAG's Criminal Justice Research Division aims to support local criminal justice planning and policy initiatives by providing data reporting and analyses of crime occurrence, trends, and response strategies. The County of San Diego reports crime data to SANDAG through the Automated Regional Justice Information System (ARJIS) Database and CrimeMapping. In 2017, there were approximately 2,032 violent and property crimes per 100,000 people. Of these, five out of six crimes are property crimes, and one out of six crimes is a violent crime.[25] Property crimes include burglary, theft, and motor vehicle thefts. Violent crimes include murder, rape, robberies, and aggravated assaults.[26]

Within the unincorporated county, the Sheriff's Department provides crime data reporting based on "Sheriff Beat" areas that do not directly correlate to the census tract level for EJ Communities. Table EJ-X compares EJ Communities and the County overall and their incidents of violent crime and property crime rates per 1,000 residents for a six-month period between June through December 2020.

Table EJ-5. Property Crime and Violent Crime Rates Per 1,000 People

Crime Rate (per 1,000 people)	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	Unincorporated Areas*	County of San Diego*
Population (2018)	3,657	4,153	46,202	27,600	492,491	3,343,364
Property Crime Rate	19.7	13.7	2.4	1.6	10.1	7.0
Violent Crime Rate	8.5	11.1	3.1	1.0	3.2	1.8
Total Crime Rate	28.2	24.8	5.5	2.6	13.4	8.9

Source: CrimeMapping and ARJIS, 2020

**Crime data for San Diego County and Unincorporated Areas gathered from the ARJIS Database for the period of June 1, 2020, to December 31, 2020*

Among the EJ Communities, North El Cajon and North Lemon Grove have the highest crime rates (per 1,000 people) compared to the rest of the unincorporated areas and the county. The crime rates for Spring Valley and Sweetwater are significantly lower than the rates for both the unincorporated areas and countywide.

Within the existing General Plan, the Land Use Element, Conservation, and Open Space Element, Mobility Element, and Safety Element all contain additional context and specific goals and policies related to many public facilities and improvements, including road networks, bike infrastructure, civic buildings, open space restoration, and emergency services. The Physical Activity Section within the EJ Element also covers parks, recreation centers, and bike and pedestrian facilities in more detail.

The EJ Element goals and policies are aimed at increasing access and ensuring equitable distribution and maintenance of public facilities, infrastructure, and community services in EJ Communities. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

GOALS AND POLICIES

GOAL EJ-5

[24] Live Well San Diego, 2017
[25] Live Well San Diego, 2017.
[26] SANDAG, Automated Regional Justice Information System, http://crimestats.arjis.org.

Distribution and Quality of Public Facilities, Infrastructure, and Services. Ensure public facilities are equitably located and services are distributed throughout EJ Communities at an operational level comparable to the rest of the unincorporated County.

Policies

EJ-5.1 **Responsive to Community Needs**. Ensure public facilities, infrastructure, services, and crime prevention strategies are responsive to community needs and adaptive to shifting priorities for future demand in EJ Communities by proactively engaging residents through needs assessments and ongoing community outreach.

EJ-5.2 **Priority Siting and Improvements.** Prioritize siting for new civic buildings, provision of County services, infrastructure improvements, and community amenities based on community-identified locations and feedback from EJ Communities (e.g. community centers, schools, parks, and open space, and emergency services, and improvements for transportation infrastructure, such as road maintenance, bike, and pedestrian facilities, including Americans with Disabilities Act (ADA) accessibility).

EJ-5.3 **Vacant Lot Transformations.** Explore feasibility of converting County-owned vacant lots or underutilized public right-of-way into small parks, community gardens, or open spaces throughout the County, focusing on EJ Communities, where there is a general lack of parks and green space.

EJ-5.4 **Funding and Financing Mechanisms.** Support funding and financing mechanisms to provide and enhance community-desired public facilities and services in EJ Communities.

EJ-5.5 **Service Response Delivery.** Coordinate with service providers (e.g. water, sewer, waste management, electricity) to ensure the continuation of efficient, equitable, and effective service delivery, operations, and maintenance in EJ Communities. Identify and prevent potential system vulnerabilities. Continue coordination with shared jurisdictions to establish response teams or contingency plans between jurisdictions when service issues arise.

EJ-5.6 **Opportunity Sites Engagement (all unincorporated areas).** Engage community residents in the siting of potential future development of land for public facilities.

EJ-5.7 **Accessible Routes (all unincorporated areas).** Work with local transit and flexible transit providers (e.g. CalTans and microtransit options) to establish and maintain routes and service frequency that provide residents with access to schools, parks, healthcare facilities, shopping centers, employment, and other public facilities across the County.

EJ-5.8 **New Development and Aging Infrastructure (all unincorporated areas).** Consider the impacts of new developments on aging infrastructure and require infrastructure rehabilitation and improvements as a condition of approval, where feasible.

EJ-5.9 **Weatherization for Public Buildings (all unincorporated areas).** Examine public buildings and facilities in unincorporated areas, including EJ Communities, to eliminate current gaps in weatherization efforts to ensure the safety and resiliency of these facilities for a variety of climate scenarios including extreme heat, flooding, and wildfire smoke.

EJ-5.10 **Reduce Crime and Community Violence (all unincorporated areas).** Address safety concerns by reviewing and summarizing research on policies and programs known to improve safety, reduce crime,

and community violence without relying on policing. Convene a diverse group of stakeholders, including residents, across the fields of criminology, social and behavioral sciences, public health, epidemiology, law, and public policy to meet and produce an accessible synthesis of research evidence and recommendations for local EJ Communities. *See Safety Element Policies S-16.2 and S-16.3.*

Promotion of Safe and Sanitary Homes

CONTEXT

The condition, quality, and affordability of housing have significant impacts on the health, safety, and well-being of San Diego County residents in an environmental justice context. Numerous factors, such as hazardous building materials, exposure to excessive heat or cold, poor air quality and filtration, and moisture and mold from flooding or inadequate building maintenance can lead to severe and negative health outcomes.[27] Many EJ Community residents live in housing units that were built before established regulations about removing pollutants such as lead paint and asbestos. Unsafe and unsanitary housing conditions can also indicate inadequate or incomplete kitchen and plumbing facilities, overcrowding with more than one person per room, and cost-burdens leading to the inability to pay for other basic needs such as food and health care.[28]

Household Characteristics

Homeowners and renters both experience the negative impacts of pollution burdens and inequitable access to community resources and facilities, as well as positive impacts linked to economic opportunity, proximity to jobs, and access to social networks. Whether you own or rent your home, everyone should be able to afford quality housing without choosing between healthy food, medical care, and other basic necessities. The ability to own a home can create opportunities for wealth building and pathways for community stability over time.[29] In the County of San Diego, more than half of residents own their own homes while nearly 47 percent of residents are renters. Within the EJ Communities, there is a large majority of renters in North El Cajon (91.7%) and North Lemon Grove (90.8%). Both Spring Valley and Sweetwater have higher homeownership rates than the countywide rates with nearly 60 percent of residents. High costs related to owning or renting a home are linked to housing affordability and habitability which are further explored in the baseline conditions for Safe and Sanitary Housing within the EJ Element and within the Housing Element as a whole.

Housing Quality

While no agency formally surveys or monitors housing quality and maintenance, the age and quality of housing stock and the number of low-income residents can be used as a proxy for identifying neighborhoods with potentially high proportions of homes with inadequate or deferred maintenance. The following tables demonstrate the proportion of homes built before 1980 and the percentage of families considered low-income at 200 percent below the federal poverty line.

Table EJ-6. Age of Housing Stock

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Units Built before 1980	61.8%	53.6%	74.3%	52.8%	53.3%
Units Built after 1980	38.2%	46.4%	25.7%	47.2%	46.7%

Source: American Community Survey 5-Year Estimates 2014 - 2018

[27] California Environmental Justice Alliance, "SB1000 Implementation Toolkit," 2018.
[28] U.S. Department of Housing and Urban Development, "Comprehensive Housing Affordability Strategy," 2013-2017.
[29] California Healthy Places Index, 2018

All the EJ Communities have an older housing stock (units built before 1980) compared to the county, except for Sweetwater. Spring Valley has the oldest housing stock with nearly 3 out of every 4 homes built before 1980, followed by North El Cajon with nearly 2 out of 3 homes built before 1980.

Except for Sweetwater, all the EJ Communities have a higher percentage of families, including those that own and rent, that live below the poverty level compared to the county. North El Cajon has the highest percentage of families living below the poverty level (16.1%) followed by North Lemon Grove (11.8%) and Spring Valley (9.7%).

Table EJ-7. Families Below Poverty Level

Below Poverty Level	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Total Families	16.1%	11.8%	9.7%	6.9%	8.7%
Owner	0%	0%	3.4%	2.6%	3.4%
Renter	17.7%	13.1%	17.7%	9.7%	16.3%
Income Below 200% FPL	27%	52%	29.6%	20.1%	23%

Source: American Community Survey 5-Year Estimates 2014 - 2018

For families that own their homes, 3.4 percent of families in Spring Valley live below the poverty line which is comparable to the county. For families that rent, 17.7 percent of families in North El Cajon and Spring Valley live below the poverty line. Looking at indicators for the age of housing stock and families below the poverty level, there is a need to target goals, policies, and implementation programs and promote resources and assistance services in these communities that may experience inadequate or deferred housing maintenance.

Housing Overcrowding

Overcrowding occurs when there are more inhabitants in a housing unit than what it was originally designed for. While overcrowding is underreported, the U.S. Census Bureau collects occupancy data that can help determine whether overcrowding may be occurring. Overcrowding is often measured by determining the number of occupants per room in a dwelling unit. An occupancy-per-room score above 1 means that more than one person is occupying the number of dwelling rooms inside a home. According to the most recent available data, most of the EJ Communities may be experiencing higher overcrowding than the County as a whole and should be monitored more closely. Apart from Spring Valley, EJ Communities have a higher occupancy rate of 1.51 or more than the county as a whole.

Table EJ-8. Number of Occupants Per Room

Occupants per Room	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
1.00 or less	87.9%	91.0%	93.5%	87.9%	93.3%
1.01 to 1.50	8.5%	5.1%	5.4%	9.9%	4.5%
1.51 or more	3.6%	3.9%	1.1%	2.3%	2.2%

Source: American Community Survey 5-Year Estimates 2014 - 2018

There may be larger families or multiple families living together in both owner- and renter-occupied households within EJ Communities indicating that goals, policies, and implementation programs should consider intergenerational and multi-family networks.

Housing Affordability

California is experiencing a housing affordability crisis and the County of San Diego is no exception. All residents should be able to afford adequate housing without giving up healthy food, medical care, or other necessities, or accepting unsafe housing conditions. High housing costs and housing instability are associated with increased

stress and depression, communicable diseases like tuberculosis, and decreased children's wellbeing and educational outcomes.[30] Residents who pay more than 30 percent of their income on housing are considered cost-burdened by state and federal standards. Unaffordable housing has several direct and indirect impacts on residents' health and wellbeing, including higher risks of overcrowding, deferred costs on healthcare, and longer commutes, to name a few.[31]

The U.S. Census Bureau measures housing burden by calculating a household's gross rent as a percentage of income. Recent data shows that over half (57%) of the county's renters are housing-burdened, meaning that at least a third of their income is spent on rent. Of the EJ Communities, North Lemon Grove (65.1%) and Spring Valley (62.1%) exceed the county's proportion of rent-burdened households. On the other, North El Cajon is home to a slightly lower proportion of rent-burdened households (45.6%) than the County as a whole.

Table EJ-9. Gross Rent as a Percentage of Household Income

Percentage Spent on Rent	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
30.0 to 34.9 Percent	8.8%	15.8%	9.7%	17.3%	10.2%
35 Percent or More	36.8%	49.3%	52.9%	40.4%	46.8%
Total Percentage of Rent-Burdened Households	45.6%	65.1%	62.6%	57.7%	57.0%

Source: American Community Survey 5-Year Estimates 2014 - 2018

Due to increased costs of living, the proportion of low-income households who are paying more than 50 percent of their income on housing is steadily increasing.[32] Severe cost burden is calculated as the ratio of housing costs to household income that is greater than 50 percent. For renters, housing cost is considered gross rent (contract rent plus utilities). For owners, housing cost is monthly costs, including mortgage, utilities, association fees, insurance, and real estate taxes.[33] CalEnviroScreen 3.0 uses housing burden as an indicator measuring the percent of households in a census tract that are both low-income (making less than 80%of the county's median family income) and severely burdened by housing costs (paying greater than 50% of income on housing costs).[34] For the county as a whole, 10.9% of low-income homeowners and 25.8% of low-income renters are severely burdened.

Table EJ-10. Severely Cost-Burdened Homeowners and Renters

Severely Cost-Burdened	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Low-Income Homeowners	27.8%	17.9%	0.4%	13.7%	10.9%
Low-Income Renters	27.0%	31.4%	30.1%	22.4%	25.8%
Total Percentage	54.8%	49.3%	30.5%	36.1%	36.7%

Source: California Healthy Places Index, 2015; HUD CHAS, 2013-2017

More than half of low-income homeowners and renters in North El Cajon (54.8%) are considered severely cost-burdened, followed by North Lemon Grove (49.3%). Spring Valley has less than 1 percent of low-income homeowners who are severely cost-burdened and the lowest percentage overall compared to the other EJ Communities and the county (36.7%).

[30] California Healthy Places Index, 2015.
[31] ChangeLab Solutions, "Preserving, Protecting, and Expanding Affordable Housing: A Policy Toolkit for Public Health," 2015
[32] OEHHA, CalEnviroScreen 3.0, 2018.
[33] U.S. Department of Housing and Urban Development, "Comprehensive Housing Affordability Strategy," 2013-2017.
[34] OEHHA, CalEnviroScreen 3.0, 2018.

The Housing Element is the primary location for countywide housing-related policies. The EJ Element's goals and policies focus specifically on improving affordability and living conditions in EJ Communities. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

GOALS AND POLICIES

GOAL EJ-6

Safe Living Conditions. Ensure all residents have healthy and safe living conditions and both renters and owners can access and receive assistance for weatherization (e.g., heating, cooling, and air filtration, plus safeguards against extreme weather events such as flash floods), upkeep, and maintenance, particularly for households in EJ Communities.

Policies

EJ-6.1 **Rehabilitation and Preservation.** Support and promote programs that encourage the rehabilitation of substandard conditions and preservation of affordability for dwellings owned/occupied by lower-income households in EJ Communities, including weatherization, air filtration, mold and mildew prevention, and other improvements. *See Housing Element Policies H-4.1 and H-4.2.*

EJ-6.2 **Building Code Education and Regulation.** Promote awareness of codes and compliance measures in EJ Communities to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, maintenance of older housing stock, unpermitted garage conversions, graffiti, unpermitted plumbing, and electrical, and lack of building and yard maintenance.

EJ-6.3 **Smoke-Free Living Environments.** Promote smoke-free multi-family policies and programs.

EJ-6.4 **Weatherization and Climate Change Adaptation**. Support increase of weatherization in EJ communities (e.g., heating and cooling, air filtration for wildfire smoke, ability to withstand flash floods, or other extreme weather). Build capacity by providing an outreach and convening function for professionals, the public, and relevant infrastructure and building stakeholders in EJ communities to increase knowledge and engage in disaster risk reduction and climate change adaptation.

EJ-6.5 **Low-Income Homeowners (all unincorporated areas).** Provide assistance and program referrals for low-income homeowners to maintain and improve residential properties through rehabilitation and energy efficiency and weatherization assistance programs. *See Housing Element Policies H-3.7, H-3.8, and H-6.6.*

EJ-6.6 **Rehabilitation Assistance and Code Compliance (all unincorporated areas).** Focus efforts for rehabilitation assistance and code compliance in communities with a high concentration of older and substandard residential structures.

EJ-6.7 **Property Maintenance and Neighborhood Quality (all unincorporated areas).** Promote policies and programs to increase awareness among property owners and residents about property maintenance, upkeep, weatherization, neighborhood quality, and the link between maintenance and neighborhood safety.

EJ-6.8 **Crime Reduction Improvements including Street Lighting (all unincorporated areas**). Support increase of proven best practices in urban planning for crime reduction such as street lighting improvements,

especially in residential, industrial, and public areas where crime is more likely to occur. *See Safety Element Policies S-14.1, S-15.1, S-16.2, S-16.3.*

GOAL EJ-7

Affordability Measures. Ensure all residents have access to affordable housing options to reduce the prevalence of cost-burdened households, particularly for owners and renters in EJ Communities.

Policies

EJ-7.1 **Prioritize Affordable Development.** Support and prioritize the development of affordable housing in and around EJ Communities for different income levels and located in proximity to community amenities. Consider the development of nontraditional housing types.

EJ-7.2 **Prevent Loss of Affordable Housing and Displacement**. Ensure that future improvements in EJ Communities will not produce a net loss of affordable housing or the displacement of existing residents.

EJ-7.3 **Renter and Owner Resources (all unincorporated areas).** Promote affordable options, accessible resources, and supportive services for tenants and homeowners, including connections to landlord-tenant mediation services.

EJ-7.4 **Developer and Community Outreach (all unincorporated areas).** Support and promote guidelines and best practices for affordable housing developers to conduct meaningful engagement to identify community needs, develop partnerships, and gather support for affordable housing projects through public outreach.

EJ-7.5 **Regional Coordination (all unincorporated areas).** Coordinate with the San Diego Housing Commission, affordable housing developers, and other regional partners to identify vacant land in EJ Communities to explore the feasibility of developing affordable housing for all income levels.

Promotion of Healthy Food

CONTEXT

Food is essential to the health, economy, and culture of a sustainable and thriving community, making access to healthy and affordable food sources a necessary component for measuring the quality of life. Some EJ Communities in San Diego County face more difficulty with food access which plays a critical role in maintaining one's long-term health and well-being.[35] This disparity leads to economic and public health challenges, including food insecurity, malnutrition, obesity, and behavioral and mental health issues.[36] Food access is not only linked to the physical accessibility of affordable food but also the security and peace of mind that food is always readily available.[37] Furthermore, the long-term impacts of the COVID-19 pandemic have increased the risk of food insecurity and severe illnesses for vulnerable individuals and families across the county.[38]

The prevalence of food deserts (areas with a lack of grocery stores and healthy food options) and food swamps (areas with a high concentration of unhealthy food options) highlights the consequences of planning and land use decisions that do not prioritize the needs of those most impacted. Assessing the food system – an interlinked network of processes, resources, and policies required to produce, process, distribute, access, consume, and dispose of food – requires a deeper understanding of the intersection with land use, housing, transportation, parks, and recreation, and other systems.[39]

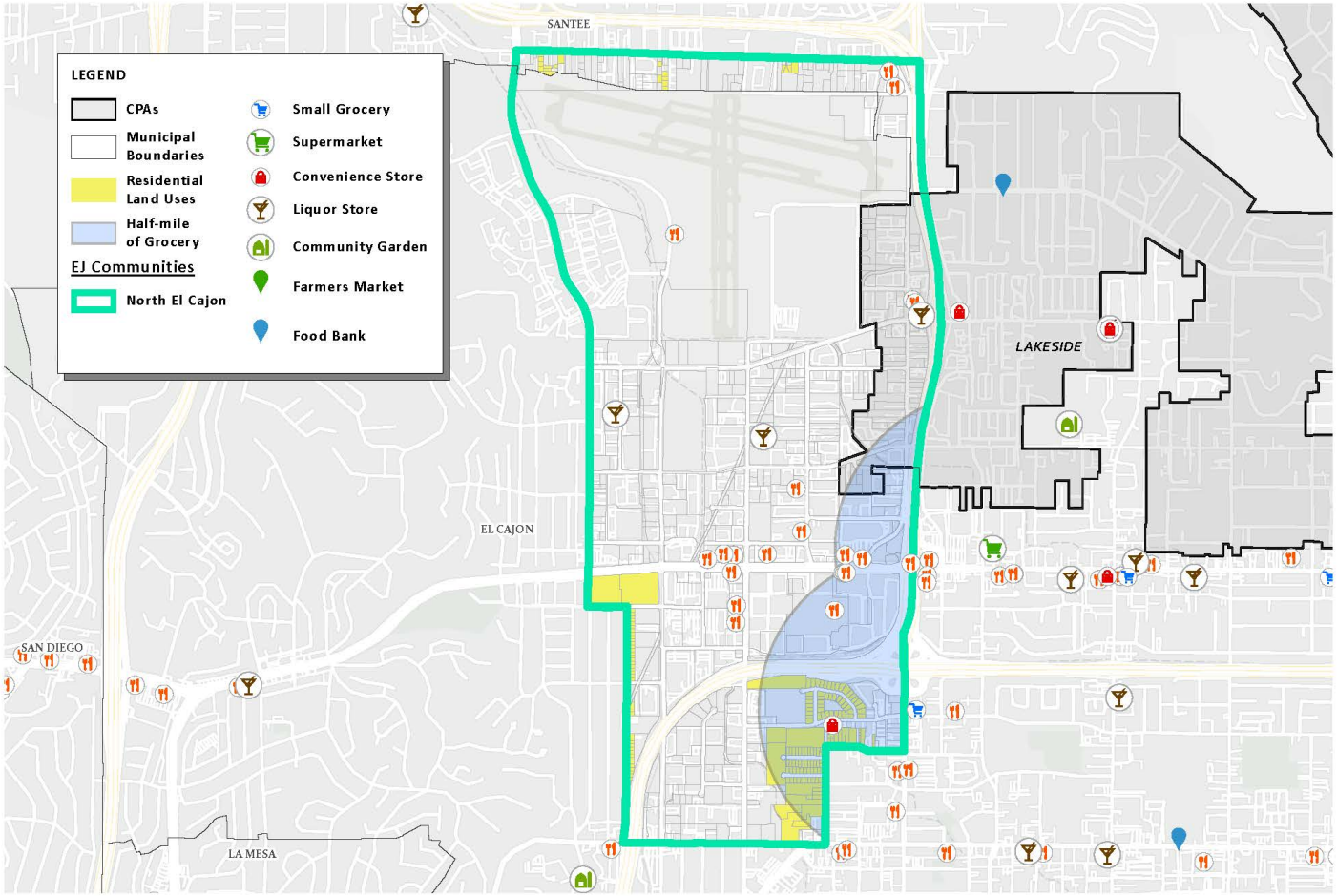
Food Environment

Food environment factors, including proximity to grocery stores and restaurants, food prices, food and nutrition assistance programs, and other community characteristics, influence food choices, nutrition, and quality. The County of San Diego has defined a "food system" as the path the food follows from farm to fork, including growth and production, consumption, recycling, and waste. A healthy and efficient food system helps to increase access to healthy and affordable food options, supports the local economy and food supply chain, and protects our natural resources and ecosystem by supporting small-scale farmers and sustainable agriculture. In 2016, the Board of Supervisors directed the Chief Administrative Officer to develop the Live Well San Diego Food System Initiative (Food System Initiative) that addresses inequities, barriers, and waste in the food system while working to increase agricultural sustainability and access to healthy foods, in alignment with the County's Live Well San Diego vision of a region that is building better health, living safely, and thriving. The Food System Initiative's interdepartmental County working group collaborates with stakeholders to work towards achieving a "more robust and resilient local food system that builds healthy communities, supports the economy, and enhances the environment." The Food System Initiative maintains and updates a yearly the Action Plan, to communicate the efforts taken to support and strengthen the region's food system throughout the San Diego region. These efforts leverage resources, identifies and enhances existing efforts, and encourages continued coordination and collaboration to support a robust and resilient food system.

[35] California Environmental Justice Alliance, "SB1000 Implementation Toolkit," 2018
[36] California Environmental Justice Alliance, "SB1000 Implementation Toolkit," 2018.
[37] Ibid.
[38] Feeding America, "The Impact of Coronavirus on Food Insecurity in 2020 and 2021," March 2021.
[39] Hodgson, 2012

Figures EJ-11, EJ-12, EJ-13, and EJ-14 illustrate the food environment of each EJ Community, including small groceries and supermarkets, community gardens, farmers markets, food banks, convenience and liquor stores, and fast-food restaurants. The maps show the entire census tract the unincorporated EJ Community falls within to show the proximity of residential areas to a grocery or supermarket within a half-mile radius. This is because community members will travel across jurisdictional boundaries (unincorporated area to the incorporated city areas; and vice versa) to access necessities, such as food.

Figure EJ-11. Map of North El Cajon Food Environment and Resources



NORTH EL CAJON: FOOD ENVIRONMENT & RESOURCES

San Diego County General Plan Figure EJ-11

Figure EJ-12. Map of North Lemon Grove Food Environment and Resources

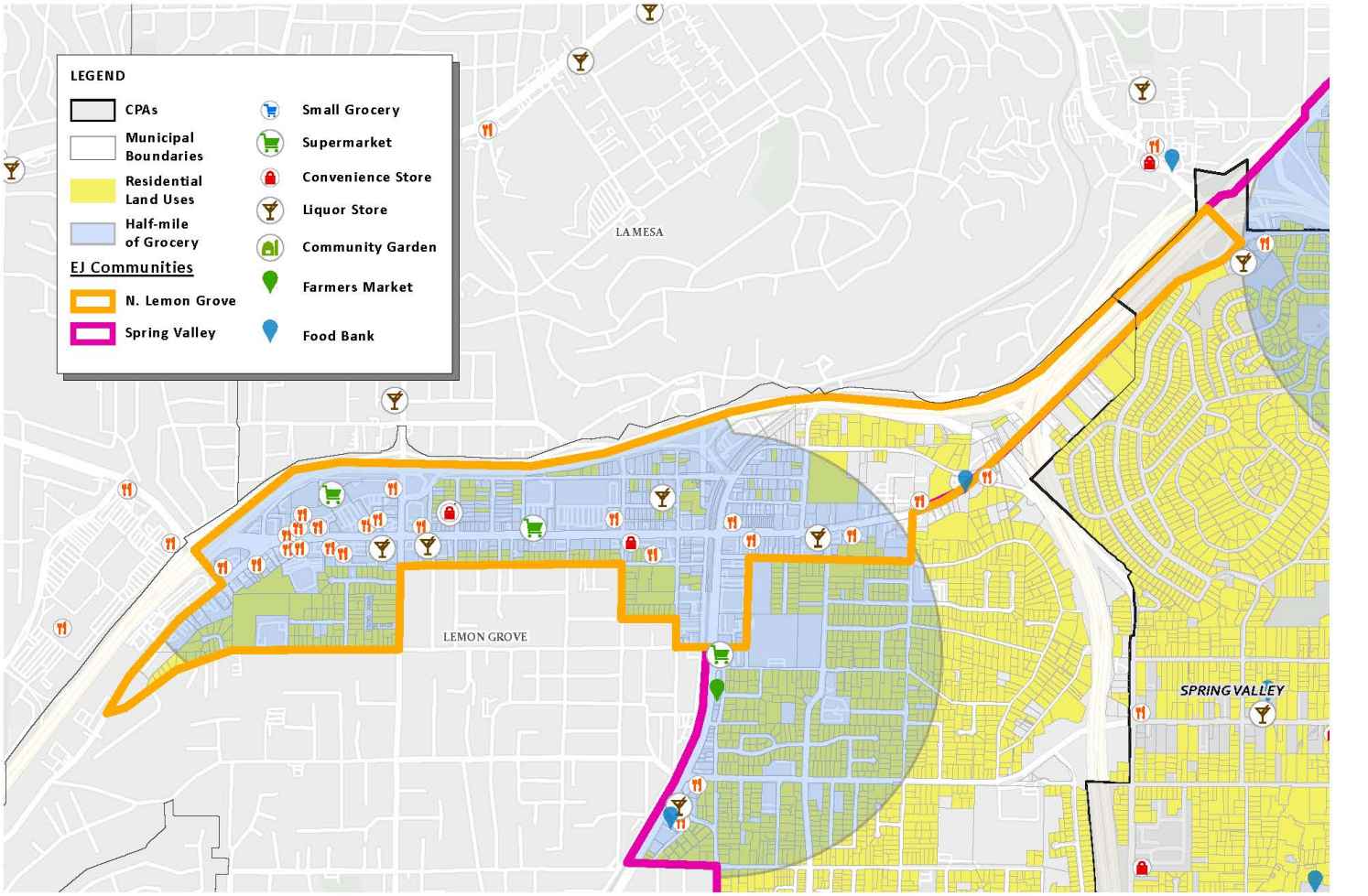
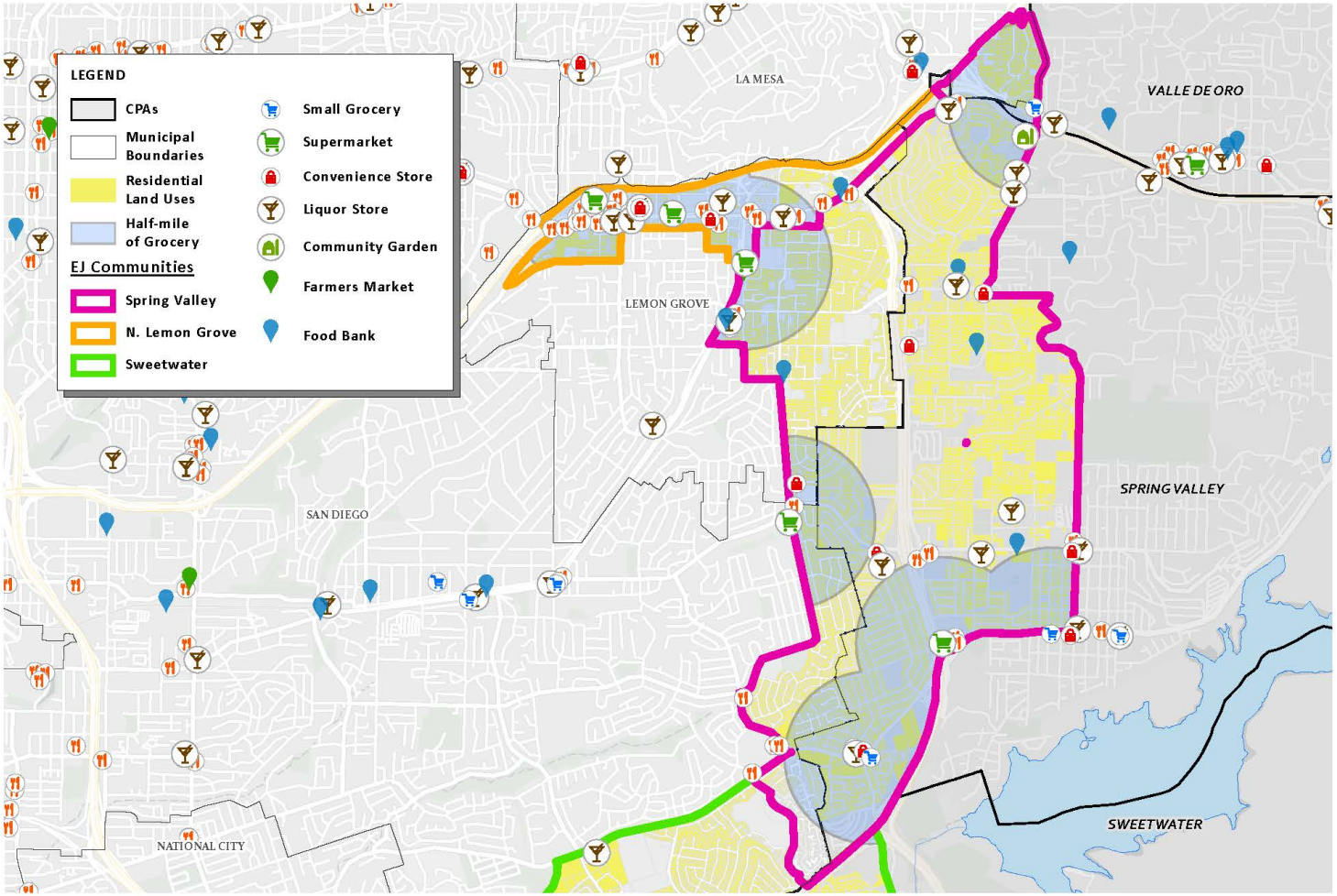


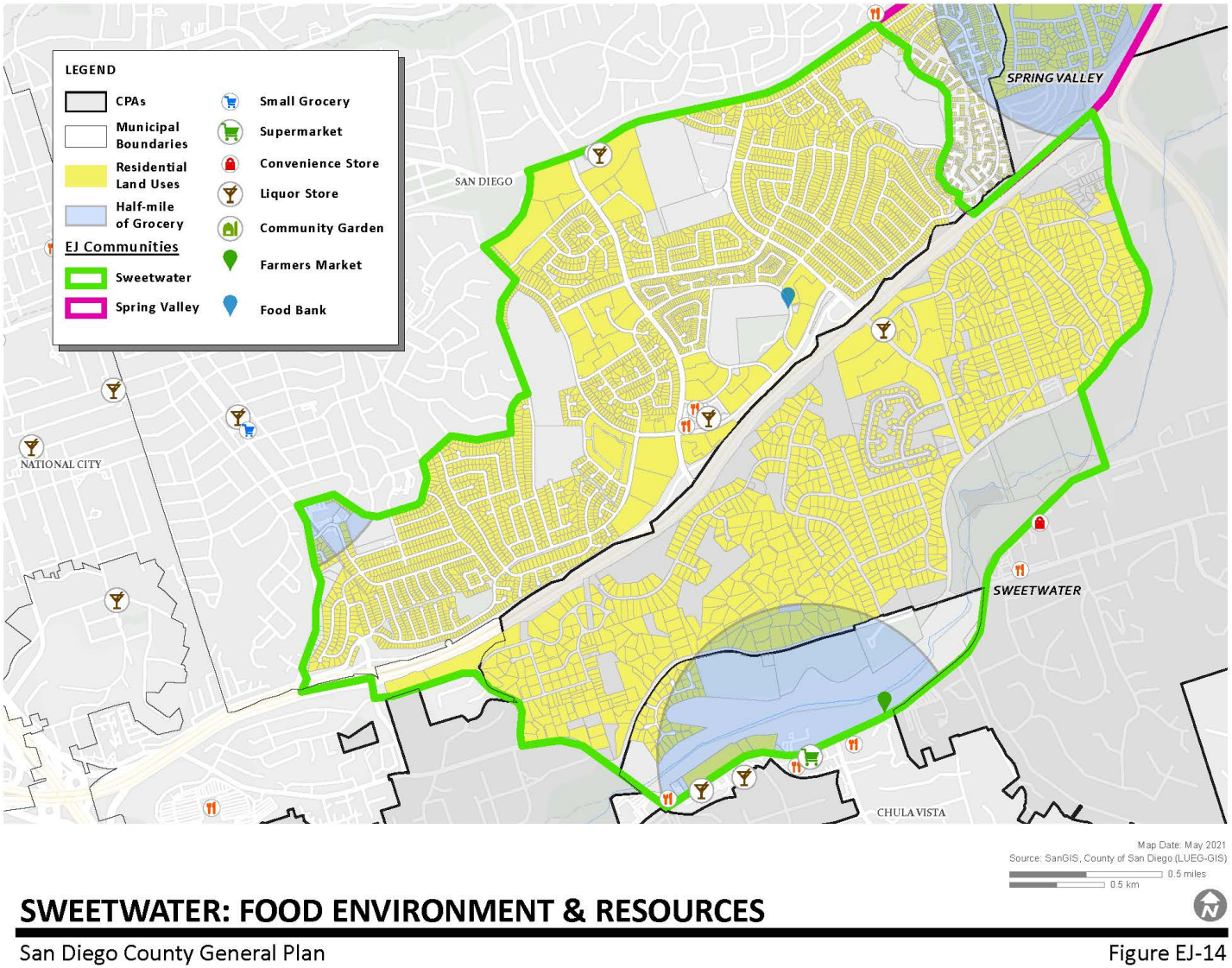
Figure EJ-13. Map of Spring Valley Food Environment and Resources



SPRING VALLEY: FOOD ENVIRONMENT & RESOURCES

San Diego County General Plan — Figure EJ-13

Figure EJ-14. Map of Sweetwater Food Environment



Access to Grocery Stores

People who live in a healthy, thriving community should have access to nutritious and affordable food options. Living nearby a supermarket can encourage better nutrition, lower the costs of obtaining food, reduce chronic diseases, and lower the risk of food insecurity.[40] Access to supermarkets, grocery stores, or other sources of healthy and affordable food contributes to a person's ability to eat a healthy diet. Food access is not only linked to the physical ability to access affordable and culturally appropriate food, but also to food security, defined as the ability to access food at all times to maintain an active, healthy life.[41]

The California Healthy Places Index (HPI) uses data from the USDA Food Access Research Atlas (2015) to measure the percentage of people in urban areas who live less than a half-mile from a supermarket or large grocery store, or less than 1 mile in rural areas. In the County, nearly half (46.3%) of the population lives within walking distance to a supermarket. In EJ Communities, this percentage is significantly lower for Sweetwater (27.4%), North El Cajon (35.9%), and Spring Valley (40.4%). In contrast, North Lemon Grove has the highest percentage of the population living within proximity to a grocery store at 77 percent. This is likely due to the density and accessibility to retail options in the community. More coordinated research and data are needed to measure the availability of healthy, fresh, and affordable food options.

Table EJ-11. Poverty Level, Median Income, Vehicle Access, and Supermarket Access

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Poverty Level	18.0%	21.0%	12.6%	9.9%	12.5%
Median Household Income (2018)	$56,477	$33,824	$63,422	$79,786	$74,855
No Vehicle Access	10.9%	20.6%	5.1%	2.6%	5.5%
Supermarket Access (less than ½ mile)	35.9%	77.0%	40.4%	27.4%	46.3%

Source: American Community Survey 5-Year Estimates, 2014-2018; California Healthy Places Index (HPI), 2015; USDA Food Access Research Atlas, 2015; USDA Food Environment Atlas, 2015

Food Insecurity

Food insecurity means that little to no food is available at home and those impacted do not know when or where they will get their next meal.[42] The San Diego Hunger Coalition analyzed 2015-2017 data from the California Health Interview Survey (CHIS) from the UCLA Center for Health Policy Research and the California Department of Public Health. Their analysis shows that at the countywide level in 2017, 1 in 7 people (13.9%) experienced food insecurity – 1 in 5 children (18.8%), 1 in 8 adults (12.4%), and 1 in 10 seniors (10%).[43] Additional residents self-reported as "food secure" but were relying on CalFresh or WIC to supplement their food budget. The total population at risk of food insecurity in the County (including both food insecure or food secure with CalFresh or WIC assistance) is 641,000 or 1 in 5 people.[44]

[40] California Healthy Places Index, 2015
[41] USDA, 2015.
[42] Jacobs and Cushman San Diego Food Bank, Hunger Fact Sheet, 2020
[43] San Diego Hunger Coalition, "Hunger Free San Diego Issue Brief: 2017 San Diego County Food Insecurity," 2019
[44] Ibid

Live Well San Diego measures vulnerable populations experiencing food insecurity as an indicator for social well-being referencing survey response data from the latest California Health Interview Survey (CHIS) from 2019 and includes those who self-report experiencing food insecurity. Data reported at the HHSA Service Region level shows that the adult population with an income of 200% of the federal poverty level or less who have experienced food insecurity is between 40.2 percent to 41.7 percent in the Central and East Regions (which include the identified EJ Communities) compared to the County overall (38.6%).

Table EJ-12. Percent of Low-Income Adult Population Who Experience Food Insecurity

Percent of Population (18+) with Income < 200% of Federal Poverty Line who have Experienced Food Insecurity (2018)				
	Central Region[45]	**East Region[46]**	**County of San Diego**	**California**
Not able to afford enough food	41.7%	40.2%	38.6%	44.5%

Source: California Department of Public Health and UCLA Center for Health Policy Research, California Health Interview Survey (CHIS), 2018.

According to research and best practices from *Live Well San Diego*, previous studies suggest that children living in food-insecure households are at a higher risk of many negative health outcomes, including chronic conditions.[47] This is especially important for children because their nutrition affects current health conditions as well as physical, mental, and social development for future health and well-being. Due to many intersecting risk factors associated with poverty conditions, many foods insecure and low-income people are especially vulnerable to obesity: limited resources and lack of access to healthy, affordable foods; fewer opportunities for physical activity; high-stress levels; limited access to health care.

Obesity and Diabetes

The California Department of Public Health reports that nutrition plays a significant role in causing or preventing multiple illnesses, including cardiovascular disease, some cancers, obesity, type-2 diabetes, and anemia. Due to cost burdens and transportation availability related to food access and insecurity, lower income families are less likely to have a nutritious diet than those that can readily access and afford healthy and nutritious food. Food choices and the likelihood of being overweight or obese are also influenced by food environments and the type and quality of foods available in the community or neighborhood, including stores, restaurants, schools, and workplaces.

According to the California Health Interview Survey (2016), the County of San Diego (25.0%) has a lower percentage of people over 18 who are considered obese using self-reported weight and height (Body Mass Index (BMI) of 30 or higher) compared to the rest of the state (28.0%). In all EJ Communities, with the exception of North El Cajon (23.8%), there is a higher percentage of obesity compared to the County. People in the combined census tracts for Spring Valley reported the highest rates of obesity at 36.2 percent, followed by North Lemon Grove at 32.2 percent.

[45] In San Diego County, the HHSA Central Service Region includes the Southeastern San Diego Live Well Community (three tracts for Spring Valley and all five tracts for Sweetwater EJ Communities).

[46] In San Diego County, the HHSA East Service Region contains the Lemon Grove Live Well Community (one tract for North Lemon Grove EJ Community and two tracts for Spring Valley EJ Community), Spring Valley Live Well Community (five tracts for Spring Valley EJ Community), and El Cajon sub-regional area (SRA).

[47] Live Well San Diego, "Research, Best Practices, and Logic Model: Vulnerable Populations – Food Insecurity," 2014.

Table EJ-13. Prevalence of Obesity and Diabetes

	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego	California
Obesity (BMI >= 30) (18+)	23.8%	32.2%	36.2%	27.5%	25.0%	28.0%
Diabetes (18+)	5.5%	11.9%	11.5%	11.9%	8.2%	9.7%

Source: UCLA Center for Health Policy Research, California Health Interview Survey (CHIS), 2016

CHIS also collects data on diabetes for people over 18 who have ever been diagnosed. In California, 9.7 percent of respondents reported a diabetes diagnosis compared to 8.2 percent of respondents in the County of San Diego. In all EJ Communities, except for North El Cajon (5.5%), there is a higher percentage of people who have been diagnosed with diabetes. People in the census tracts that make up North Lemon Grove (11.9%), Spring Valley (11.5%), and Sweetwater (11.9%) reported the highest rates of diabetes between 11 and 12 percent compared to the County and California as a whole.

The goals and policies in this section are aimed at improving food systems and expanding access to healthy food options throughout the county. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

GOALS AND POLICIES

GOAL EJ-8

Countywide Food System Improvements. Improve the food system throughout the county, from supply and production to processing, distribution, access, and waste management through comprehensive and holistic approaches to advance an equitable and healthy food system for all residents.

Policies

EJ-8.1 **Transportation System Linkages (all unincorporated areas).** Ensure transportation systems serve local neighborhoods by linking residents to healthy food sources, such as grocery stores and farmers' markets. Provide supportive services to residents such as subsidized transit passes.

EJ-8.2 **Multimodal Access to Food (all unincorporated areas).** Expand multimodal access to fresh food by encouraging grocery stores, healthy corner stores, and outdoor markets at transit centers and reducing transportation barriers to accessing existing healthy food assets (e.g., provide transportation support to grocery stores)

EJ-8.3 **Local Agriculture and Food Production (all unincorporated areas).** Support and incentivize local agriculture and food production by reducing permitting barriers to sustainable growing practices in EJ Communities and unincorporated areas. Explore feasibility of allocating suitable vacant or underutilized public and privately-owned land for edible landscaping and community gardens. Where appropriate, work with the local Water Authority to determine incentives for food production.

EJ-8.4 **Food Waste Reduction (all unincorporated areas).** Support and expand policies and programs to help reduce and mitigate the economic and environmental impacts of food waste. Amend the existing Organics

Ordinance to allow food to be taken from large food waste producers and private residences for composting to be used in food production.

GOAL EJ-9

Access to Healthy, Nutritional, and Affordable Food. Expand access to fresh, healthy, and affordable food from grocery stores, convenience stores, farmers' markets, and community gardens to reduce food insecurity in EJ Communities.

Policies

EJ-9.1 **Healthy Food Retailers and Community Markets.** Promote policies and programs that target and increase access to healthy food retailers in EJ Communities. Develop a permanent fund for the Live Well Community Market Program that could provide technical assistance and training to convenience or liquor stores that want to provide healthier options for customers.

EJ-9.2 **Farmers Markets.** Support and expand the accessibility of farmers' markets, community-supported agriculture, and other direct farm-to-consumer models in EJ Communities to increase access to fresh and affordable food, including fruits, vegetables, and other agricultural products.

EJ-9.3 **Food Assistance Usage.** Promote statewide efforts to expand usage of food assistance benefits (e.g. CalFresh, WIC, and Market Match) at farmers' markets, farm stands, and community-supported agriculture sources to help increase the purchasing power of low-income unincorporated residents.

EJ-9.4 **New Development and Redevelopment Incentives (all unincorporated areas).** Promote incentives for new development and redevelopment projects to include a healthy food supply, such as a community garden or food forest, or be located within a half-mile of a healthy food supply, where applicable and appropriate.

EJ-9.5 **Development of Food Access Programs Through Civic Engagement (all unincorporated areas).** Continue civic engagement to explore the development of additional programs that promote food access and security across the and collaborate with existing partners in the community to leverage resources and work that is already being done in the county.

EJ-9.6 **County Emergency Food Response and Distribution (all unincorporated areas).** Design emergency response services to prioritize access to healthy foods through partnerships with food banks, pantries, and other mutual aid networks.

GOAL EJ-10

Increase Health and Nutrition. Enhance access to health and nutrition resources to reduce rates of diabetes, obesity, and diet-related illnesses.

Policies

EJ-10.1 Diet-Related Illness Prevention and Education. Expand partnerships with community-based organizations and EJ Community residents to amplify efforts of current programs as well as develop additional programs and resources for prevention and education about diet-related illnesses in EJ Communities.

EJ-10.2 Limit Fast Food and Low Nutrient Options. Explore the options to restrict permitting of and enacting land use controls for fast food establishments and other food retailers that promote low-nutrient dense foods, especially near sensitive land uses.

EJ-10.3 Healthy Food Supplies (all unincorporated areas). Continue to support the *Live Well San Diego* Food System Initiative and incorporate healthy food options into County-purchased and contracted food procurement. Promote healthy and locally grown food options at County-owned facilities, agency offices, parks and recreation centers, and sponsored events where food is made available to County residents.

EJ-10.4 School Initiatives (all unincorporated areas). Work with school districts to develop school-based programs that integrate educational components about locally grown fresh produce and nutrition.

EJ-10.5 Health and Nutrition Education and Awareness (all unincorporated areas). Support and expand countywide efforts to offer focused educational awareness campaigns to promote healthy eating habits and food choices and Countywide opportunities to increase access to health and nutrition resources.

EJ-10.6 Development of Health and Nutrition Programs Through Civic Engagement (all unincorporated areas). Continue civic engagement to develop additional programs that promote health and nutrition resources and support community organizations already engaged in these efforts.

Promotion of Physical Activity

CONTEXT

Physical activity has a direct impact on the long-term health and wellbeing of San Diego County residents and their communities. People who are physically active tend to have a higher life expectancy and lower risk for heart disease, stroke, type 2 diabetes, some cancers, and other health-related illnesses.[48] People participate in physical activities in many different forms and for different purposes, including recreational, health, and active transportation and commuting. Engaging in regular physical activity can also bring social and emotional benefits, such as social interaction and building community with others which helps to reduce depression, isolation, stress, and anxiety.

[48] Center for Disease Control and Prevention

The built environment plays an integral role in determining how communities can access opportunities for physical activity by providing places and encouraging land uses that support active transportation and other forms of exercise. In EJ Communities, the built environment can be negatively impacted by discriminatory land use practices, historical disinvestment, and lack of long-term planning.[49] These harmful and neglectful practices create fewer opportunities for exercise and recreation, including parks, recreation facilities, open space, trails, bike, and pedestrian connectivity networks. Convenient and safe access to these places has a direct correlation to increased exercise and physical activity.

Promoting physical activity contribute to a wide range of health and wellness benefits, including reduction of mortality risk, chronic disease prevention, metabolic health, heart, and respiratory fitness, and cognitive function in children and adults of all genders, income groups, and racial/ethnic groups.[50] There are also measurable co-benefits among increased active transportation, built environment improvements to bike and pedestrian infrastructure, crime prevention through environmental design, and reducing the impacts of climate change.

Chronic Diseases and Health-Related Illnesses

According to the California Health Interview Survey (CHIS), in 2016, fewer than half of adults in California (38.9%) engaged in physical activity (walking at least 150 minutes per week). In the County of San Diego, the participation rate was slightly higher at 41.2 percent. For children 17 and under who engaged in regular physical activity for at least 60 minutes daily per week, the statewide (16.5%) and countywide (19.3%) percentages were both under 20 percent. In EJ Communities, the percentage of children who engaged in regular physical activity was below both the County and state level. The percentage of adults who walked regularly for leisure or transportation was slightly below the Statewide and County percentage, while North Lemon Grove (40.5%) and Sweetwater (40.2%) exceeded the statewide percentage. The limitation of this data does not show the percentage of adults who may engage in more rigorous or frequent physical activity and exercise.

Table EJ-14. Engagement in Physical Activity for Children and Adults

North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego	California
Children (5-17) who engaged in at least 60 min of physical activity daily in the past week					
15.8%*		12.9%	15.9%	19.3%	16.5%
Adults (18+) who walked for transportation or leisure for at least 150 minutes in the past week					
38.0%	40.5%	37.4%	40.2%	41.2%	38.9%

Source: UCLA Center for Health Policy Research, California Health Interview Survey, 2016

There is insufficient data for individual census tracts with populations under 1,000. Percentage is for combined census tracts.

[49] California Environmental Justice Alliance, 2018

[50] California Environmental Justice Alliance, 2018

Lack of regular physical activity is a primary risk factor for many chronic diseases, such as cancer, heart disease, and stroke, type 2 diabetes, lung diseases, and asthma. In San Diego County, HHSA provides an in-depth look into the chronic diseases that are now a major cause of death and disability in its "3-4-50: Chronic Disease in San Diego County Report". The "3-4-50 Concept" states that the combination of three common behaviors (poor diet, tobacco use, and physical inactivity) contributes directly to four chronic diseases (cancer, heart disease, diabetes, and lung disease) which account for 50 percent of all deaths worldwide.[51]



These chronic diseases have surpassed infectious diseases and injuries as the leading cause of death and disability across the globe. The pervasive impact of these unhealthy behaviors can be seen in San Diego County, as these chronic diseases are also the most common causes of death in the region.[52] According to the County of San Diego Community Health Statistics Unit, in 2017, EJ Communities which are primarily located in the East and Central Regional Areas (RAs), experienced comparative rates of the 3-4-50 risk factors and the leading cause of death from the chronic diseases listed above.

Table EJ-15. Prevalence of Risk Factors and Chronic Diseases

	Central Region*	East Region**	County of San Diego
Tobacco Use	14.3% (1 out of 7)	12.5% (1 out of 8)	10% (1 out of 10)
Physical Inactivity	37.8%	17.0%	33.7%
Poor Nutrition	25.0% (1 out of 4)	20.0% (1 out of 5)	16.7% (1 out of 6)
Heart Disease	4.5%	6.6%	5.5%
Diabetes	8.3% (1 out of 12)	10.0% (1 out of 10)	9.1% (1 out of 11)
Lung Disease	14.3% (1 out of 7)	10.0% (1 out of 10)	14.3% (1 out of 7)
Chronic Disease as Leading Cause of Death	51%	52%	51%

Source: County of San Diego, Health and Human Services Agency, 2017
**Central Region includes portions of Sweetwater and Spring Valley EJ Communities*
***East Region includes North El Cajon, North Lemon Grove, and a portion of Spring Valley EJ Communities*

In the Central Region, which includes portions of Sweetwater and Spring Valley EJ Communities, residents experienced higher rates of tobacco use and poor nutrition compared to the East Region and the rest of the County. In the East Region, which includes North El Cajon, North Lemon Grove, and a portion of Spring Valley EJ Communities, residents experienced higher rates of tobacco use, poor nutrition, heart disease, and diabetes which account for 52% of all deaths.

Parks, Recreation, and Open Space

The level of access and proximity to parks, recreation centers, open spaces, and other safe places for physical activity are important predictors for physical activity levels. Parks and facilities that are well-maintained, up-to-

[51] County of San Diego, Health and Human Services Agency, 2017
[52] County of San Diego, Health and Human Services Agency, 2017

date, safe, and inviting, and provide much-needed programs and services (e.g. education, childcare, and food resources) help to promote physical activity and contribute to other positive health benefits. However, since these spaces are not equitably distributed, many low-income communities, communities of color, and other vulnerable populations frequently have the fewest accessible, safe, and well-maintained facilities.

The California Healthy Places Index (HPI) ranks California census tracts on a composite score of measuring community conditions and disadvantage according to a combination of indicators: demographics, socioeconomic factors, and health equity. The HPI measures tree canopy coverage and park access as two indicators of healthy neighborhood conditions and opportunities to promote physical activity and improve overall health and wellbeing for community members. Accessible parks and open spaces help to reduce chronic diseases, improve mental health, foster community connections, and encourage physical activity. Trees and diverse plant life provide numerous benefits for mental and physical health, such as shade and heat relief, stress reduction, and overall wellness; these all help to promote physical activity. Furthermore, more parks, open spaces, and tree coverage are essential to a community's resiliency efforts and mitigation against the effects of pollution and climate change.

Table EJ-16. Healthy Neighborhood Conditions

North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of San Diego
Park Access (% of population who live within ½ mile of a park, beach, or open space greater than 1 acre)				
23.8%	65.9%	90.7%	100%	80.1%
Tree Canopy (% of land with tree canopy weighted by number of people per acre)				
2.8%	2.9%	3.1%	3.8%	4.4%

Source: California Healthy Places Index, 2015

As shown in Table EJ-16, a large majority of County residents (80.1%) live within a half-mile of a park, beach, or open space greater than 1 acre. Comparatively, over 90 percent of residents in Sweetwater (100%) and Spring Valley (90.7%) have significantly higher access to parks, beaches, and open spaces. In contrast, less than two-thirds of residents who live in North Lemon Grove (65.9%) and less than a quarter of residents in North El Cajon (23.8%) lived within ½ mile to a park, beach, or open space. A limitation to this data is that it includes areas that may not be fully accessible to the public and to those without economic means, such as golf courses or country clubs, which tend to be greater than 1 acre in size. In addition, 4.4 percent of the land within the County has a tree canopy. For EJ Communities, this percentage is much lower ranging from 2.8 percent in North El Cajon to 3.8 percent in Sweetwater.

Active Commuting

Every County resident should have safe, accessible, and convenient transportation options to get to work, school, and other important destinations. Active commuting by walking, biking, and public transit not only creates opportunities for physical activity, but also provides more options for those without a vehicle, encourages social cohesion, and reduces the impacts of climate change and air pollution. The Healthy Places Index measures automobile access and active commuting as indicators of a community with healthier transportation options. According to the 2015 HPI, less than 6 percent of County residents did not have access to a car or vehicle. In EJ Communities, Spring Valley and Sweetwater had a comparable population. In North Lemon Grove, more than 18 percent of the population commute to work by transit, walking, or biking followed by North El Cajon at 12.5 percent and compared to the County (6.6%) and the other EJ Communities (between 3% to 5%).

Table EJ-17. Automobile Access and Active Commuting

North El Cajon	North Lemon Grove	Spring Valley	Sweetwater	County of SD
Automobile Access (Percentage of households with access to an automobile)				
89.7%	84.4%	93.9%	96.2%	94.1%
Active Commuting (Percentage of workers 16+ who commute to work by transit, walking, biking)				
12.5%	18.3%	5.0%	3.0%	6.6%

Source: California Healthy Places Index, 2015

Live Well San Diego also measures the use of public transportation and length of commute time as two indicators of social well-being for the San Diego Region. In 2017, only 3.3 percent of the County's population used public transportation to commute to work. In EJ Communities, there were fewer residents in the East Region[53] who took public transit to work compared to the County, however in El Cajon (4.1%) and Lemon Grove (4.7%) SRAs (which includes two EJ Community census tracts), there was nearly 5 percent of residents who used public transit. The Central Region[54], which includes Sweetwater and a portion of Spring Valley census tracts, had more than 5 percent of residents who used public transit.

In order to encourage more walking and biking, the quality and conditions of infrastructure, routes, and trails must be maintained to increase access to important destinations. Bike and pedestrian infrastructure must ensure safety especially when interacting with motorized vehicles and high injury networks. For the identified EJ Community census tracts, preliminary analysis shows that between January 2009 and December 2018, there were a total of 278 pedestrian collisions and 146 bicycle collisions.[55] The highest number of pedestrian and bicycle collisions occurred in Spring Valley and North El Cajon, nearly double the number of collisions compared to North Lemon Grove and Sweetwater. More in-depth analysis needs to be conducted for a comprehensive understanding of these collisions and the improvements needed.

The goals and policies in this section are aimed at: 1) reducing the risk of illnesses related to lack of physical activity; 2) expanding access to parks and recreation facilities and related programs and services, and 3) broadening the reach of active transportation networks, connections, and safety throughout the county. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

[53] East Region includes North El Cajon, North Lemon Grove, and a portion of Spring Valley EJ Communities

[54] Central Region includes portions of Sweetwater and Spring Valley EJ Communities

[55] University of California Berkeley, Transportation Injury Mapping System (TIMS), "Statewide Integrated Traffic Records System," 2009-2018.

GOALS AND POLICIES

GOAL EJ-11

Physical Health and Wellness. Increase physical activity resources and programs to reduce rates of obesity, heart disease, diabetes, and other health-related illnesses for residents of all ages, cultural backgrounds, and abilities, particularly in EJ Communities.

Policies

EJ-11.1 **Community-Based Interventions.** Partner with community-based organizations to provide educational materials and resources to increase the awareness of health-related illnesses and to determine solutions-based interventions impacting EJ Community residents.

EJ-11.2 **Physical Activity Education and Programs**. Promote culturally-competent education resources and affordable, low or no-cost programs that raise awareness about the importance of healthy lifestyle behaviors, healthy eating, and encourage residents to participate regularly in physical activity for the overall well-being of all ages, particularly in EJ Communities.

EJ-11.3 **Cultural Programming.** Increase opportunities for cultural arts programs and events that promote movement, dancing, music, theater, and other types of visual and performative arts that increase physical activity and social cohesion prioritizing EJ Communities.

EJ-11.4 **Youth-Based Programs and Resources (all unincorporated areas).** Work with school districts, afterschool programs, and youth organizations to promote educational resources and affordable, low or no-cost programs that encourage children and teens to increase physical activity.

EJ-11.5 **Community Engagement (all unincorporated areas).** Partner with community-based organizations to seek community involvement and feedback to create appropriate and relevant programming and to support improvements to natural and built environment placemaking to promote physical activity and recreation.

GOAL EJ-12

Healthy Design and Multi-Modal Development. Promote multi-modal land use design and development patterns that decrease vehicle miles traveled, and encourage increased physical activity, biking, and walking as a means to reduce health-related issues.

Policies

EJ-12.1 **Built Environment Barriers.** Identify and eliminate, where feasible, barriers to outdoor physical activity, such as damaged, incomplete, blocked, or littered sidewalks and bike paths, lack of safe street crossings and direct connections, unsuitable design for persons with disabilities, excessive speeding, insufficient lighting, incidence or perception of crime, and lack of landscaping, shade trees and shade structures along streets. *See Land Use Element Policy LU-5.5*

EJ-12.2 **Pedestrian Amenities Improvements.** Support collaboration with private and agency partners to enhance pedestrian amenities, such as lighting, shade, benches, trash and recycling receptacles, bathrooms, hand sanitizing stations, water fountains, and prioritize investments in EJ Communities.

EJ-12.3 **Pedestrian and Bicycle Facilities.** Prioritize the incorporation and installation of pedestrian and bicycle facilities in EJ Communities based on community-identified mobility needs and feedback. Consistent with the Mobility Element, require that new developments, redevelopment projects, and any new and renovated transportation facilities built, managed, and/or operated by the County in EJ Communities include pedestrian and bicycle facilities. Support connections to programs providing pedestrian and bicycle safety training and resources. *See Mobility Element Policies M-11.2, M-11.4, M-11.5, and M-11.6.*

EJ-12.4 **Access to Bicycles, Helmets, and Related Equipment (all unincorporated areas).** Partner with school districts and community-based organizations to improve and promote access to affordable bicycles, helmets, and related safety equipment for lower-income families.

EJ-12.5 **Mixed-Use Development (all unincorporated areas).** Consistent with the Land Use Element, develop programs to incentivize mixed-use development and an appropriate balance of land uses, such as schools, parks, job centers, retail, and grocery, so that essential goods and services are within walking and biking distance of residential areas. *See Land Use Element Policies LU-5.1 and 11.3.*

EJ-12.6 **Community Engagement (all unincorporated areas).** Partner with CBOs and with residents to support improvements to natural and built environments to promote land use design that increases physical activity, biking, and walking.

EJ-12.7 **ADA Accessibility (all unincorporated areas).** Prioritize compliance with American Disability Act (ADA) standards and accessibility for all pedestrian, transit, and bicycle improvements, through ongoing engagement and incorporation of feedback from disability community stakeholder groups.

EJ-12.8 **Transportation Action Plans (all unincorporated areas).** Support policies and programs through the "Safe Routes to Schools" and "Vision Zero" framework to reduce traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

GOAL EJ-13

Parks and Recreation Access. Expand access to parks, recreation facilities, and other safe places for community members to be active by leveraging resources through jurisdictional partnerships, joint use agreements, additional funding, and community volunteers.

Policies

EJ-13.1 **Park Provision.** Achieve and maintain a minimum standard of 3 acres of local parks per 1,000 County residents, including, neighborhood and community parks, pocket parks that are over ½ acre in size, 10 acres of regional parks per 1,000 County residents, and both local and regional parks contain sufficient amenities prioritized in EJ Communities.

EJ-13.2 **Public-Private Partnerships.** Partner with schools, places of worship, and businesses to expand access to green spaces and recreation areas, especially in EJ Communities with less accessibility to green spaces and recreation areas.

EJ-13.3 **Urban Greening and Green Infrastructure.** Encourage planting of native plants, and other urban greening and green infrastructure projects with supporting maintenance agreements within EJ Communities. Coordinate efforts of Climate Action Plan Urban Greening and DPW Green Streets Program with green spaces and recreational areas.

EJ-13.4 **Park Maintenance.** Support and coordinate local community organizations, and volunteer groups in their efforts to improve or maintain local parks, trails, and other public spaces in EJ Communities.

EJ-13.5 **Safety Concerns (all unincorporated areas).** Continue addressing safety concerns that may create barriers to physical activity by assessing adequate lighting and street visibility in new and existing parks and recreation facilities. Research international best practices in urban planning to identify best design elements to ensure public safety and crime reduction.

EJ-13.6 **Vacant and Underutilized Land (all unincorporated areas).** Identify vacant and underutilized land and existing green spaces in the unincorporated County that can be revitalized into neighborhood parks or community gardens to provide more space for outdoor physical and recreational activity for all ages.

Promotion of Civic Engagement

CONTEXT

Equitable and effective regional planning and decision-making processes, especially for EJ issues, should meaningfully involve the most impacted community members. Promoting civic engagement is imperative for jurisdictions to prioritize improvements and programs in EJ Communities. This level of engagement can help strengthen community involvement and deepen the investment of stakeholders in identifying and realizing community improvements. EJ issues can be more organically identified and resolved if there are accessible and culturally relevant opportunities to engage in decision-making processes prioritizing low-income communities, communities of color, and linguistically isolated communities. Also, providing timely and updated information for how residents can reach relevant and appropriate County staff can be an important step towards transparency and accountability across countywide programs and services.

The EJ Element is primarily focused on addressing the unique or compounded health risks, promoting civic engagement, and prioritizing improvements and programs that address the specific needs of EJ Communities. The combined impacts of the pandemic, public health, racial and social justice, and environmental hazards emphasize the need for sustainable, inclusive, and equitable engagement processes. Important population characteristics in the EJ Communities include race/ethnicity, age, and language proficiency which deeply influence how outreach and engagement is carried out to reach individuals and families in a way that is intentional, respectful, and meaningful. These processes will help ensure that goals and policies within the EJ Element as part of the General Plan update genuinely reflect regional and community priorities, concerns, and disparities. The County will continue to collect and track feedback and concerns throughout the General Plan update process and ongoing implementation.

Language Isolation

Language isolation occurs when there are households with individuals over the age of 14 that have limited English proficiency. When public information and notifications are offered only in English, these households are at a

disadvantage when trying to attain important information or participate in public engagements that may impact their health, wellbeing, or economic opportunity. Communities with high levels of linguistically isolated households tend to have lower participation levels when only English is used. Live Well San Diego measures linguistic isolation as an indicator of social well-being. According to 2017 data, 7.2 percent of the County population experiences linguistic isolation compared to 9.2 percent statewide. Measured by subregional areas (SRAs), Southeastern San Diego has the highest rate of language isolation at 11.6 percent followed by El Cajon (9.8%), Lemon Grove (5.5%), and Spring Valley (4.3%).

Access to Internet

The impact of the COVID-19 pandemic in 2020 has exposed many inequities, especially the "digital divide" in accessing affordable and reliable internet, broadband, and cellular data which have become the necessary norm for virtual community engagement, online learning, social communication, and real-time and important information and resources. In the County overall, 9.1 percent of households do not have internet access. This percentage is higher in all the EJ Communities, except for North El Cajon (6.1%). Over one-fifth of households in North Lemon Grove do not have internet access (21.5%), followed by Spring Valley (11.6%) and Sweetwater (10.2%). This lack of internet access has important implications for full engagement in political and stakeholder decision-making processes, especially when accommodations are only made for virtual and online access. While the County continues to follow statewide and regional public health protocols and determines how best to engage with diverse stakeholders across the region, policies, goals, and implementation programs are tailored to expand access to these services beyond future potential public health emergencies.

Community Involvement

Live Well San Diego measures volunteerism and voting as indicators of community involvement, health, well-being, and opportunity. The California Healthy Places Index also measures voter turnout as an indicator of social power and cohesion, which are linked to a range of positive health outcomes at the individual and community levels. According to 2019 data for Live Well San Diego, nearly 18 percent of the County population volunteered for a charitable organization during the year compared to 16.3 percent statewide. There was a lower percentage in the SRAs in the Central and East Regions that contain EJ Community census tracts ranging between 12 to 17 percent. For voter turnout, 52.4 percent of the County population voted in federal, state, or local elections in 2019 compared to 49.3 percent of the statewide population. Except for Spring Valley (53.9%), the other SRAs had a lower percentage, between 40.2 to 48.8 percent, who voted in an election within the 2019 calendar year. Beyond volunteerism and voting, which may not be accessible to all people and can serve as barriers for disenfranchised populations, other indicators can be measured for community involvement, such as the impact and role of community leaders, advocacy groups, and youth organizations. Goals, policies, and implementation programs are aimed at reducing these barriers and promoting capacity building to increase civic engagement.

The goals and policies in this section are aimed at increasing inclusiveness, providing communication, empowering residents, building trust, and facilitating collaborative relationships. Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

GOALS AND POLICIES

GOAL EJ-14

Accessible and Culturally Appropriate Civic Engagement. Provide equitable and inclusive opportunities for all County residents, regardless of racial/ethnic background, national origin, age, education, income, or disability to meaningfully engage in the decision-making process, specifically focused on promoting positive health outcomes and wellbeing of residents within EJ Communities, including education and workforce opportunities.

Policies

EJ-14.1 **Culturally Relevant Engagement.** Partner with appropriate organizations (e.g., community-based, faith-based, advocacy, and service) that have built relationships, trust, and cultural competency within EJ Communities and with youth, seniors, persons with disabilities, and refugees to conduct meaningful outreach for relevant planning initiatives and environmental justice issues.

EJ-14.2 **Community-Led Initiatives.** Support community-driven initiatives in EJ Communities to address priorities and needs through technical assistance, data sources, meeting spaces, support services, and other staff resources.

EJ-14.3 **Translation and Interpretation.** Require vital County documents and announcements to be translated, interpreted, and accessible in a variety of languages that reflect the linguistic needs of the communities being served. This includes printed and online materials, meetings and workshops, and other announcements and notices.

EJ-14.4 **Maximize Accessibility (all unincorporated areas).** Ensure that meetings and other public engagement events are held at accessible locations and times with considerations for childcare, food options, ADA accommodations, technology access, and language interpretation to support greater attendance.

EJ-14.5 **Multi-Platform Engagement (all unincorporated areas).** Require the use of multiple platforms for virtual, phone, or in-person engagement to support greater participation and attendance. Where possible and preferred by the community, collaborate with community partners to utilize existing meetings and venues in EJ Communities.

GOAL EJ-15

Capacity Building and Leadership Development. Support equitable and inclusive opportunities to build capacity and leadership skills for residents and organizations in EJ Communities through continued civic engagement.

Policies

EJ-15.1 **Community Service.** Support and expand opportunities for all residents to engage in community service that integrates community health, environment, and civic engagement with a special emphasis on youth and older adults.

EJ-15.2 **Educational Outreach.** Partner with school districts, community colleges, and continuing education institutions to promote civic engagement opportunities.

EJ-15.3 **Capacity Building and Support.** Support and expand opportunities to build and sustain capacity among residents to advocate and engage for community and systems improvements, to develop their skill sets as community leaders, and to advance their roles as trusted messengers.

GOAL EJ-16

Transparent Governance. Maintain transparent, fair, consistent, and sustained civic engagement to continue identifying and addressing needs and priorities by building trust, establishing relationships, and ensuring community outreach standards.

Policies

EJ-16.1 **Environmental Justice and Health Profiles and Trends.** Support alignment and accessibility of data indicators within the EJ Element, *Live Well San Diego* Data Indicators, and California Healthy Places Index to provide countywide and census tract-level profiles and data to encourage community-level participation and understanding of environmental and health-related issues and trends.

EJ-16.2 **Universal Outreach Methods (all unincorporated areas).** Establish guidelines for diverse methods of outreach that promote civic engagement especially to households that are linguistically isolated and do not have internet access, as well as youth, seniors, persons with disabilities, and refugees. Ensure that methods of communication are utilized that maximize outreach and consider methods needed for harder-to-reach communities, such as the use of ethnic-based newspapers, phone, text, and email listservs, and in-person social networks.

EJ-16.3 **Data Mapping and Visualization (all unincorporated areas).** Ensure data mapping, and visualization tools are easily accessible and comprehensible to the general public.

Prioritization of Improvements and Programs

CONTEXT

An essential component of the EJ Element is prioritizing projects, programs, and investments that directly serve and benefit residents within EJ Communities. Due to historical, geographic, and procedural inequities, EJ Communities have specialized needs and priorities that require intentional actions to improve existing conditions and to ensure negative impacts are not exacerbated. Effective prioritization requires coordination and alignment across County agencies, departments, and shared jurisdictional partners along with consistent and sustained engagement with EJ Community stakeholders.

The other topical sections within the EJ Element identify existing conditions and needs in the EJ Communities within unincorporated San Diego County that justify prioritizing programs, services, and investments for the identified communities. Under further direction from the Board of Supervisors, County staff are committed to refining the data indicators and methodology for identifying additional EJ Communities throughout the unincorporated county.

Data Alignment

There are several indicators and evaluation process the County refers to for better coordination of programs and services, and to monitor data related to racial and social equity, regional opportunity, and community health and well-being for continued community engagement. There are challenges, however, in aligning multiple platforms when data is collected and classified at different regional levels. Both U.S. Census and CalEnviroScreen data are collected at the census tract level. Live Well San Diego and other regional data sources are collected at the sub-regional area (SRA) or community planning area (CPA) level which are broader than census tracts.

The County is exploring options to align existing data sources so to better identify unincorporated community needs. One data source is the California Healthy Places Index (HPI) and would be used for monitoring additional indicators that correspond with both CalEnviroScreen and *Live Well* San Diego. The HPI is a statewide tool that identifies community conditions that predict health and social outcomes and contains mapping and data resources at the census tract level. This tool can help track and monitor community improvements and issue areas. Some other data and indicators are more challenging to collect at the census tract level, such as property and violent crime rates and pedestrian and bicycle collisions, that directly relate to specific EJ topic areas. The County desires to seek opportunities to use these and other data sources so to identify service gaps and community needs.

Where "all unincorporated areas" is noted next to the policy, the policy is intended to address both the needs of the EJ Communities and the other unincorporated communities.

GOALS AND POLICIES

GOAL EJ-17

Implementation Progress Monitoring. Facilitate effective implementation and monitoring of environmental justice programs in the unincorporated County.

Policies

EJ-17.1 **EJ Community Programs and Improvements.** Support for programs and improvements in EJ Communities that address each community's unique or compounded needs.

EJ-17.2 **Annual Implementation Review.** Require annual review of the implementation of the EJ Element to monitor progress on goals, policies, and implementation of programs and actions and provide this information to the EJ Communities.

EJ-17.3 **Existing Processes and Practices (all unincorporated areas).** Examine existing countywide processes and practices for ways to embed environmental justice goals, policies, and actions throughout future updates to General Plan Elements, Climate Action Plans, and other County-initiated planning efforts.

GOAL EJ-18

Regional Data Clearinghouse. Coordinate alignment among data reporting and monitoring at the regional and census tract level to match statewide data reporting for countywide policies, regulations, and progress reports.

Policies

EJ-18.1 **Community Progress Reports.** Continue to utilize data reporting from *Live Well San Diego* Data Indicators and California Healthy Places Index to measure progress and develop additional indicators through continued engagement with EJ Communities.

EJ-18.2 **Census Tract Data (all unincorporated areas).** Coordinate with public agencies to collect and report data at the census tract level to better align with statewide data reporting across the County.

CHAPTER 10 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

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 required

  A "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.

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:

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 11 **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

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
Lx	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

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.

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.

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 (CO_2)—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 CO_2 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.

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 ft^3 = 1 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.

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.

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.

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 (CO_2), methane (CH_4), nitrous oxide (N_2O), halogenated fluorocarbons (HCFCs), ozone (O_3), 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)

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 ($\mu g/m^3$) [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.

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 Lmax and Lmin 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.

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

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.

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.

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.

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.

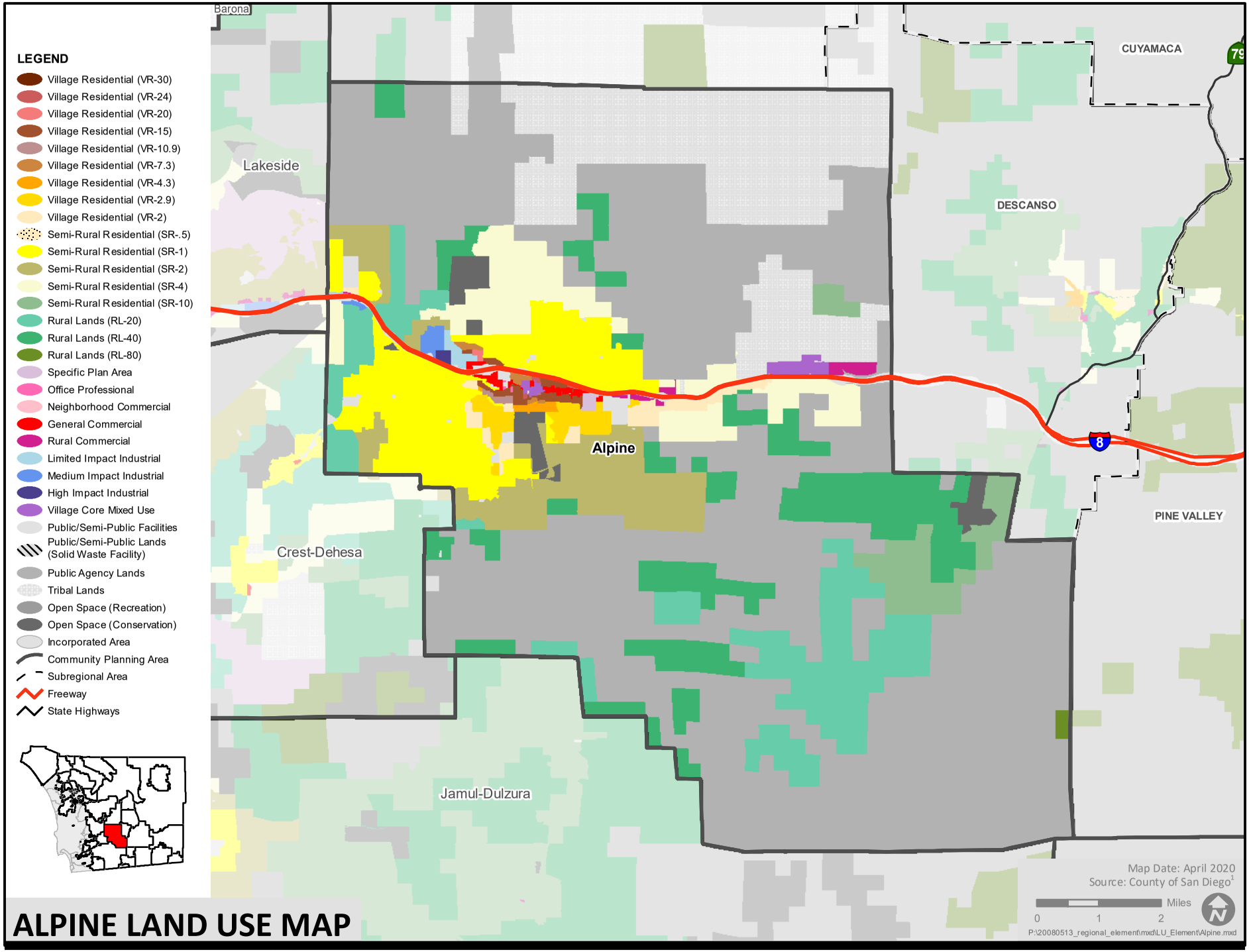
Zoning—Local codes regulating the use and development of property. A zoning ordinance divides the city or county into land use districts or "zones," represented on zoning maps, and specifies the allowable uses

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.

APPENDICES

Land Use Maps Appendix

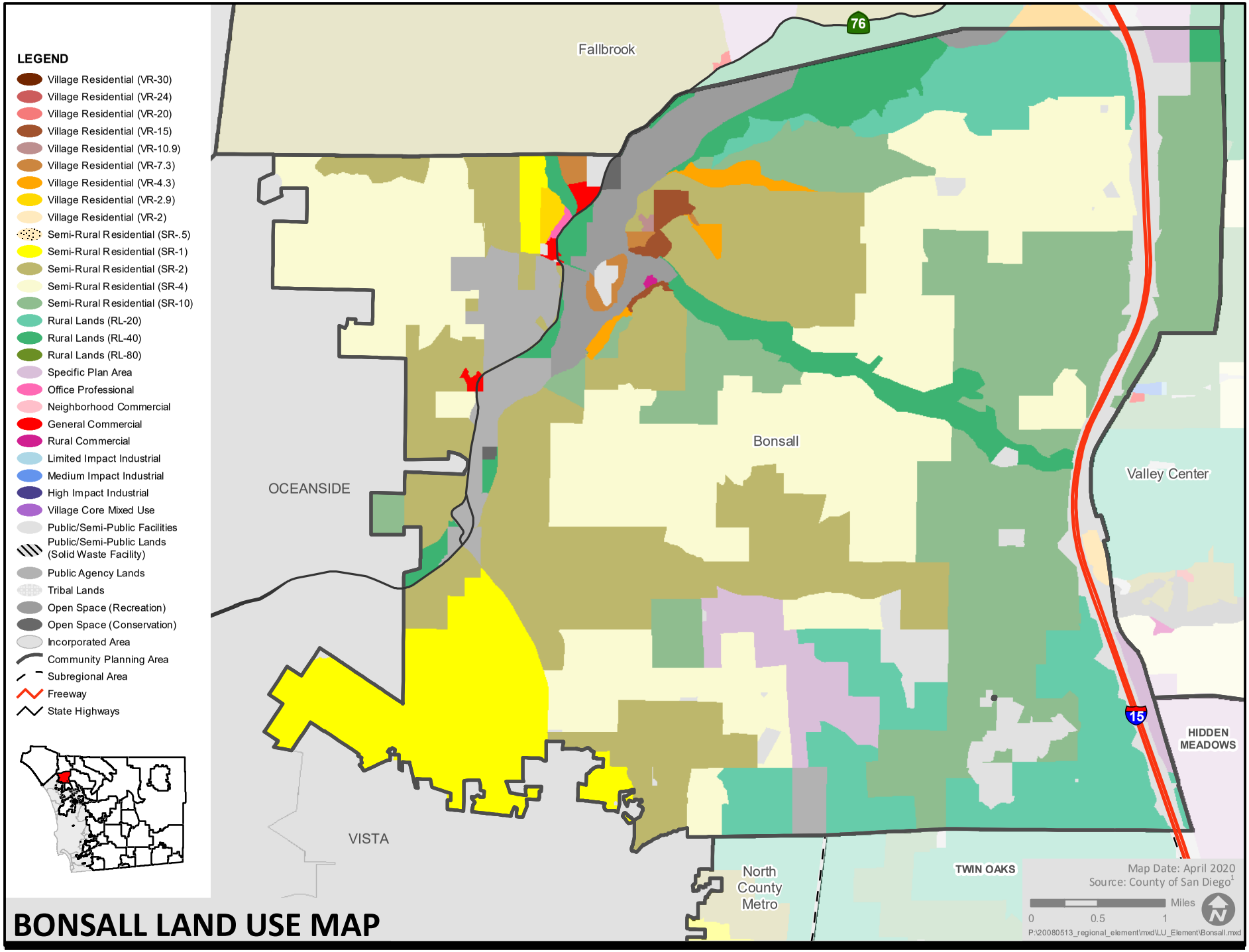
Land Use Maps Appendix



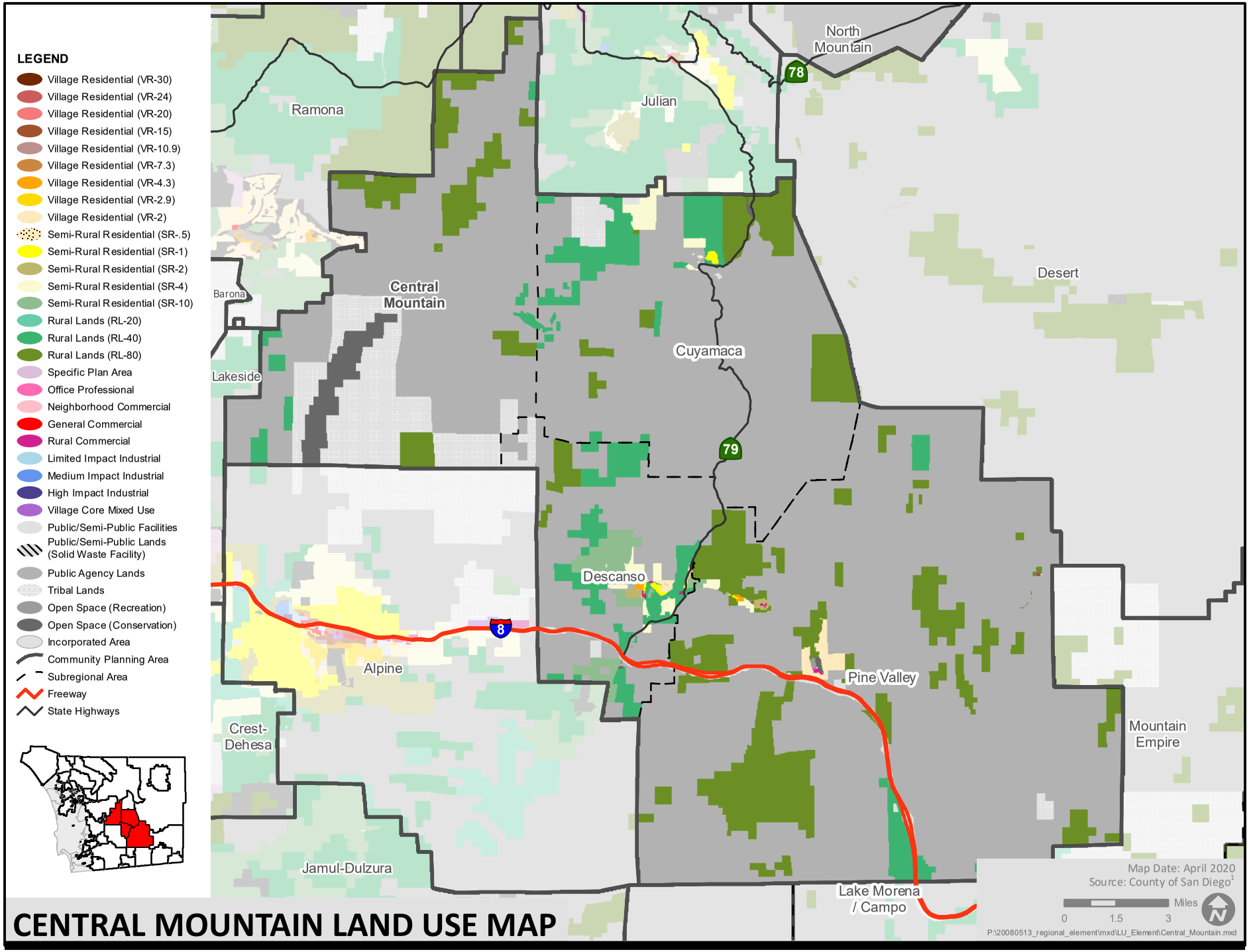
ALPINE LAND USE MAP

San Diego County General Plan

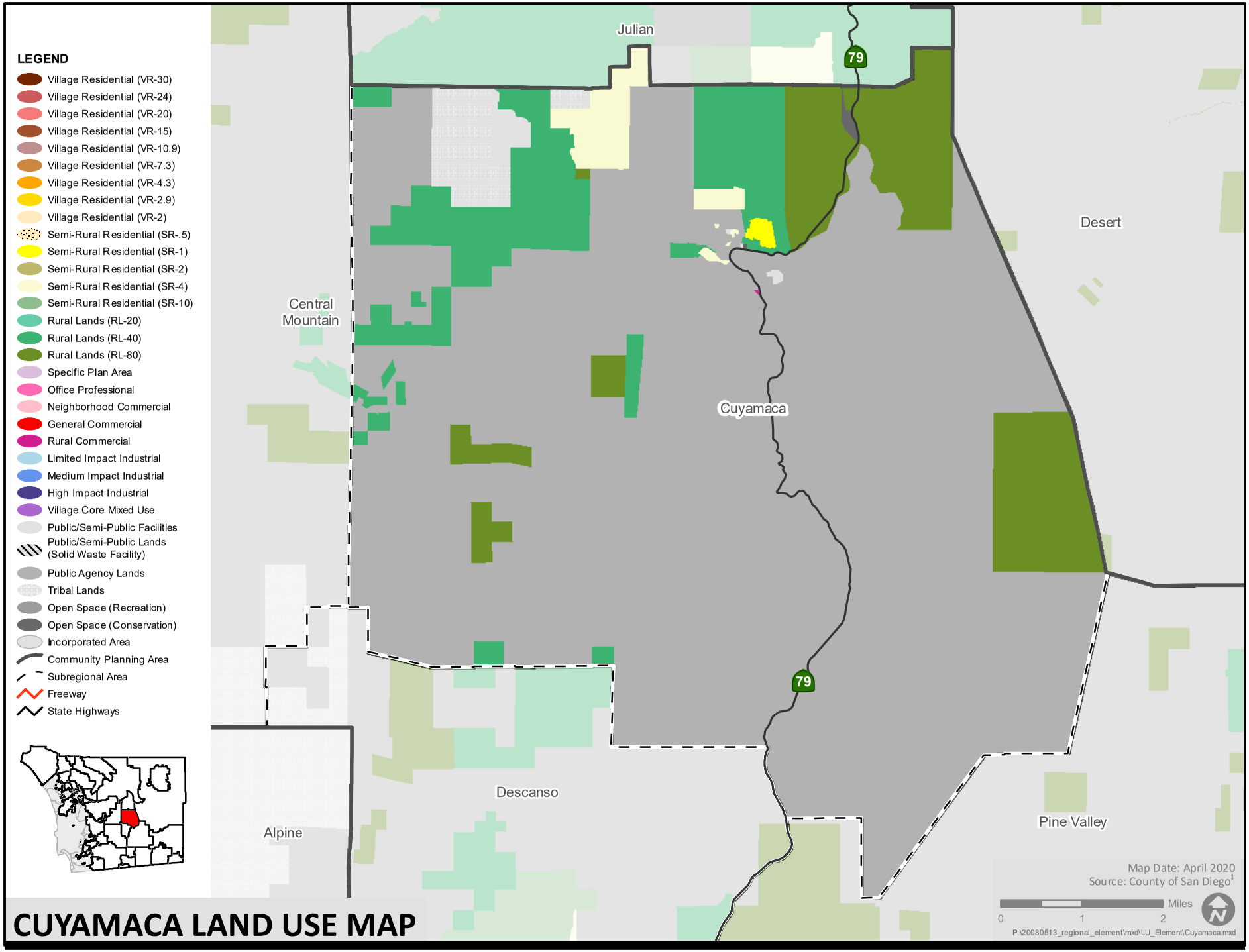
Figure LU-A-1



BONSALL LAND USE MAP



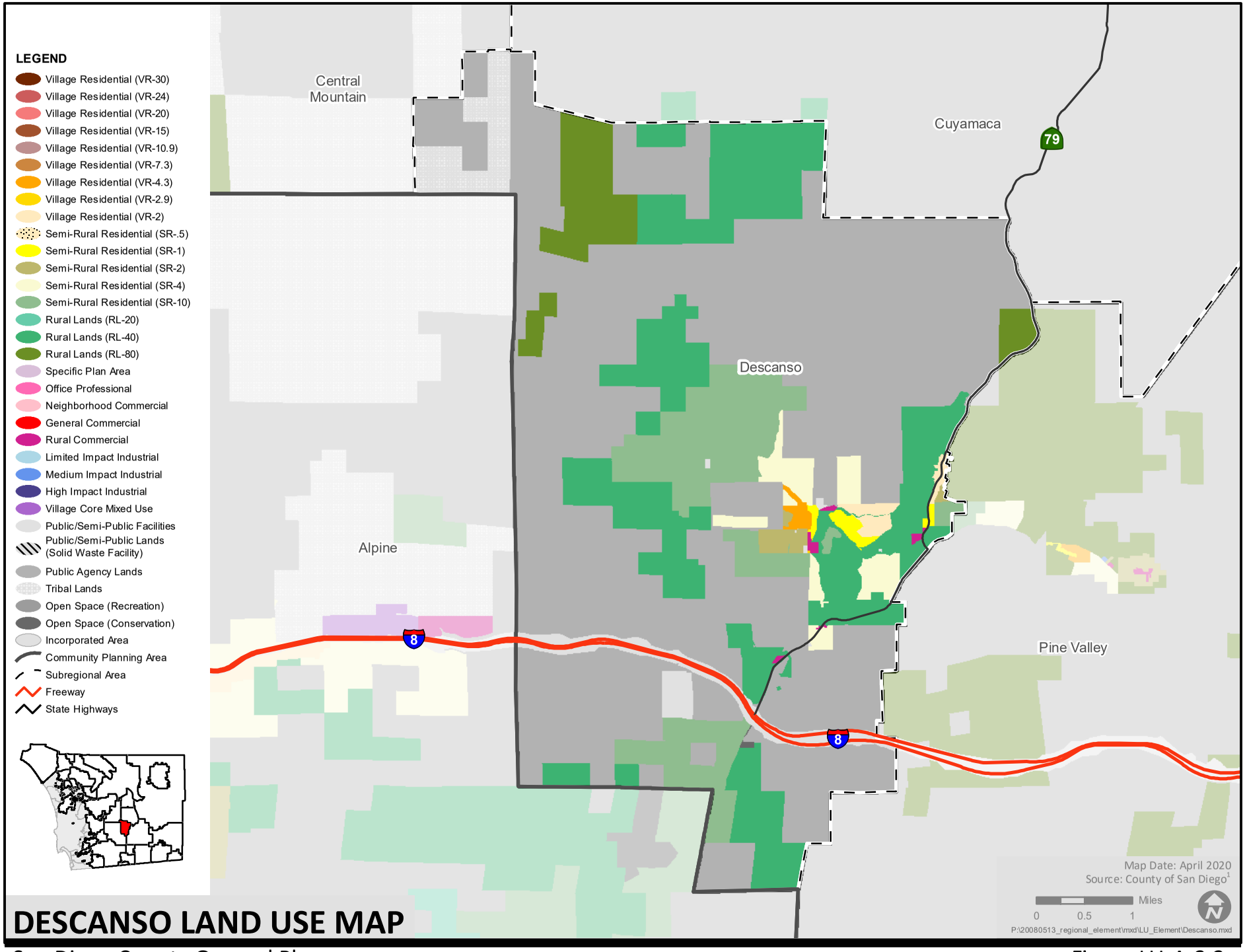
CENTRAL MOUNTAIN LAND USE MAP



CUYAMACA LAND USE MAP

San Diego County General Plan

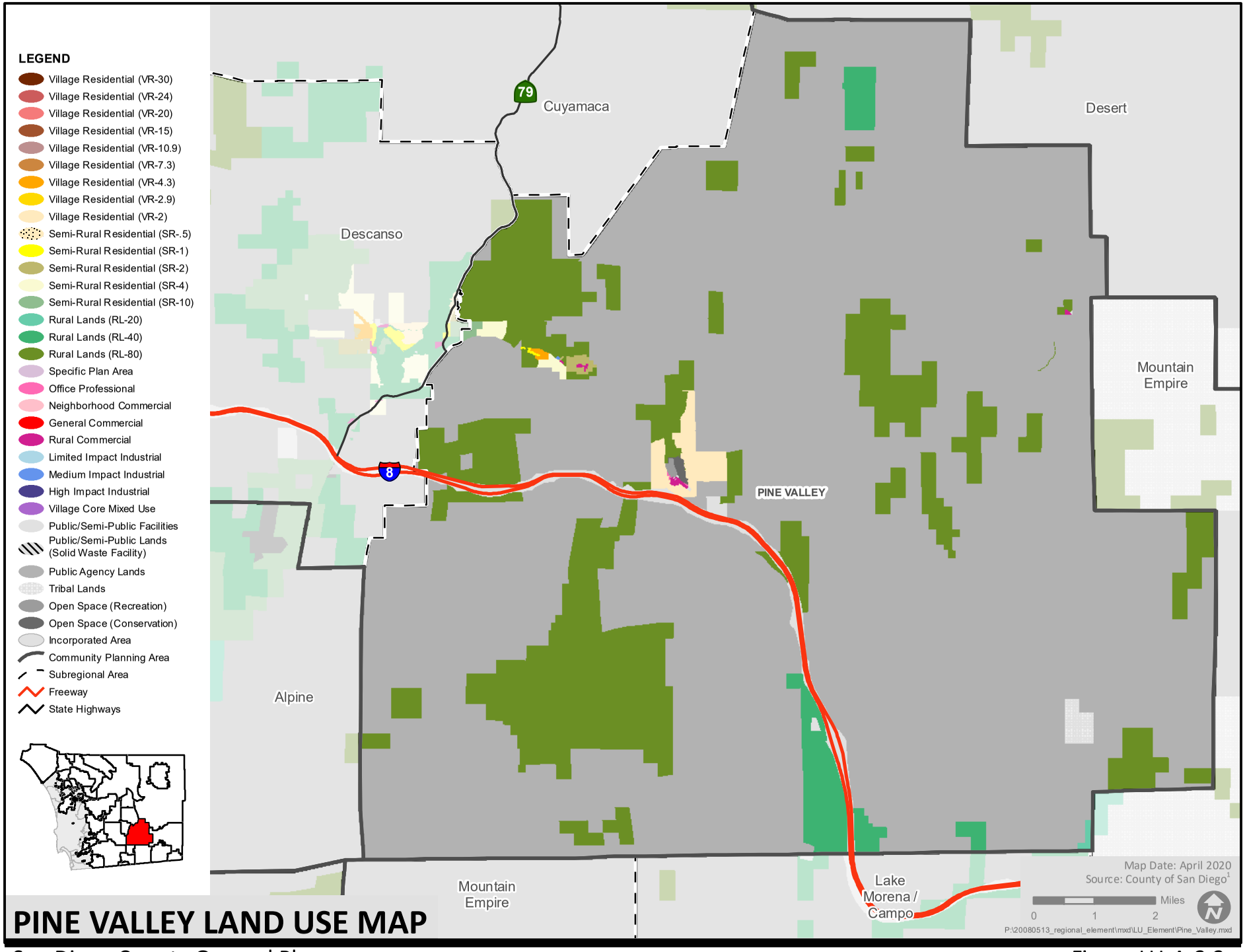
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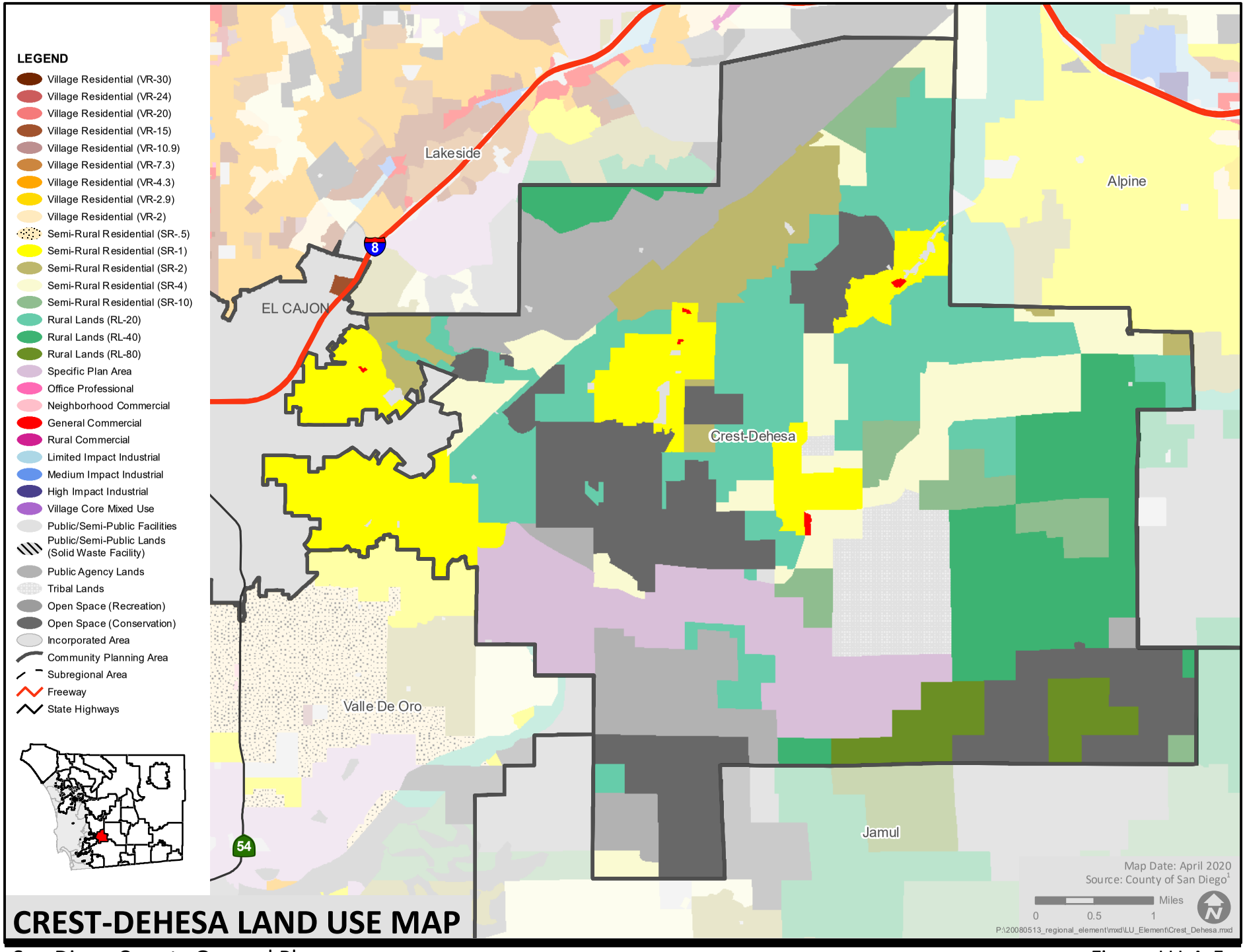
DESCANSO LAND USE MAP

San Diego County General Plan

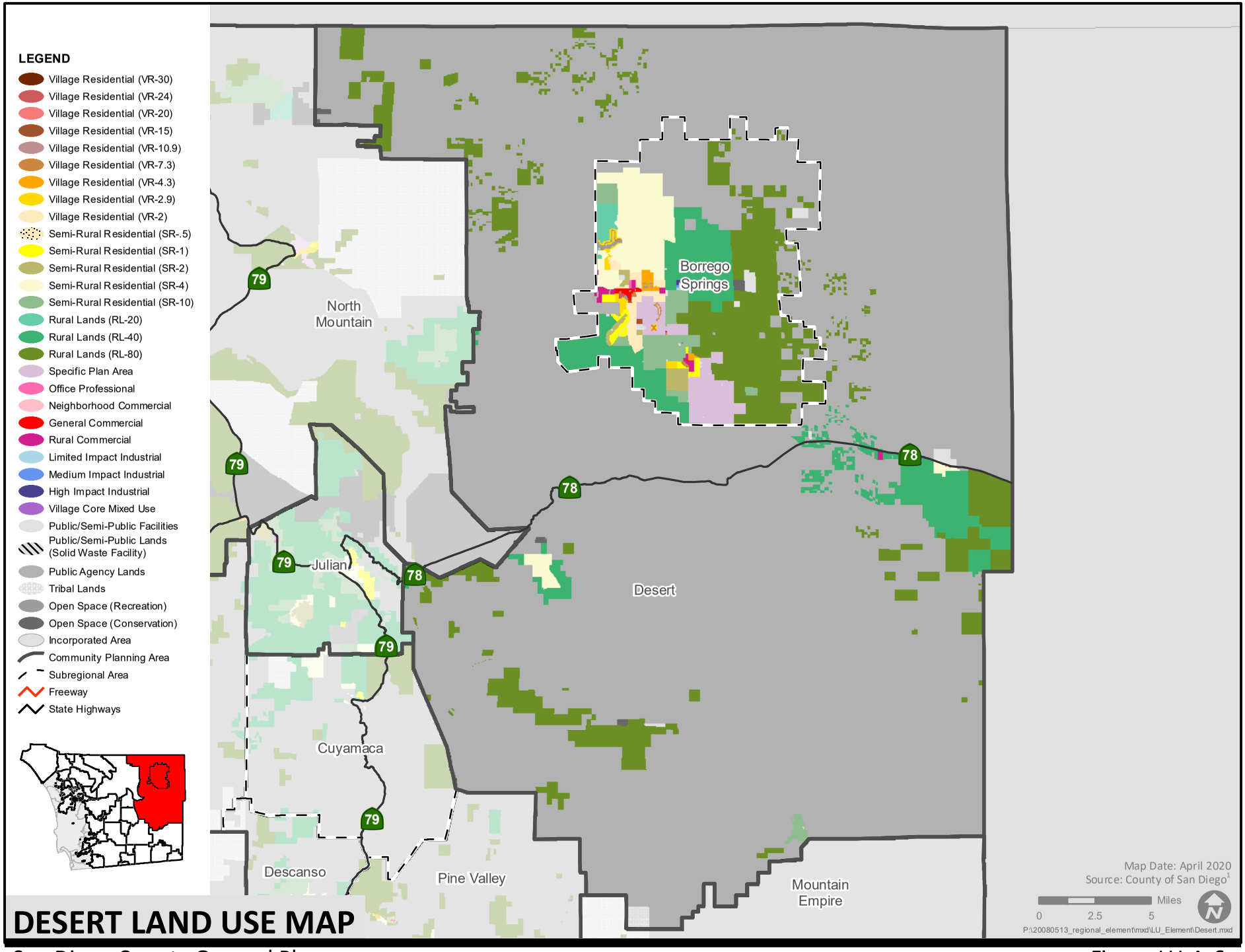
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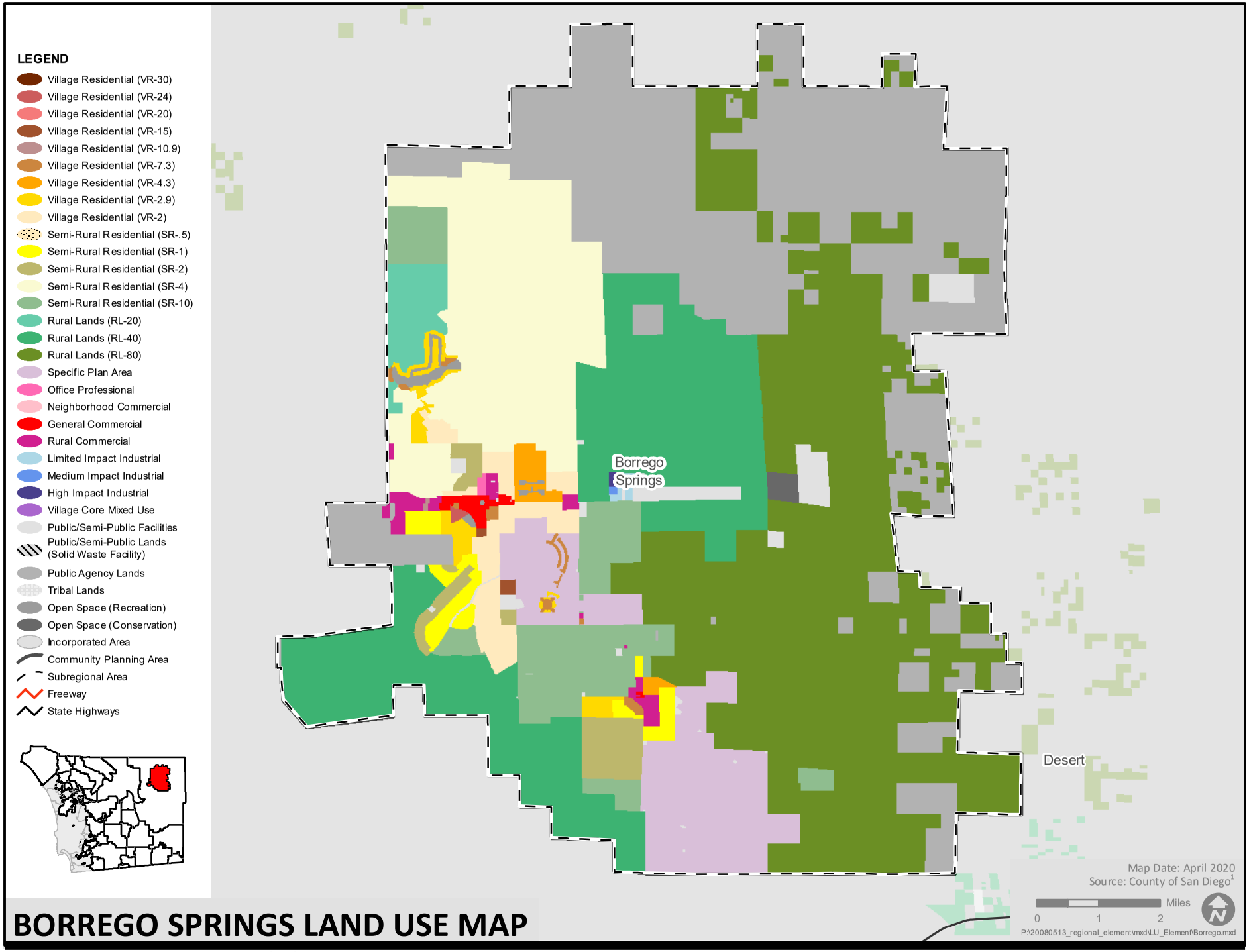
PINE VALLEY LAND USE MAP



CREST-DEHESA LAND USE MAP



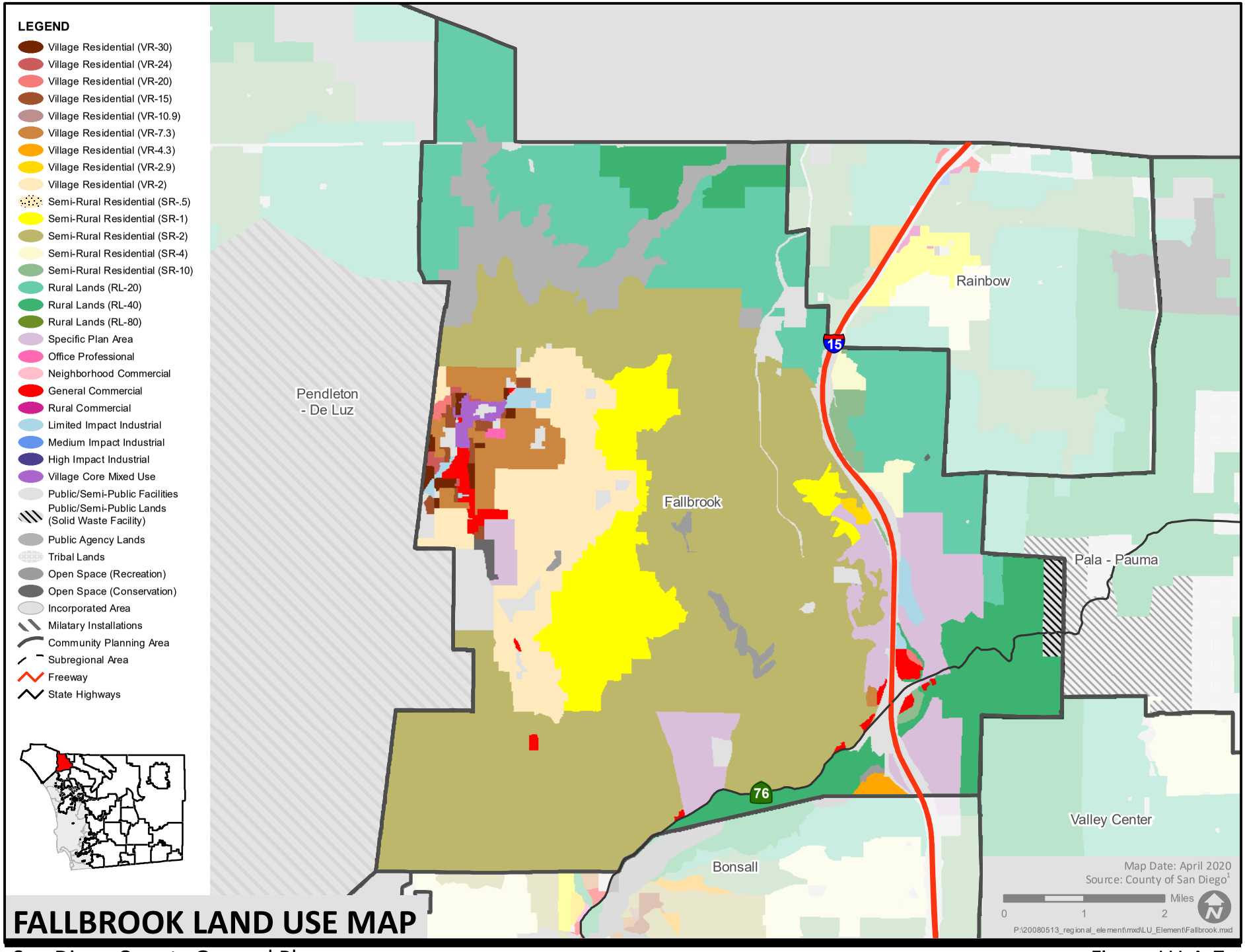
DESERT LAND USE MAP



BORREGO SPRINGS LAND USE MAP

San Diego County General Plan

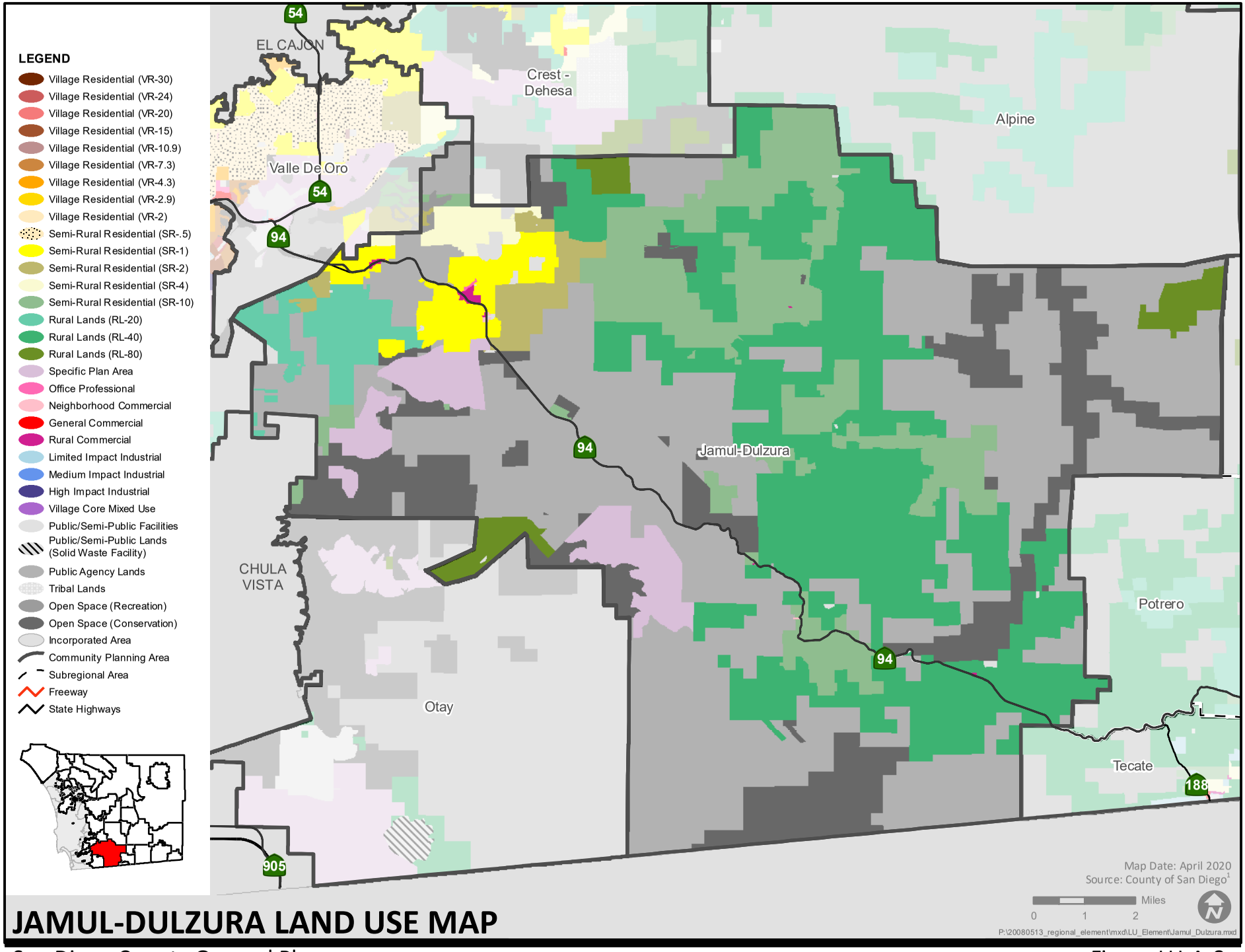
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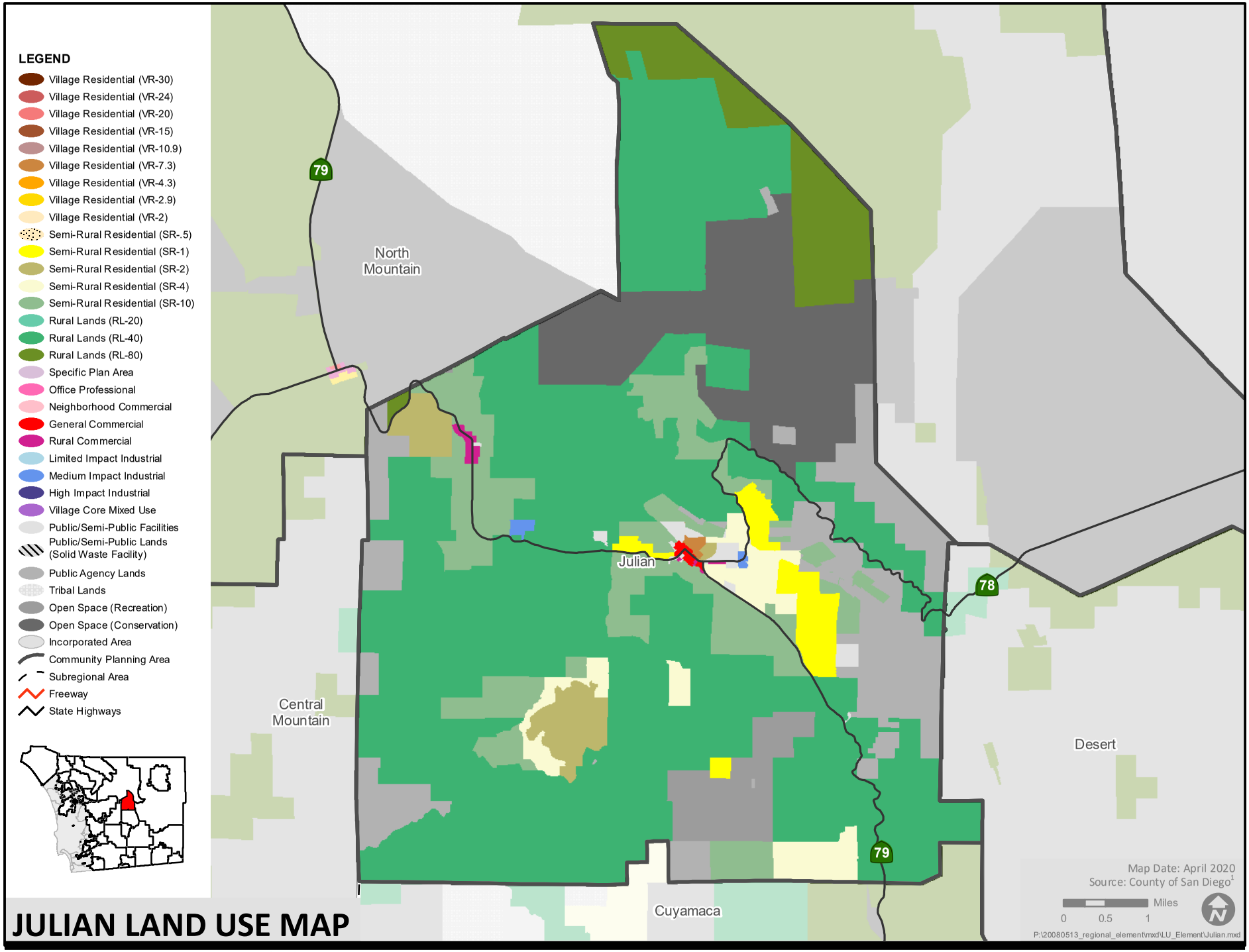
FALLBROOK LAND USE MAP

San Diego County General Plan

Figure LU-A-7



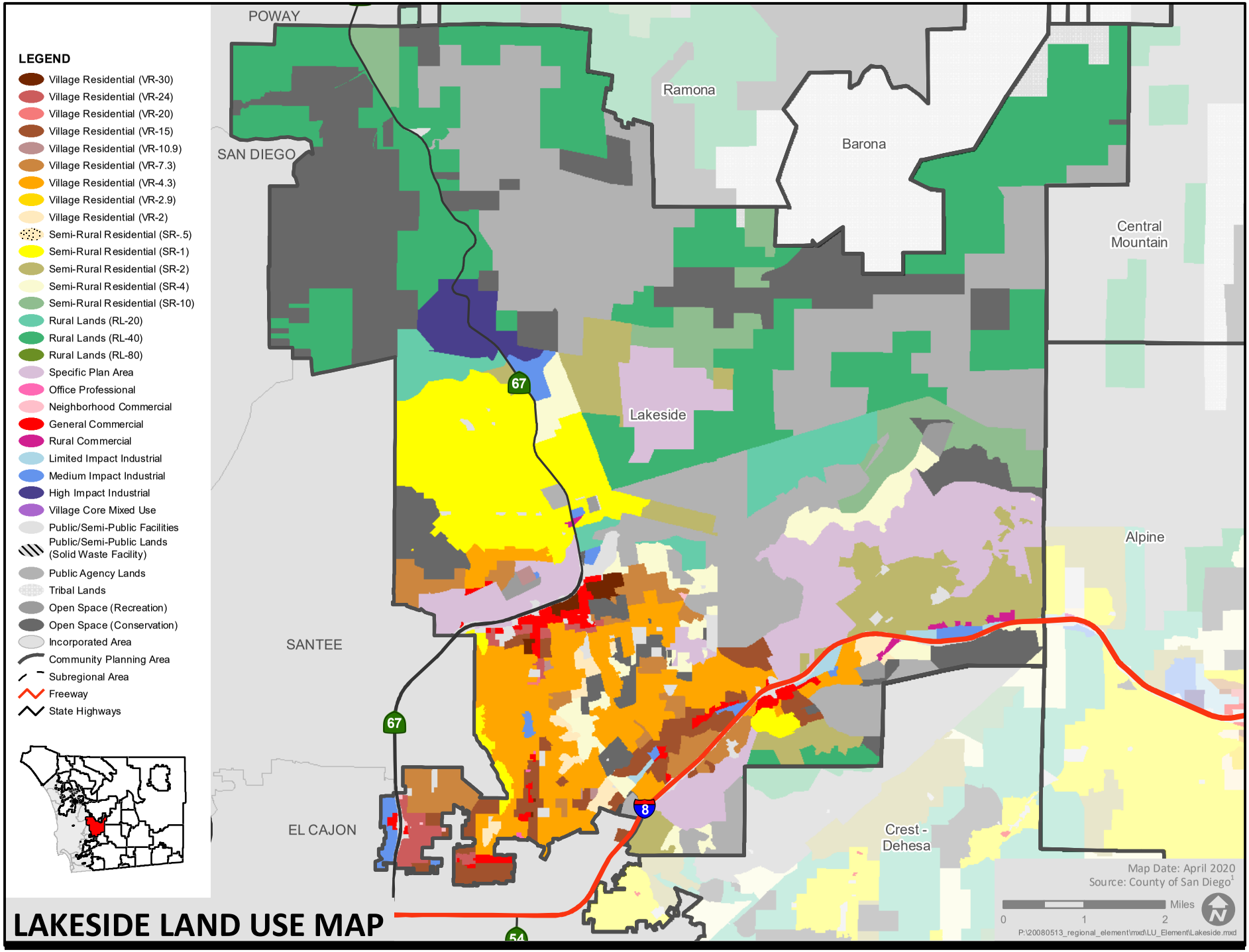
JAMUL-DULZURA LAND USE MAP



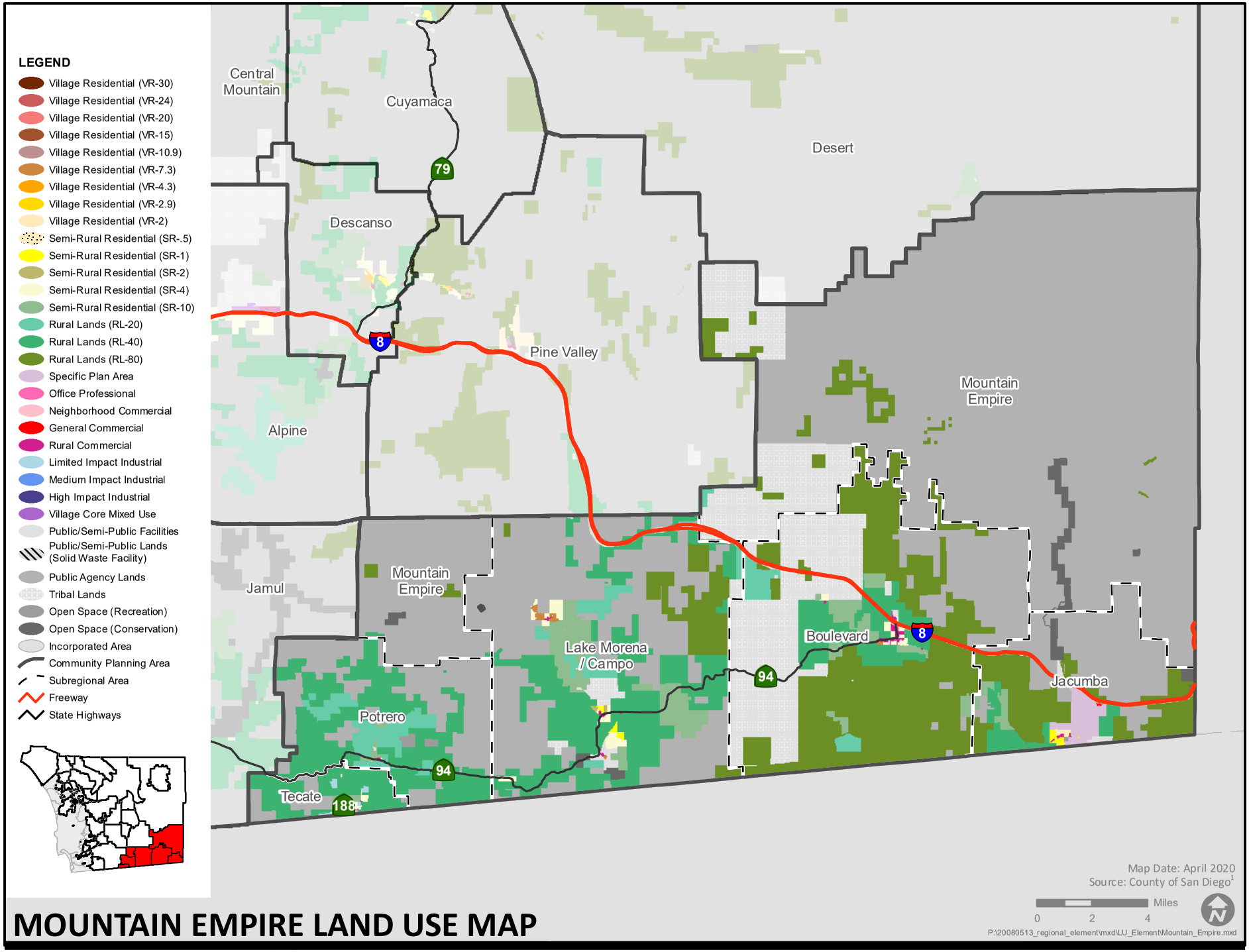
JULIAN LAND USE MAP

San Diego County General Plan

Figure LU-A-9



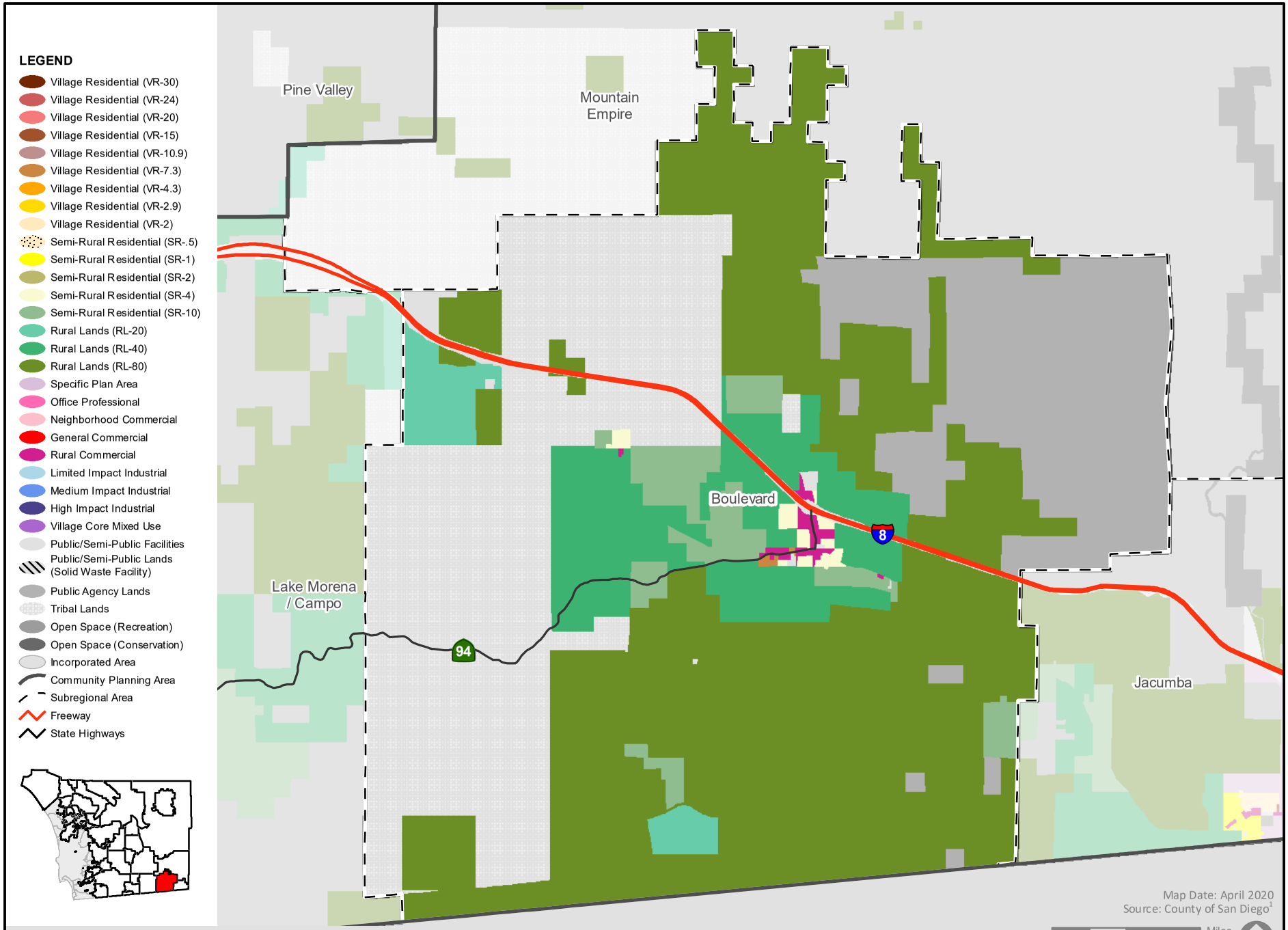
LAKESIDE LAND USE MAP



MOUNTAIN EMPIRE LAND USE MAP

San Diego County General Plan

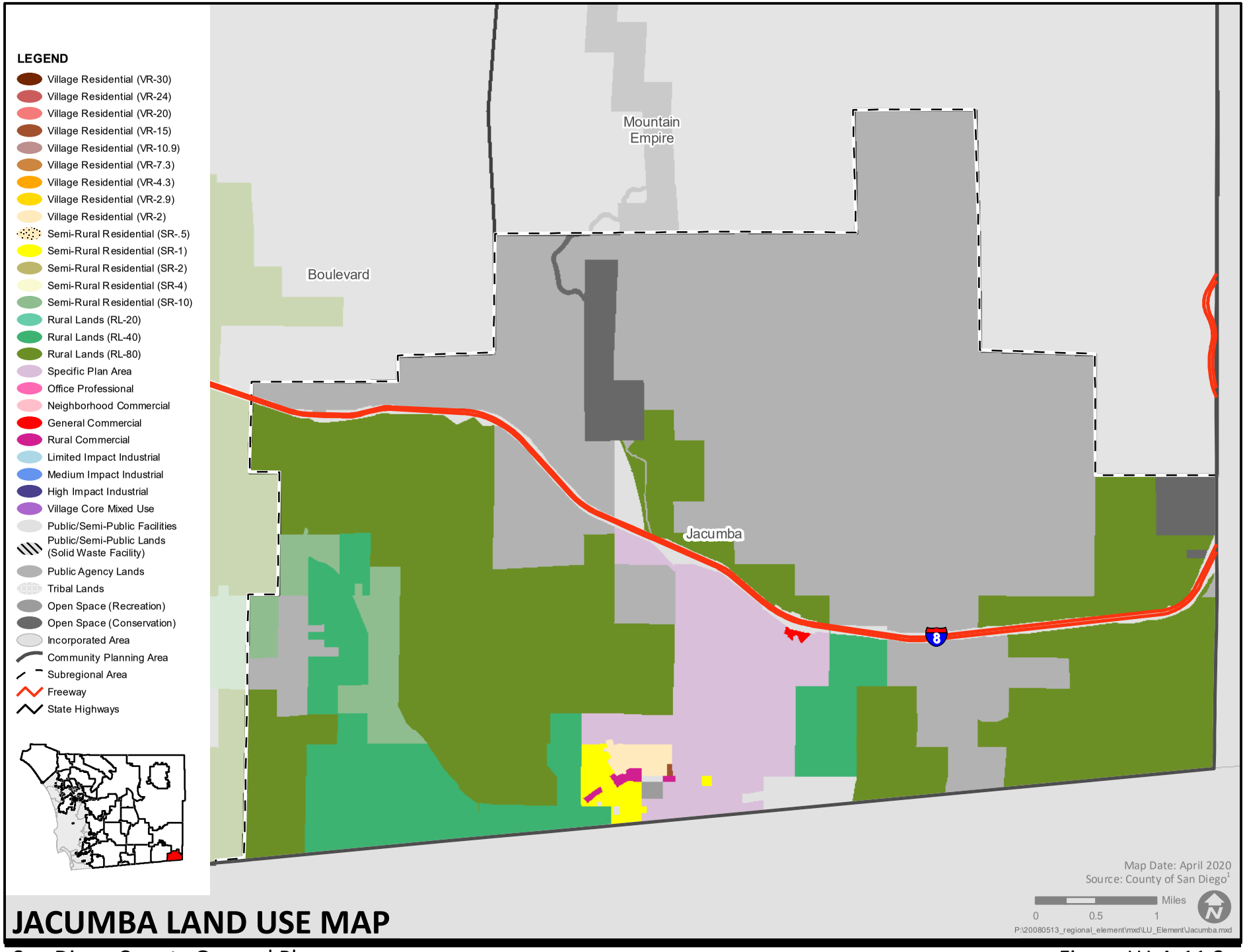
Figure LU-A-11



BOULEVARD LAND USE MAP

San Diego County General Plan

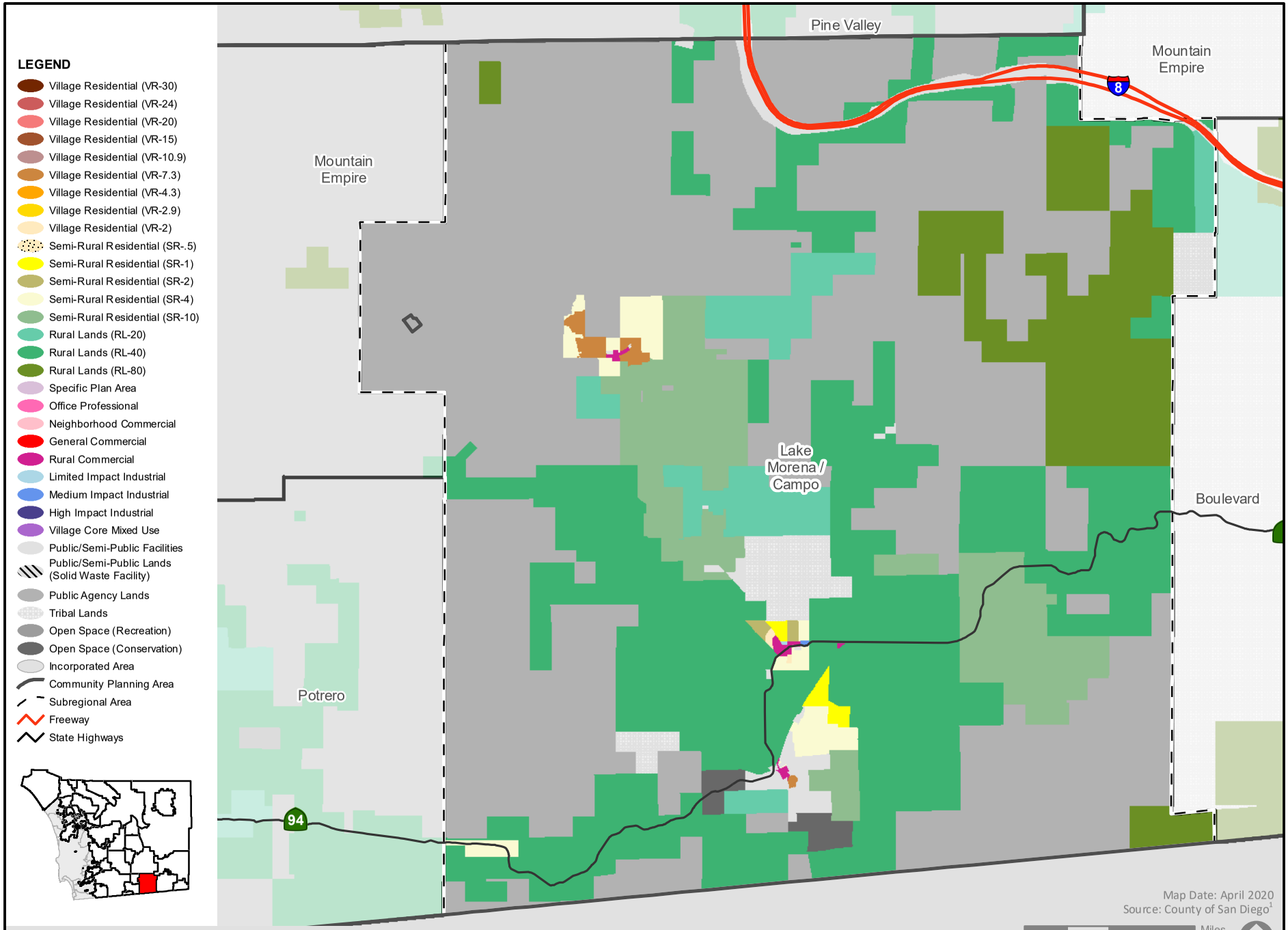
Figure LU-A-11.1



JACUMBA LAND USE MAP

San Diego County General Plan

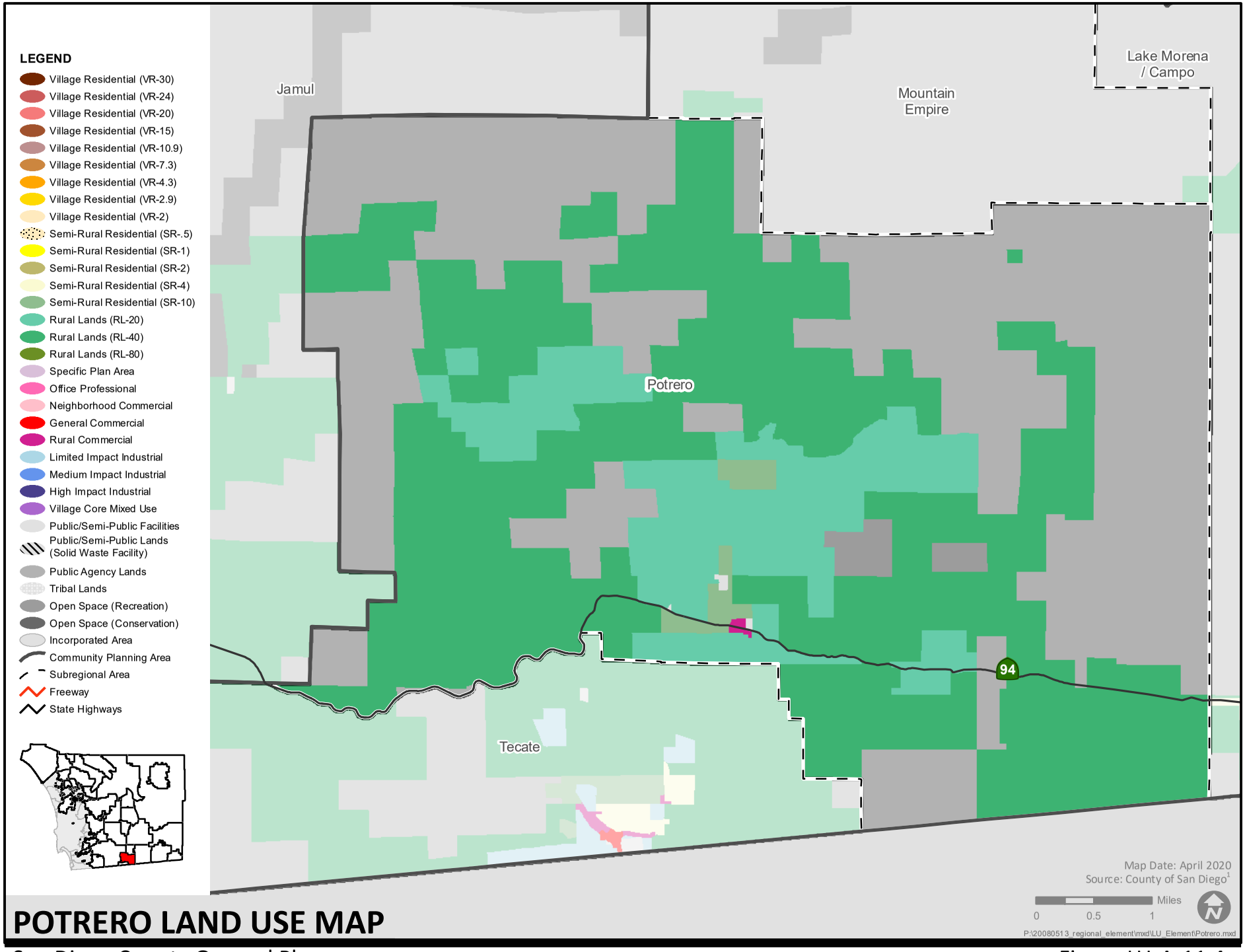
Figure LU-A-11.2



LAKE MORENA-CAMPO LAND USE MAP

San Diego County General Plan

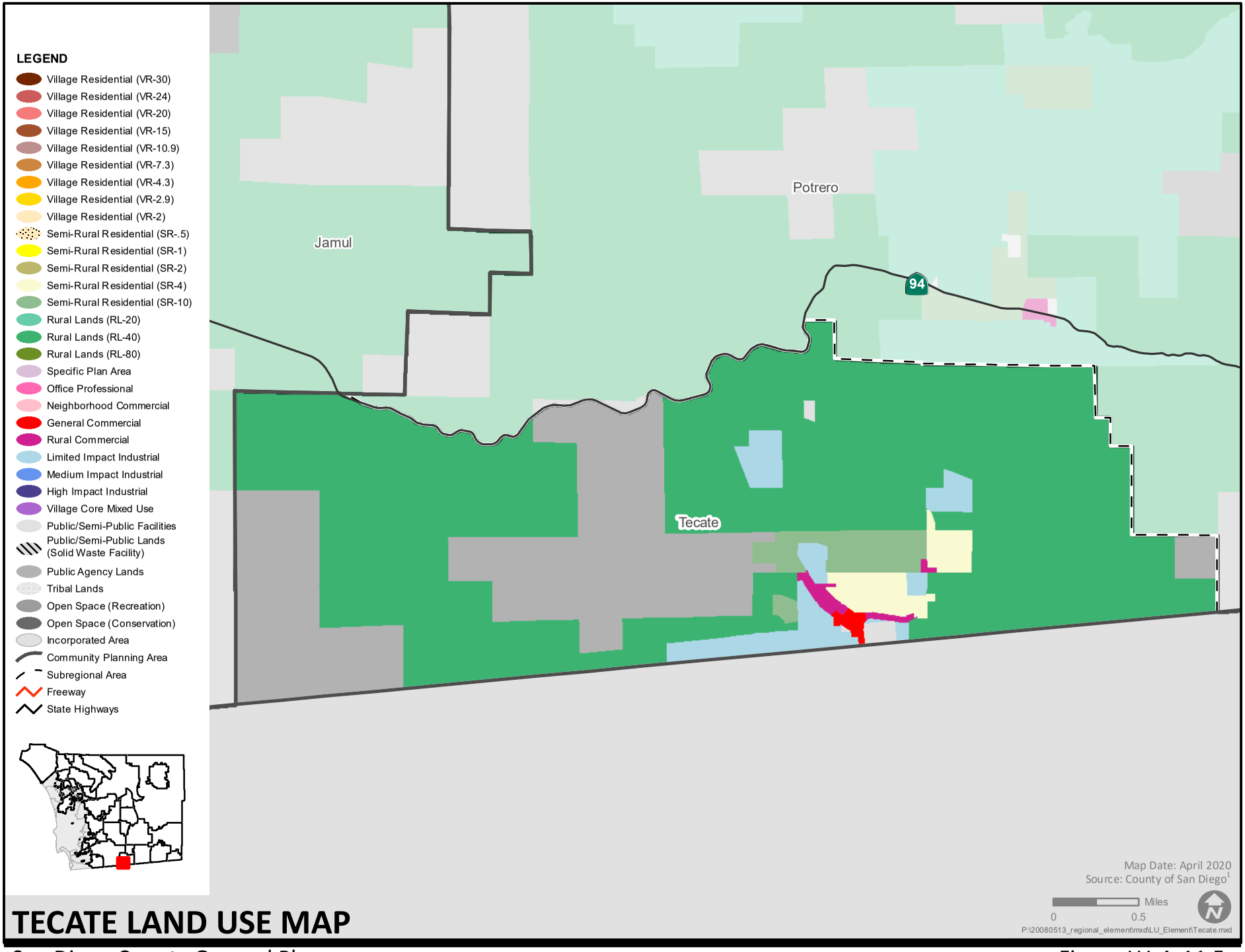
Figure LU-A-11.3



POTRERO LAND USE MAP

San Diego County General Plan

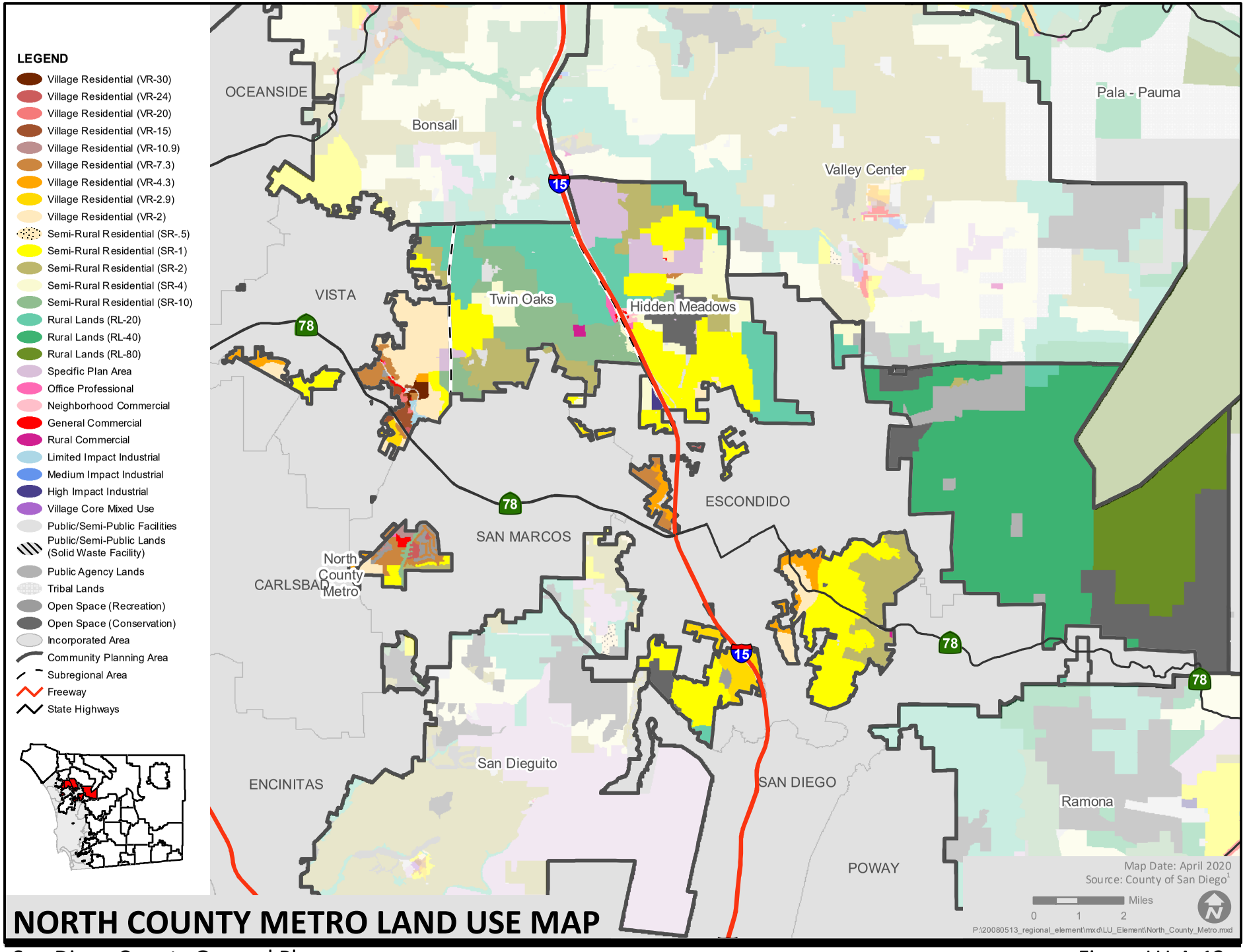
Figure LU-A-11.4



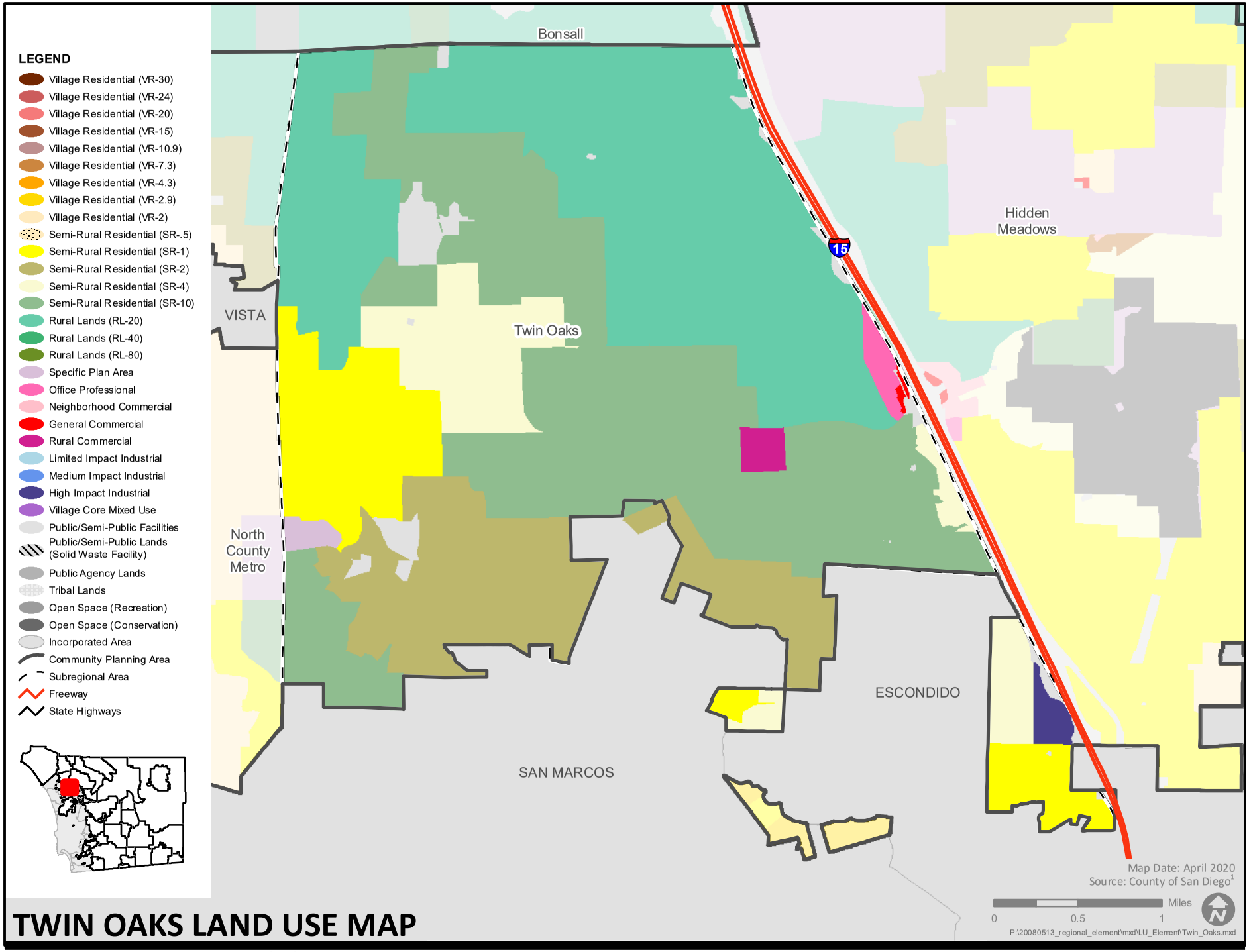
TECATE LAND USE MAP

San Diego County General Plan

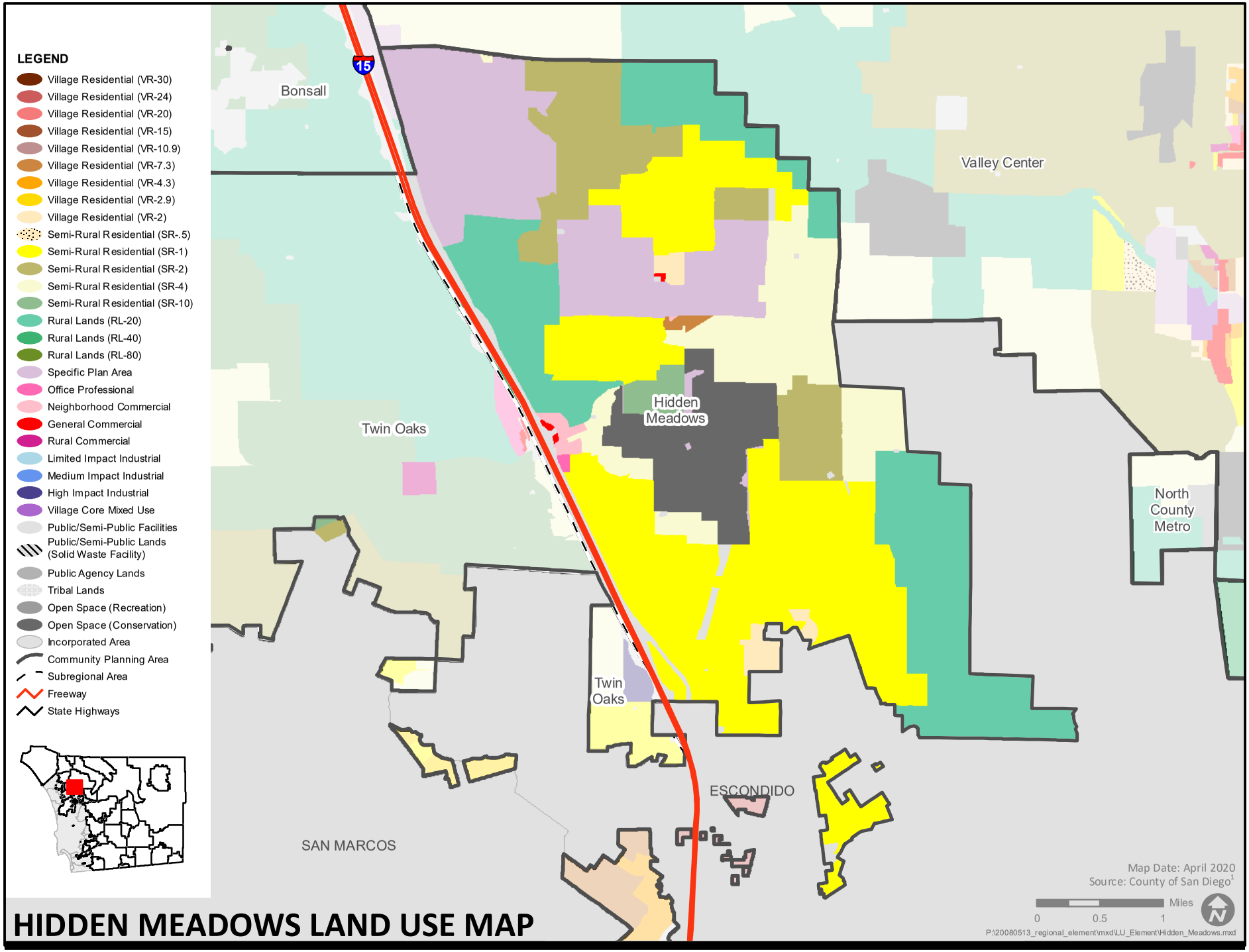
Figure LU-A-11.5



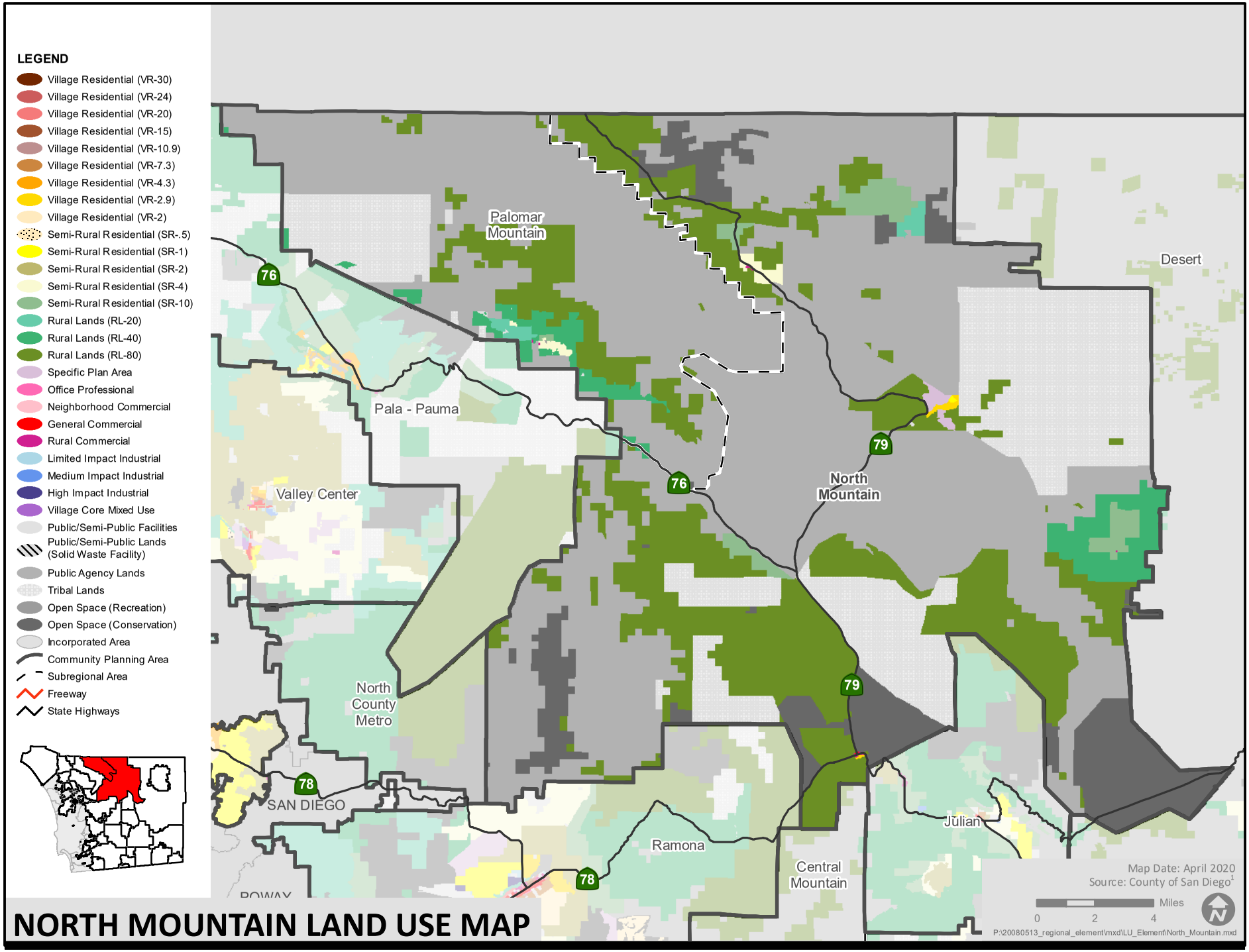
NORTH COUNTY METRO LAND USE MAP



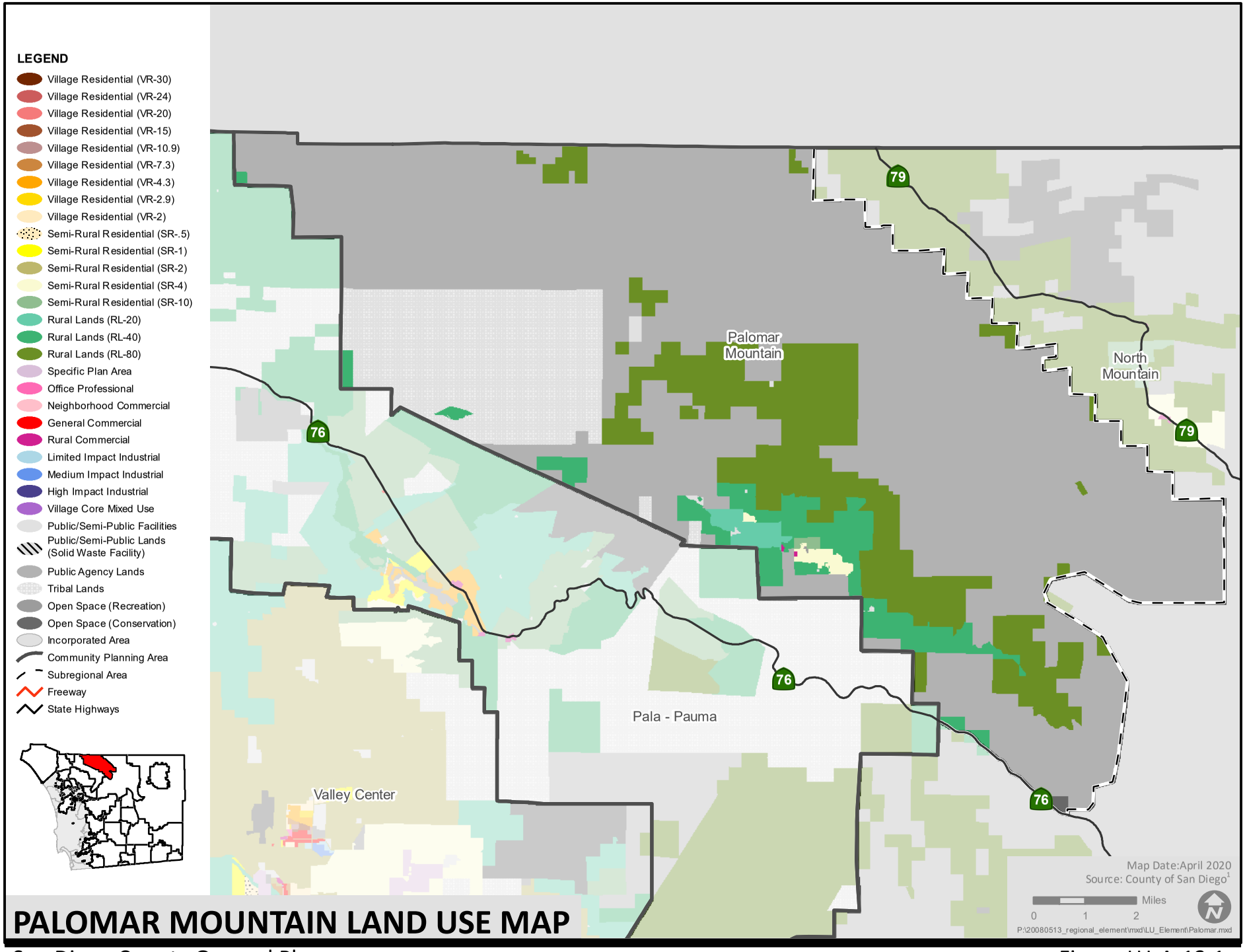
TWIN OAKS LAND USE MAP



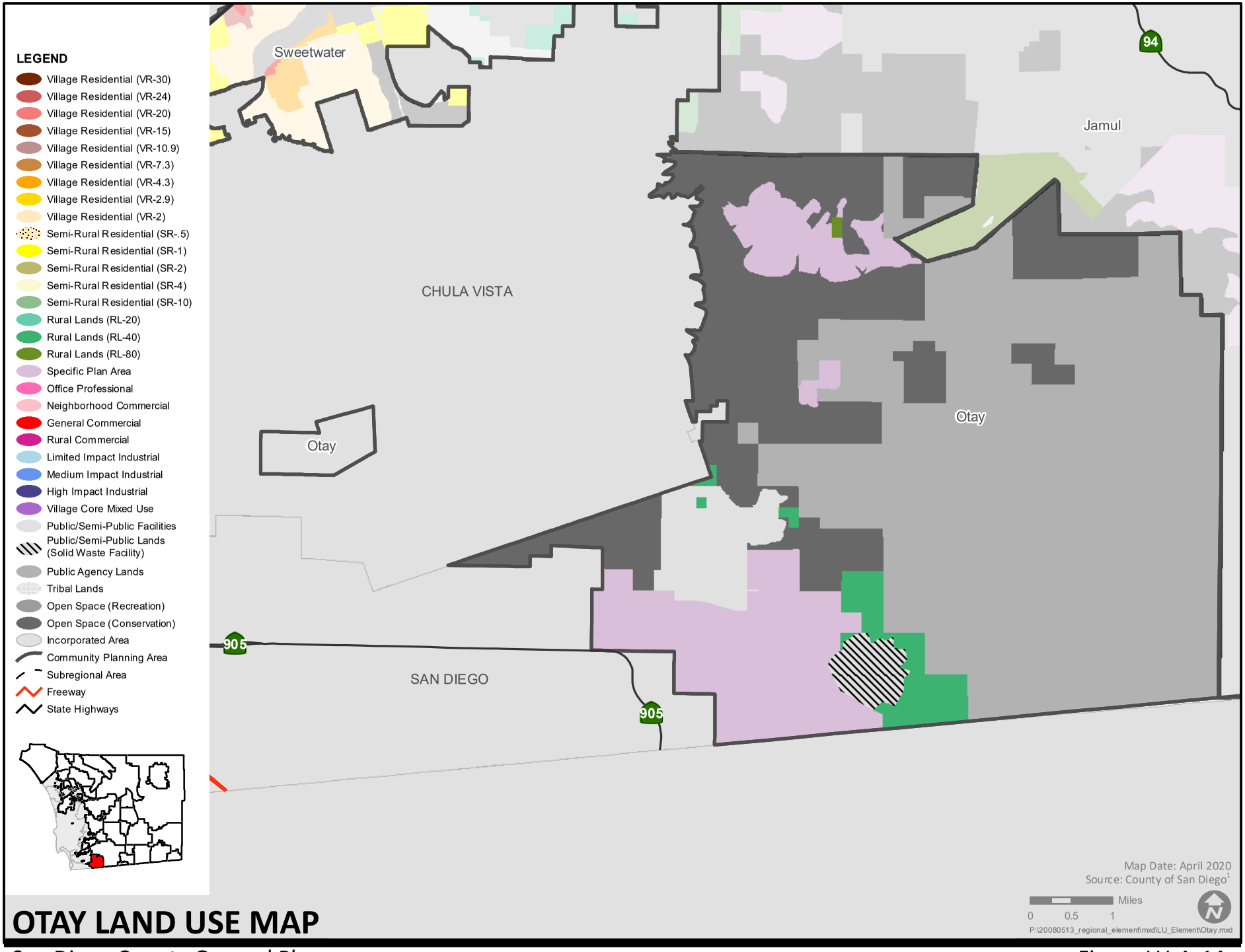
HIDDEN MEADOWS LAND USE MAP



NORTH MOUNTAIN LAND USE MAP



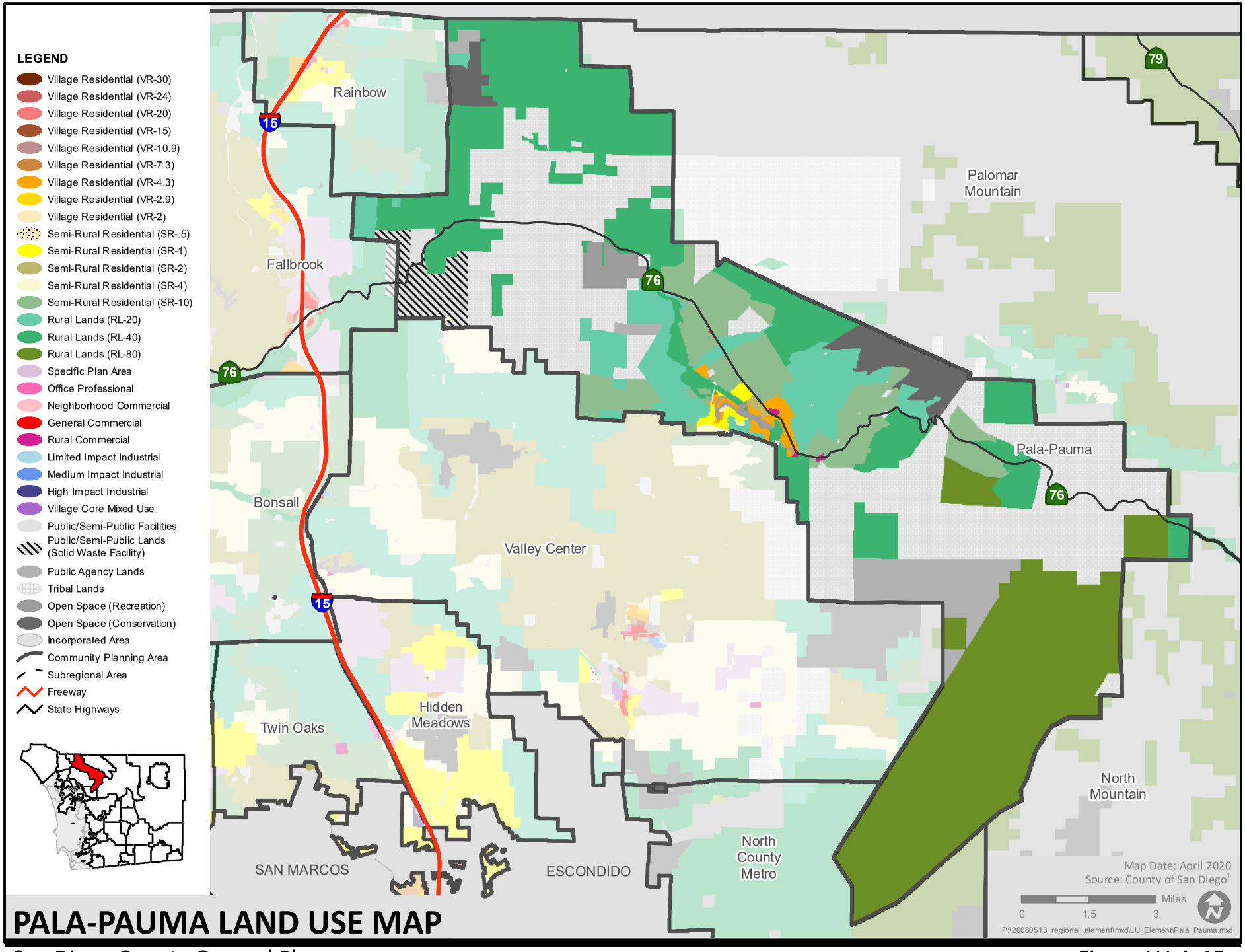
PALOMAR MOUNTAIN LAND USE MAP



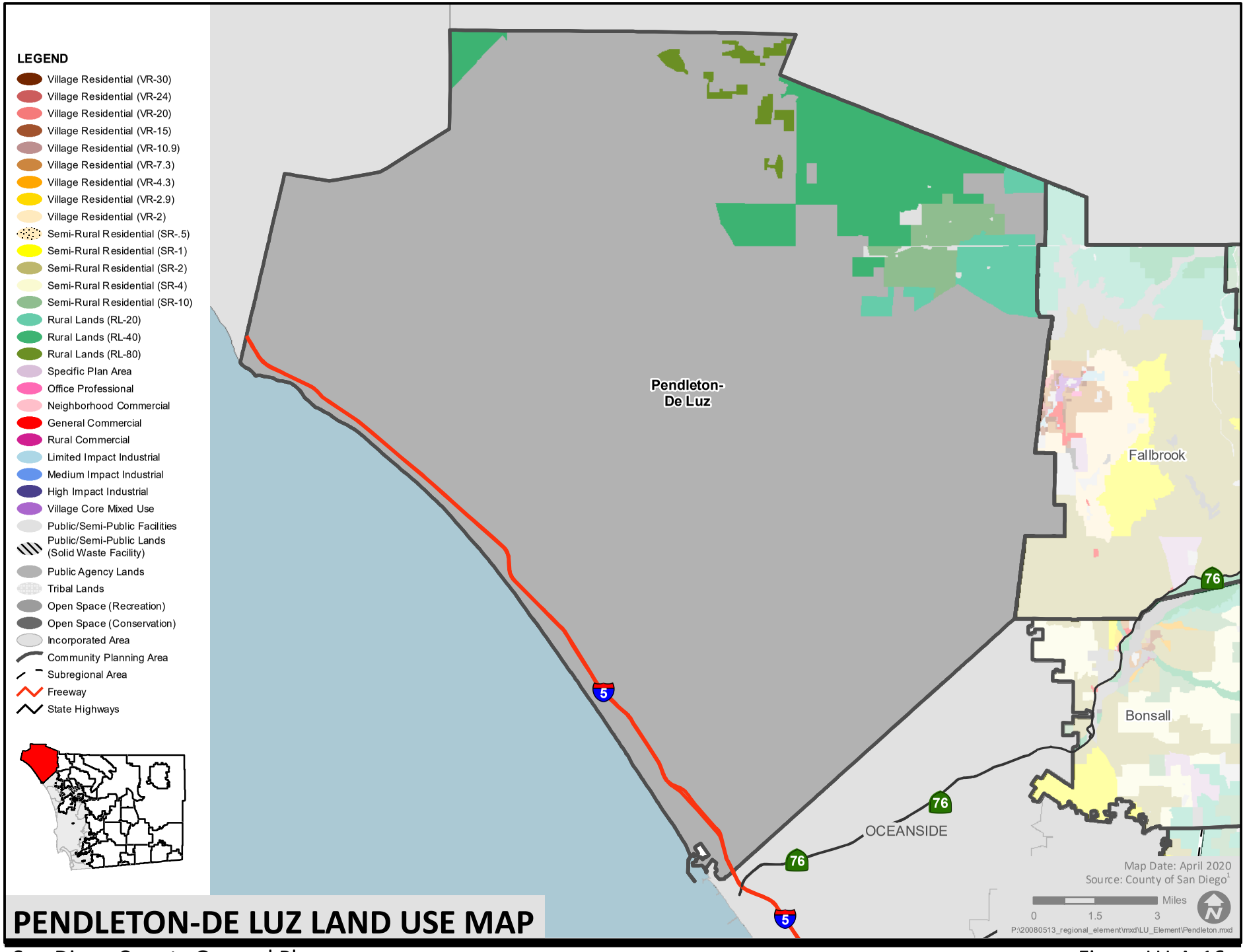
OTAY LAND USE MAP

San Diego County General Plan

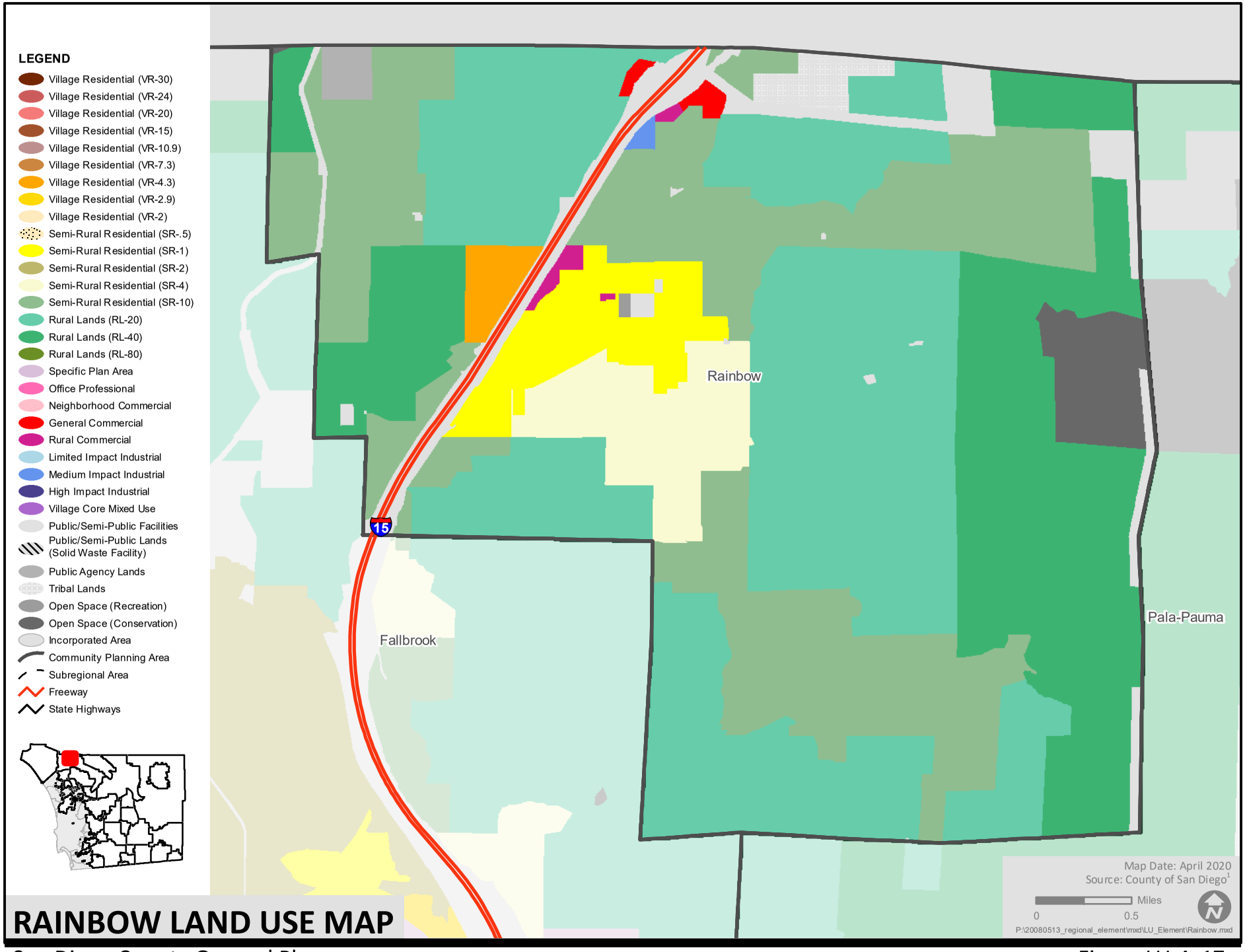
Figure LU-A-14



PALA-PAUMA LAND USE MAP



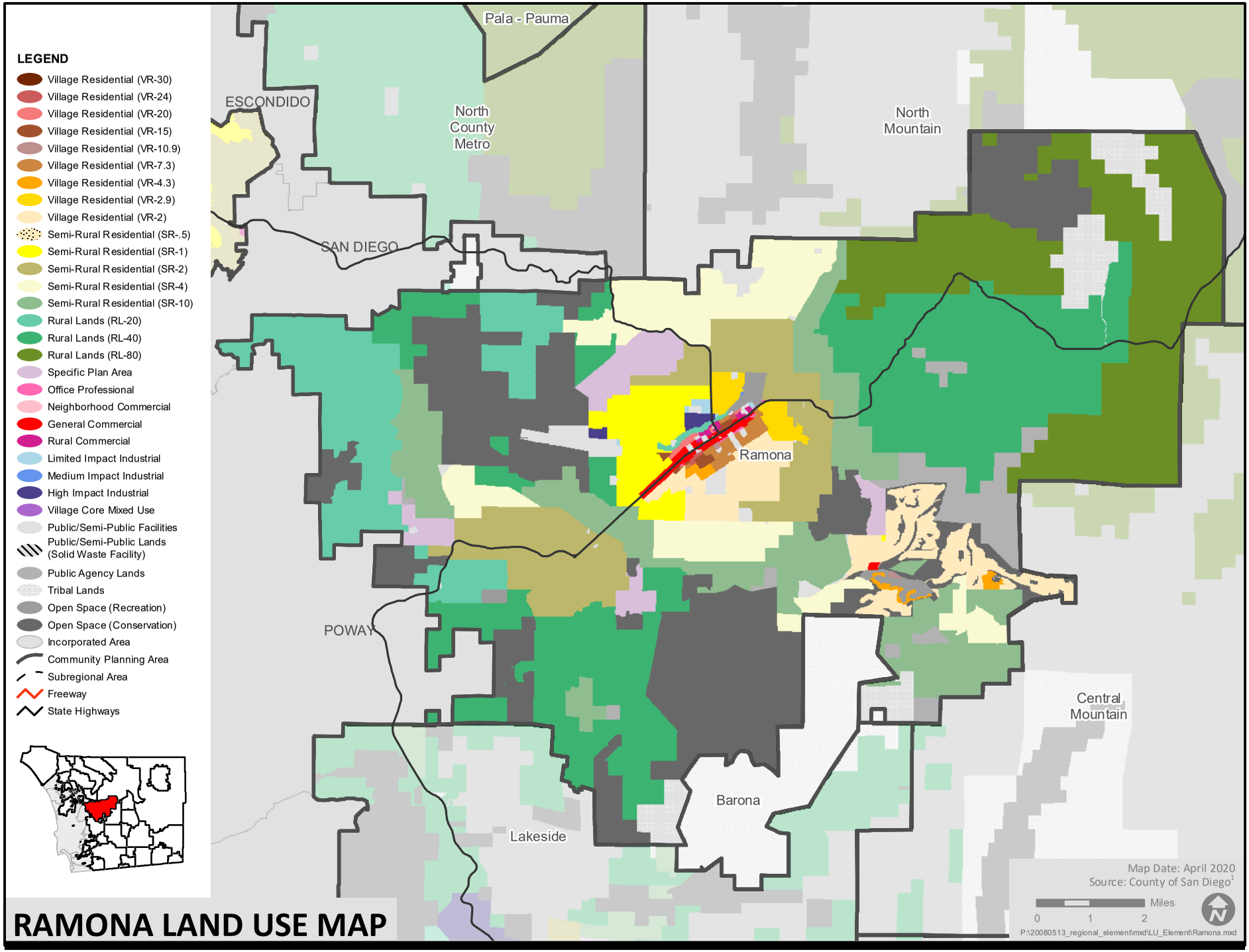
PENDLETON-DE LUZ LAND USE MAP



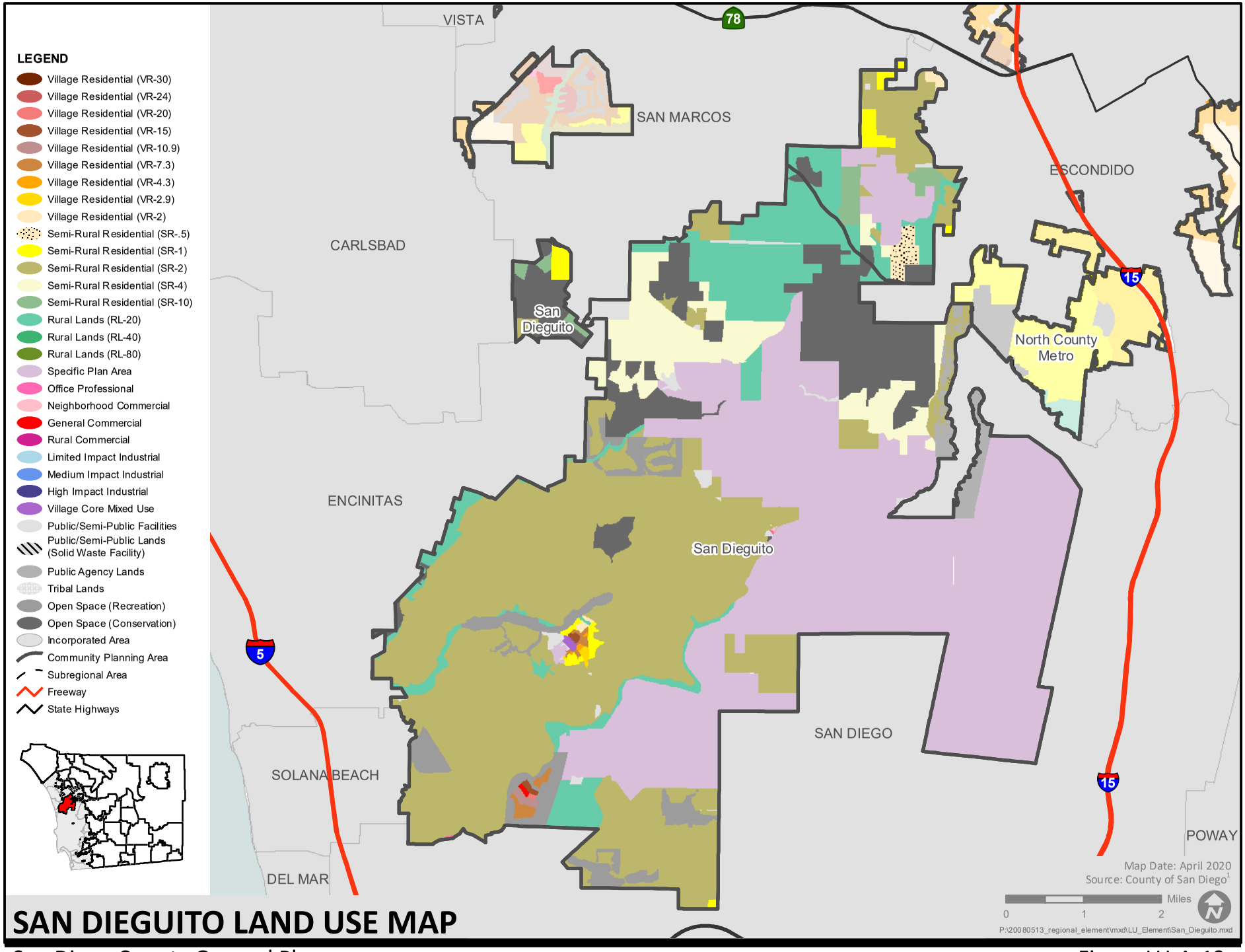
RAINBOW LAND USE MAP

San Diego County General Plan

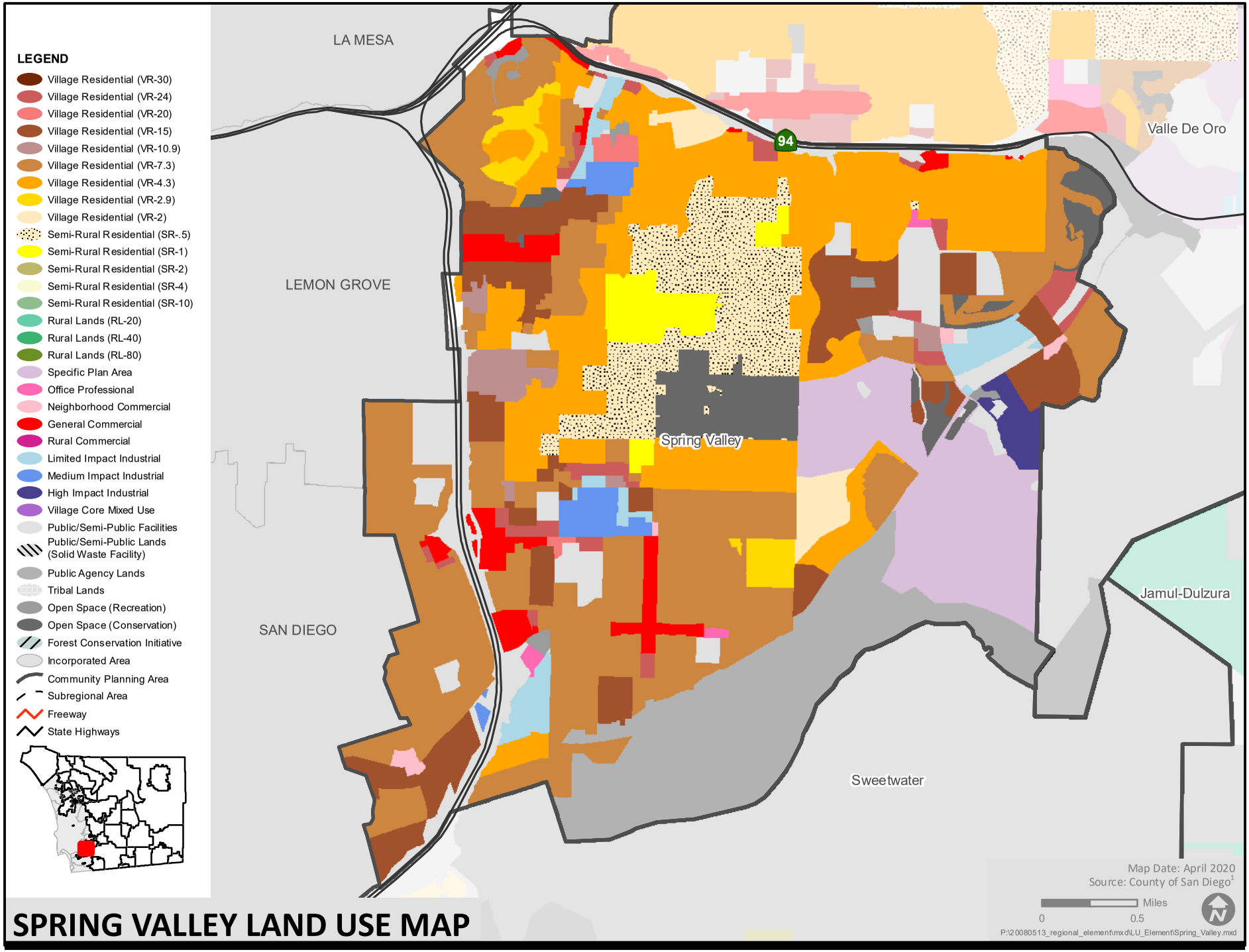
Figure LU-A-17



RAMONA LAND USE MAP



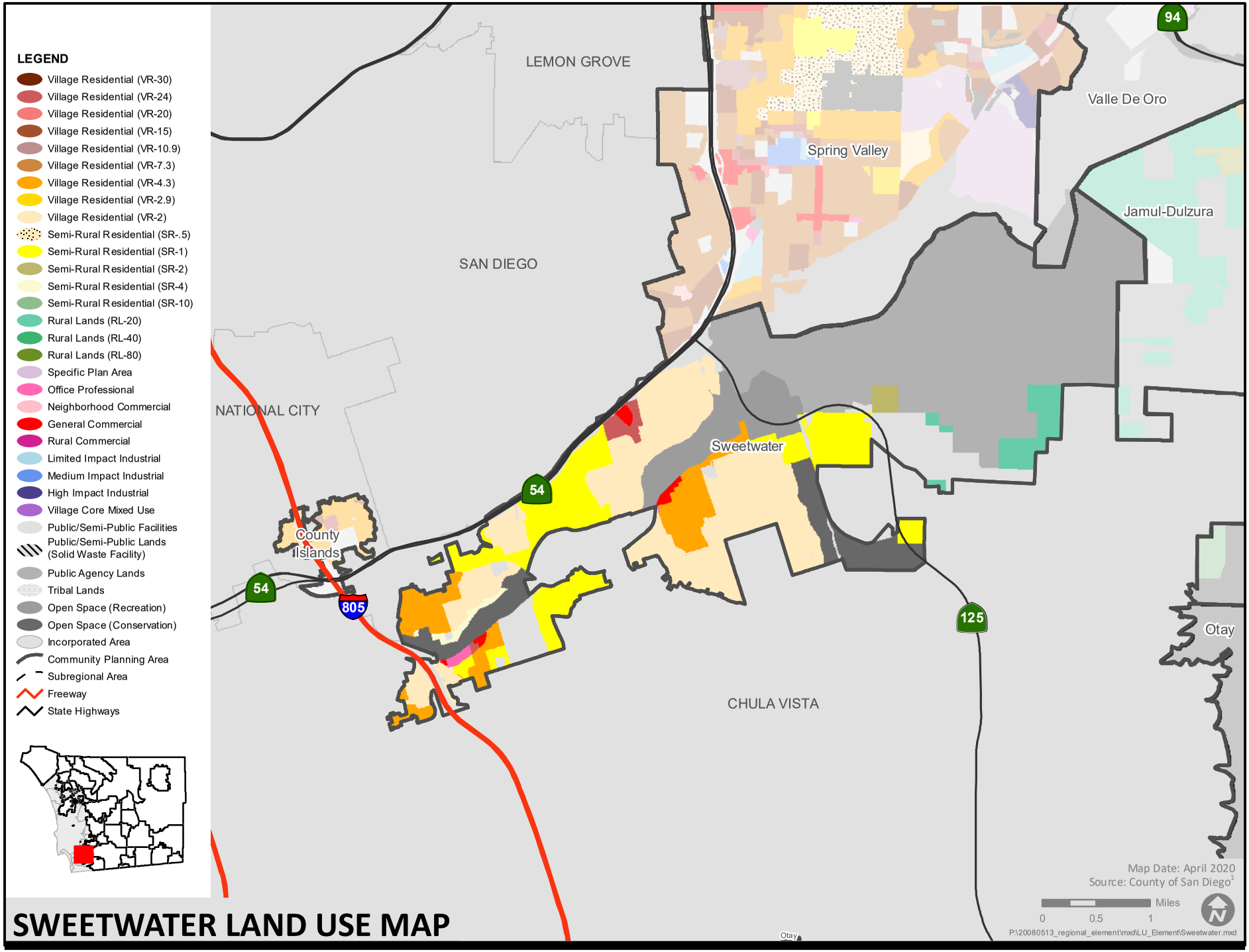
SAN DIEGUITO LAND USE MAP



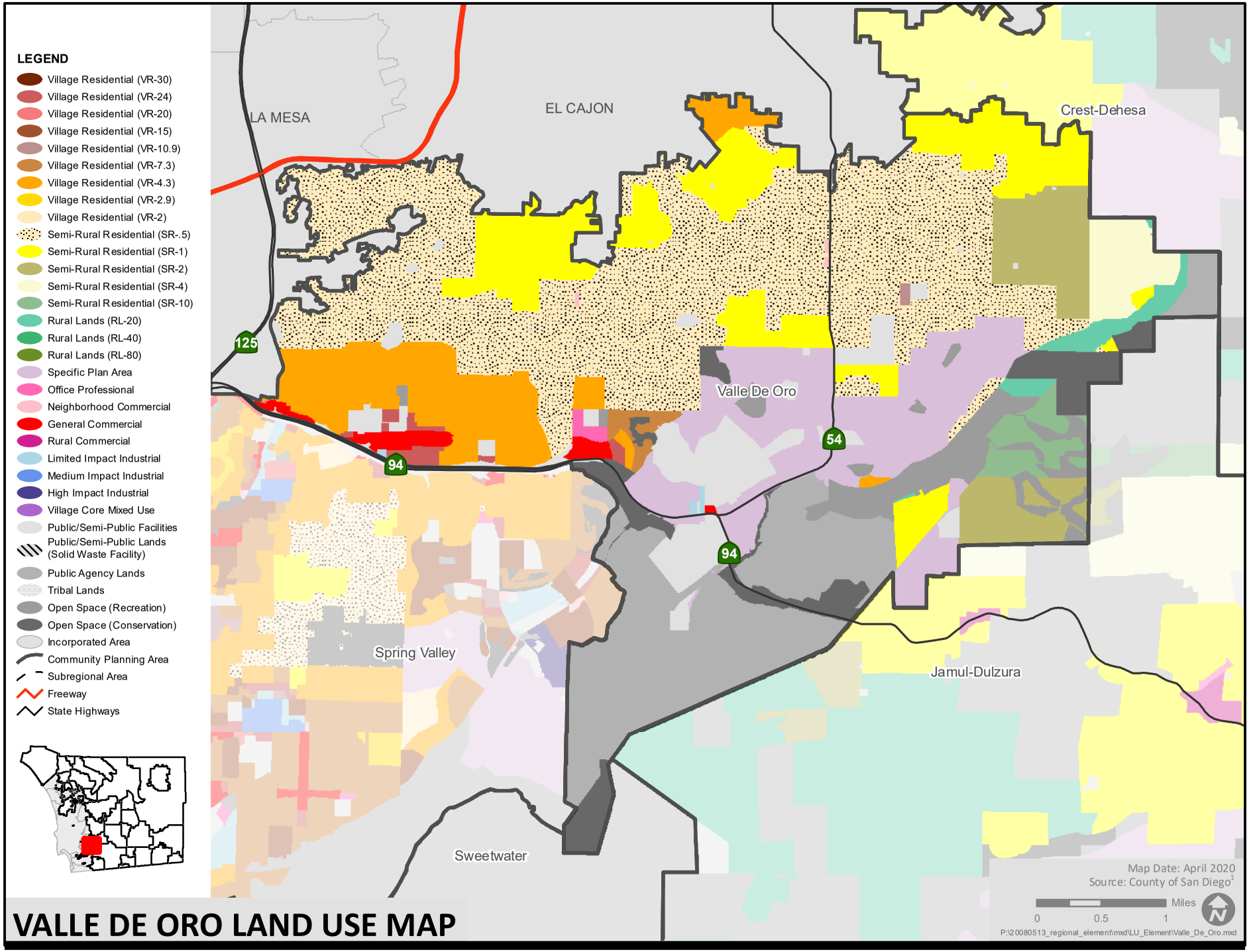
SPRING VALLEY LAND USE MAP

San Diego County General Plan

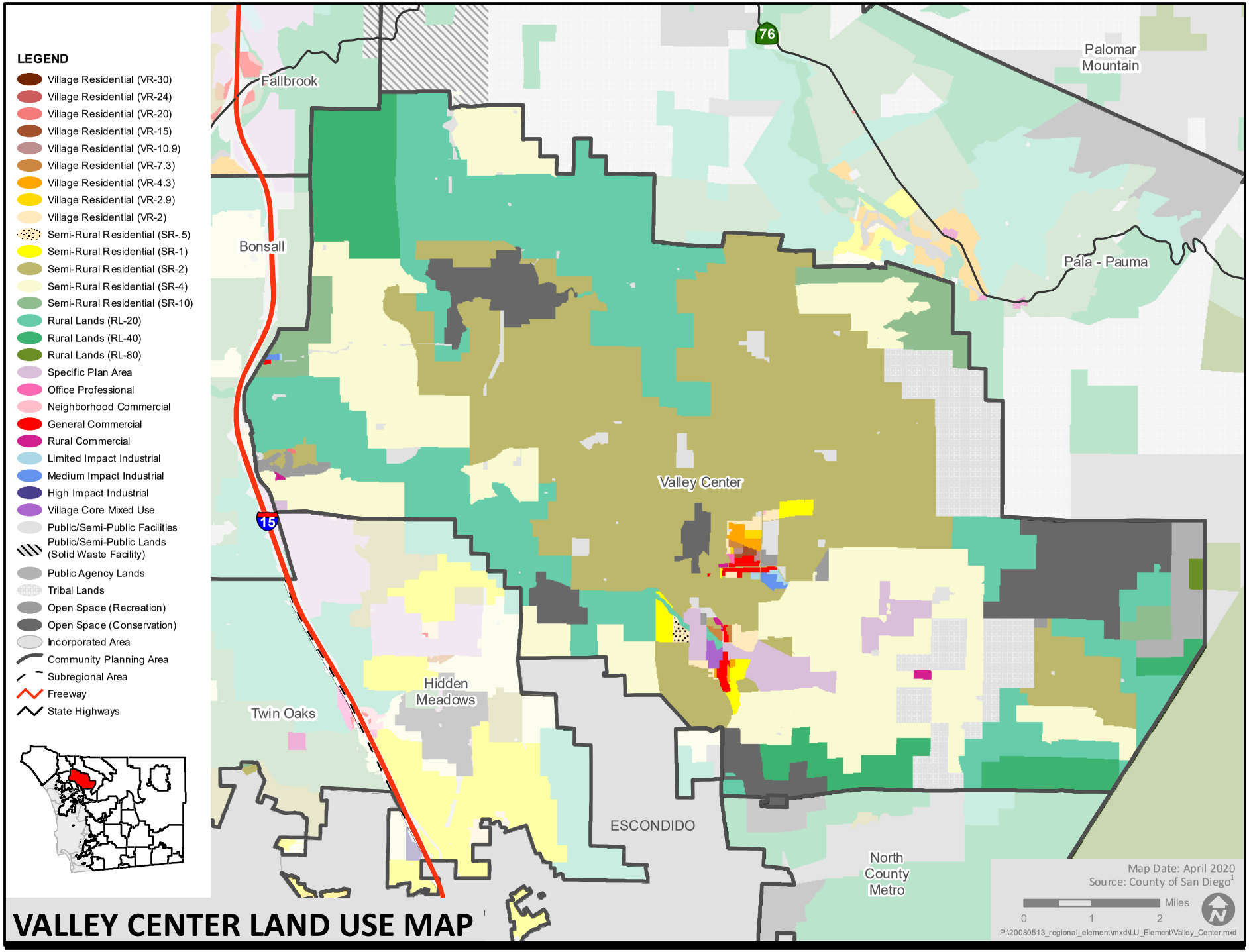
Figure LU-A-20



SWEETWATER LAND USE MAP



VALLE DE ORO LAND USE MAP

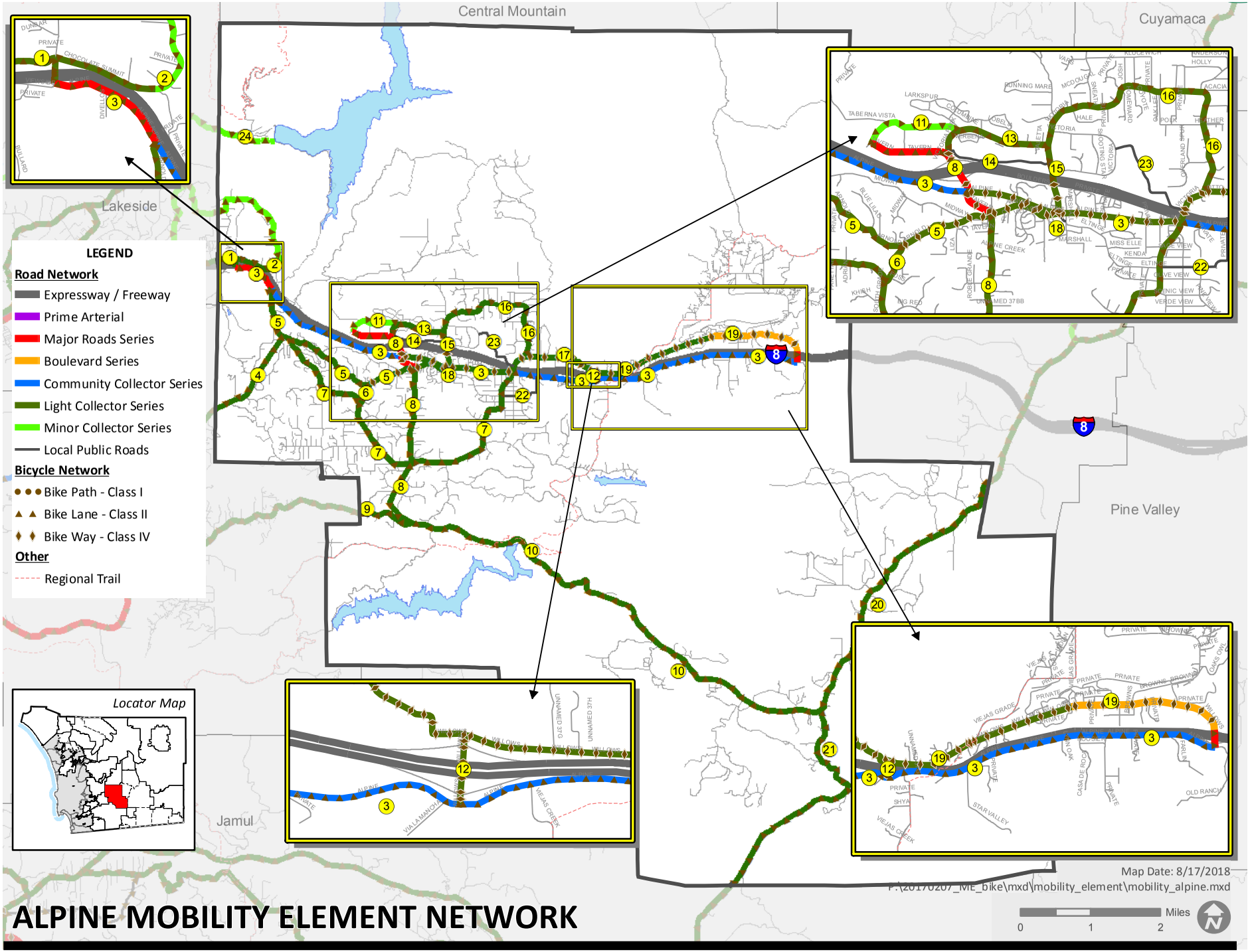


VALLEY CENTER LAND USE MAP

San Diego County General Plan

Figure LU-A-23

Mobility Element Network Appendix



ALPINE MOBILITY ELEMENT NETWORK

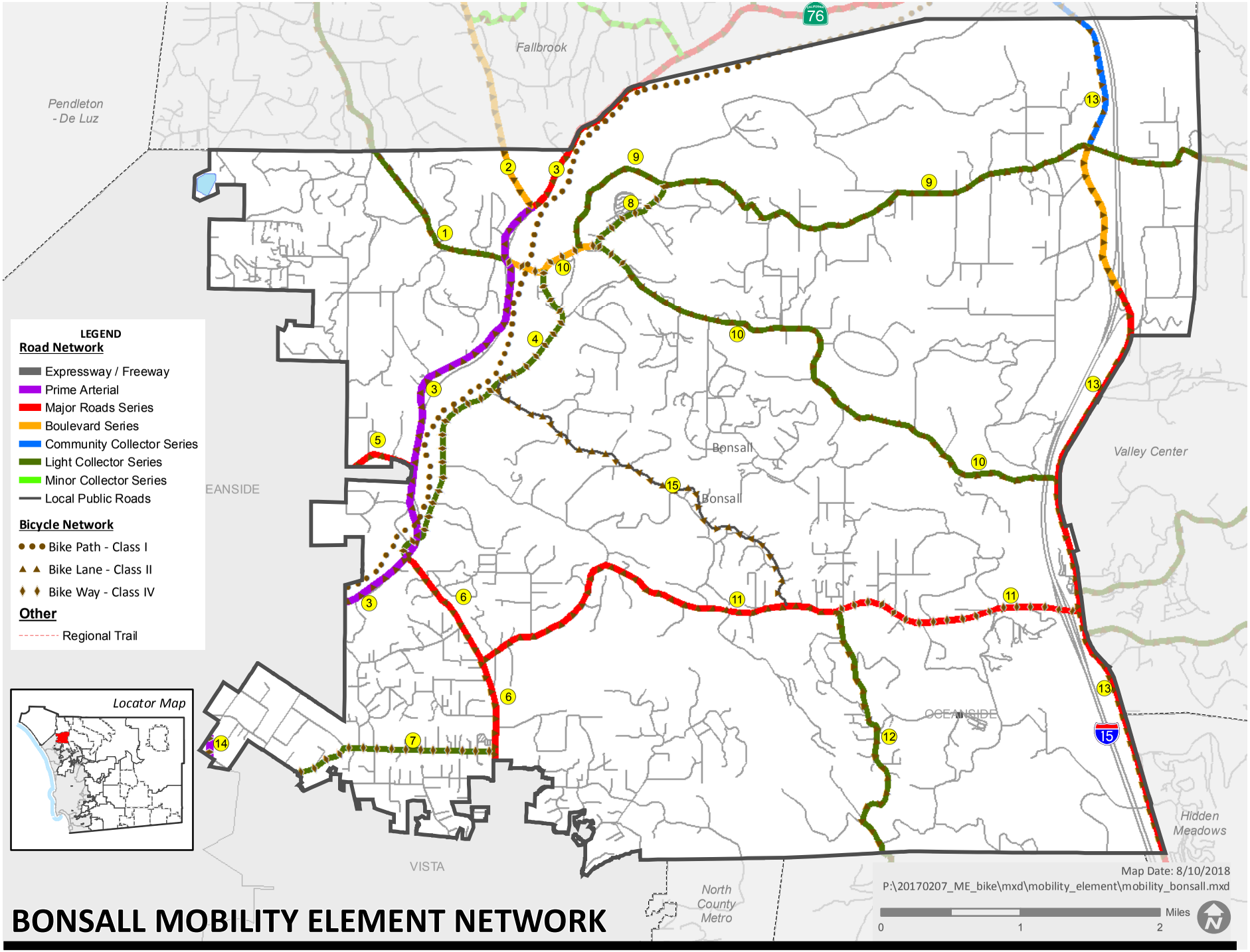
Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Old Highway 80 (SC1930) Segment: Lakeside community boundary to Chocolate Summit Drive	2.2B Light Collector Continuous Turn Lanes	None
2	Chocolate Summit Drive (SC1930) / Broad Oaks Road Segment: Old Highway 80 to Lakeside community boundary	2.2E Light Collector Old Highway 80 to Chocolate Creek Road 2.3C Minor Collector Chocolate Creek Road to Lakeside community boundary	None
3	Alpine Boulevard (SF 1402) / (SC 1883) Segment: Dunbar Lane to East Willows Road	4.1B Major Road Intermittent Turn Lanes—Dunbar Lane to Arnold Way 2.1D Community Collector Improvement Options [Raised Median]—Arnold Way to Tavern Road 2.2A Light Collector Raised Median/Continuous Turn Lane—Tavern Road to South Grade Road 2.1D Community Collector Improvement Options [Intermittent Turn Lanes]—South Grade Road to West Willows Road 2.1C Community Collector West Willows Road to East Willows Road	Accepted at LOS E/F Segment: Boulder Road to Louise Drive Shoulder as Parking Lane Separated Bike Way—Tavern Road to South Grade Road
4	Harbison Canyon Road (SF 1402) Segment: Arnold Way to Crest/Dehesa community boundary	2.2A Light Collector Raised Median—Arnold Way to Bridle Run 2.2C Light Collector Intermittent turn Lanes—Bridle Run to Crest/Dehesa boundary	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
5	Arnold Way (SC 1971) Segment: Alpine Boulevard (western end near Harbison Canyon Road) to Alpine Boulevard (near West Victoria Drive)	2.2C Light Collector Intermittent Turn Lanes—Alpine Boulevard (western end) to South Grade Road 2.2F Light Collector Reduced Shoulder—South Grade Road to Foss Road 2.2C Light Collector Intermittent Turn Lanes—Foss Road to Tavern Road 2.2A Light Collector Raised Median/Continuous Turn Lane—Tavern Road to Alpine Boulevard (near West Victoria Drive)	Improvement Option Segment: South Grade Road to Foss Road—Bikeway facility (requires parking prohibition) Segment: Tavern Road to Alpine Boulevard—Combined Raised Median and Continuous Turn Lane, as appropriate Shoulder as Parking Lane Separated Bike Way—Tavern Road to Alpine Boulevard
6	Foss Road Segment: Arnold Way to South Grade Road	2.2E Light Collector	None
7	South Grade Road (SA 370) Segment: Arnold Way to Alpine Boulevard	2.2E Light Collector Arnold Way to Via Viejas 2.2C Light Collector Intermittent Turn Lanes—Via Viejas to Alpine Boulevard	None
8	Tavern Road (SA 380) Segment: Tavern Lane to Japatul Road	4.1A Major Road Raised Median—Tavern Lane to Alpine Boulevard 2.2D Light Collector Improvement Options [Raised Median]—Arnold Way to South Grade Road 2.2E Light Collector South Grade Road to Japatul Road	None
9	Dehesa Road (SF 1401) Segment: Crest-Dehesa community boundary to Tavern Road	2.2E Light Collector	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	Japatul Road (SF 1401.1) Segment: Tavern Road to Japatul Valley Road	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
11	New Road 11 Segment: Victoria Park Terrace to Tavern Lane	2.3A Minor Collector Raised Median	None
12	Tavern Lane Segment: New Road 11 to Tavern Road	4.1A Major Road Median [Continuous Left Turn Lane]	None
13	Victoria Park Terrace (SC 1985) Segment: Tavern Road (at Tavern Lane) to West Victoria Drive	2.2A Light Collector Raised Median	None
14	New Road 14 Segment: Tavern Road (at Tavern Lane) to West Victoria Drive	Local Public Road	None
15	West Victoria Drive (SC 1990) Segment: Alpine Boulevard to Victoria Park Terrace	2.2E Light Collector	Shoulder as Parking Lane Separate Bike Lane required—Interstate 8 to Alpine Boulevard
16	North / East Victoria Drive (SC 1990) Segment: Victoria Park Terrace to South Grade Road	2.2F Light Collector Reduced Shoulder—Victoria Park Terrace to Otto Avenue 2.2C Light Collector Intermittent Turn Lanes—Otto Avenue to South Grade Road	Improvement Option Segment: Victoria Park Terrace to Otto Avenue—Bikeway facility (requires parking prohibition)
17	Otto Avenue Segment: East Victoria Road to West Willows Road	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Alpine Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
18	New Road 18 Segment: Alpine Boulevard at West Victoria Drive to Eltinge Drive at Marshall Road	Local Public Road	None
19	Willows Road (SC 2000) Segment: Otto Avenue to Alpine Boulevard	2.2E Light Collector Otto Avenue to Viejas Casino area 4.2A Boulevard Raised Median—Viejas Casino area 2.2E Light Collector Viejas Casino area to I-8 westbound on-ramp at East Willows Road 4.1A Major Road Raised Median—I-8 westbound on-ramp at East Willows Road to Alpine Boulevard	Accepted at LOS F Segment: Alpine Boulevard to Viejas Grade Road
20	Japatul Valley Road (SF 1401.1) Segment: Japatul Road to Central Mountain Subregion boundary	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
21	Lyons Valley Road (SA 390) Segment: Japatul Road to Jamul/Dulzura Subregion boundary	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
22	Viejas View Place Segment: Alpine Boulevard to South Grade Road	Local Public Road	None
23	New Road 23 Segment: Victoria Circle to East Victoria Drive	Local Public Road	None

a. ID = Roadway segment on Figure M-A-1



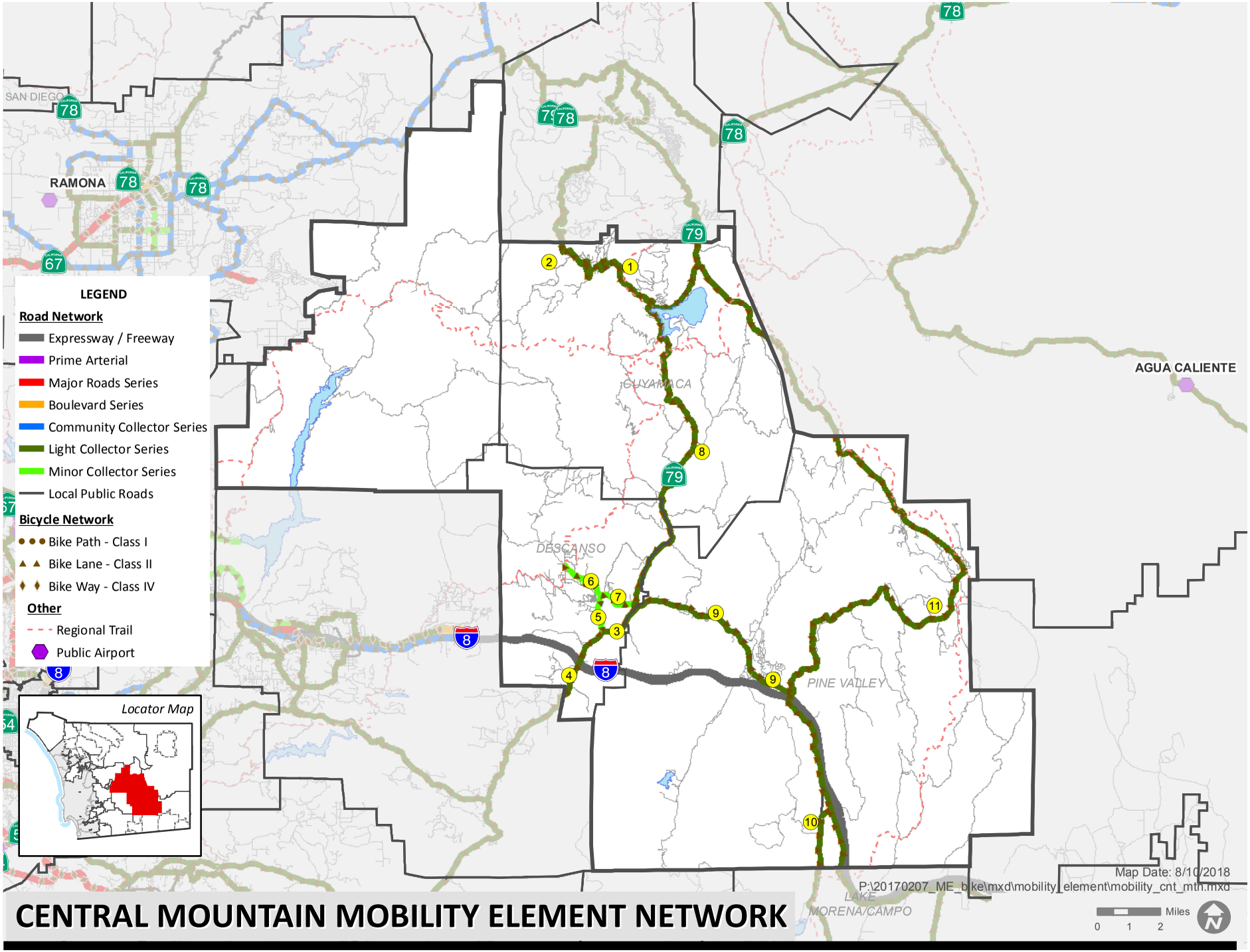
BONSALL MOBILITY ELEMENT NETWORK

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Olive Hill Road (SC 100.1) Segment: Fallbrook community boundary to SR-76 / Mission Road	2.2C Light Collector Intermittent Turn Lanes	None
2	South Mission Road (SF 1305) Segment: Fallbrook community boundary to SR-76 / Mission Road	4.2B Boulevard Intermittent Turn Lanes	None
3	SR 76/Pala Rd Segment: Oceanside city limits to Fallbrook boundary	6.2 Prime Arterial Oceanside city limits to South Mission Road 4.1A Major Road Raised Median—South Mission Road to Fallbrook community boundary	
4	Old River Road (SC 262) Segment: Camino del Rey to East Vista Way	2.2C Light Collector Intermittent Turn Lanes	None
5	North River Road (SA 430) Segment: Oceanside city limits to SR-76 / Mission Rd	4.1B Major Road Intermittent Turn Lanes	None
6	East Vista Way (SF 1304) Segment: SR-76 / Mission Road to Vista city limits	4.1A Major Road Raised Median	North County Parkway Plan Roadway
7	Osborne Street (SA 450) Segment: Vista city limits to East Vista Way	2.2C Light Collector Intermittent Turn Lanes	None
8	Camino del Cielo (SC 260) Segment: Camino del Rey to West Lilac Road	2.2E Light Collector	None

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	West Lilac Road (SC 270) Segment: Camino del Rey to Valley Center community boundary	2.2E Light Collector Camino del Rey to Old Highway 395 2.2C Light Collector Intermittent Turn Lanes—Old Highway 395 to Valley Center CPA boundary	None
10	Camino del Rey (SA 100) Segment: SR-76 / Mission Road to Old Highway 395	4.2B Boulevard Intermittent Turn Lanes—SR-76 / Mission Road to Camino del Cielo 2.2C Light Collector Intermittent Turn Lanes—Camino del Cielo to Old Highway 395	None
11	Gopher Canyon Road (SF 1415) Segment: East Vista Way to Old Highway 395 / Champagne Boulevard	4.1B Major Road Intermittent Turn Lanes	None
12	Twin Oaks Valley Road (SC 1170) Segment: Gopher Canyon Road to North County Metro Subregion boundary	2.2C Light Collector Intermittent Turn Lanes	None
13	Old Highway 395/Champagne Boulevard Segment: Fallbrook CPA boundary to North Country Metro Subregion boundary	2.1D Community Collector Improvement Options—Fallbrook CPA boundary to West Lilac Road 4.2B Boulevard Intermittent Turn Lanes —West Lilac Road to Interstate 15 interchange 4.1B Major Road Intermittent Turn Lanes—Interstate 15 interchange to North County Metro Subregion boundary	None
14	Melrose Drive (SA 460) Segment: Mission Avenue to North Santa Fe Avenue (unincorporated County only)	6.2 Prime Arterial	None

Mobility Element Network—Bonsall Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	Dentro de Lomas Road (via Paseo Grande Road, Whisper Trace Road, Thorn Dale Road, North Fork Drive, Autumn Breeze Lane, Whisper Wind Road) Segment: Gopher Canyon Road to Old River Road	Local Public Road	None

a. ID = Roadway segment on Figure M-A-2

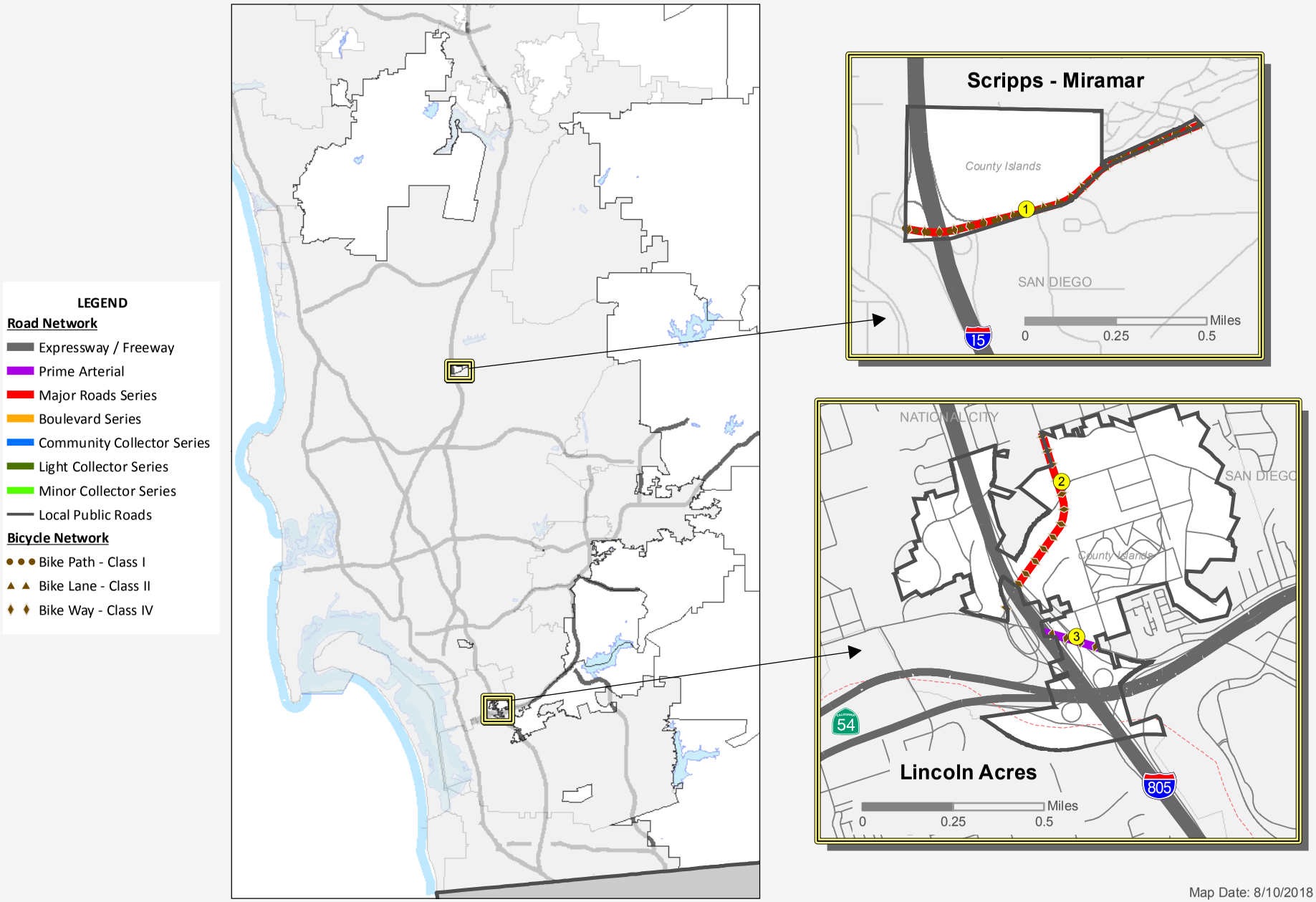


CENTRAL MOUNTAIN MOBILITY ELEMENT NETWORK

Mobility Element Network—Central Mountain Subregion Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
1	Engineers Road Segment: Boulder Creek Road to SR-79	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
2	Boulder Creek Road Segment: Engineers Road north to Julian community boundary	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
3	Japatul Valley Road North/SR 79 Segment: Interstate 8 to Old Highway 80	2.2D Light Collector Improvement Options [Intermittent Turn Lanes]	None
4	Japatul Valley Road South Segment: Interstate 8 to Alpine community boundary	2.2F Light Collector Reduced Shoulder	Improvement Option Bikeway facility
5	Riverside Drive Segment: Japatul Valley Road to Viejas Boulevard	2.3C Minor Collector	None
6	Oak Grove Drive Segment: Boulder Creek Road to Riverside Drive	2.3C Minor Collector	None
7	Viejas Boulevard Segment: Riverside Drive to SR-79	2.3C Minor Collector	None
8	State Route 79 Segment: Julian community boundary to Old Highway 80	2.2D Light Collector Improvement Options [Passing Lane]—Julian community boundary to Descanso subarea boundary 2.2D Light Collector Improvement Options [Intermittent Turn Lanes]—Descanso subarea boundary to Old Highway 80	None

Mobility Element Network—Central Mountain Subregion Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
9	Old Highway 80 Segment: SR-79 to Mountain Empire Subregion boundary	2.2E Light Collector SR-79 to Pine Valley Road 2.2B Light Collector Continuous Turn Lane—Pine Valley Road to Pine Boulevard 2.2E Light Collector Pine Boulevard to Mountain Empire Subregion boundary	Shoulder as Parking Lane Separate Bike Lane required—Pine Valley Road to Pine Boulevard
10	Buckman Springs Segment: Old Highway 80 to Mountain Empire Subregion boundary	2.2D Light Collector Improvement Options [Passing Lane]	None
11	Sunrise Highway Segment: Interstate 8 to SR-79	2.2D Light Collector Improvement Options [Passing Lane]	None

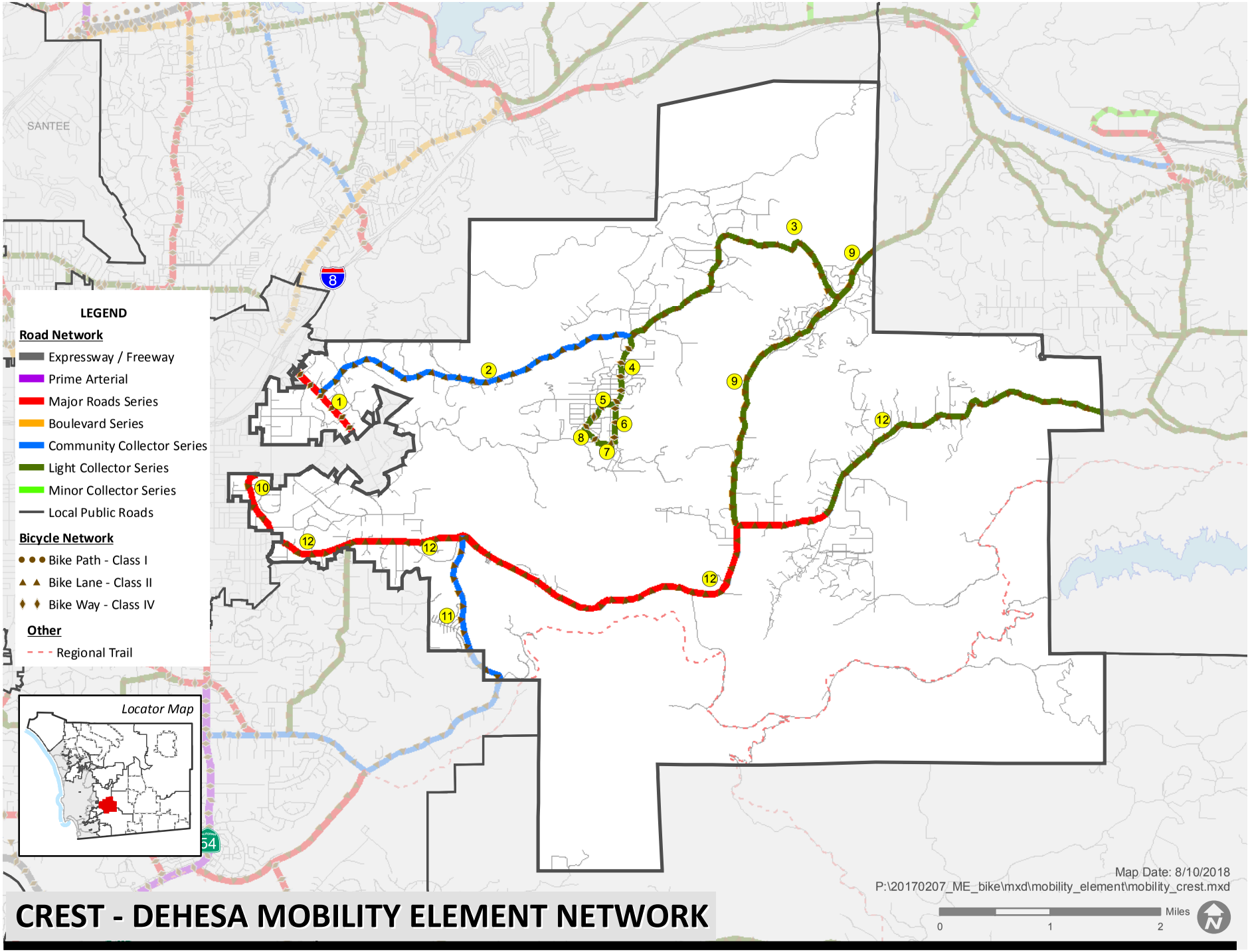
a. ID = Roadway segment on Figure M-A-3



COUNTY ISLANDS MOBILITY ELEMENT NETWORK

Mobility Element Network—County Islands Planning Area Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
1	Pomerado Road (SA 760) Segment: Interstate 15 to San Diego city limits	4.1A Major Road Raised Median	Accepted at LOS F Segment: I-15 northbound ramp to Willow Creek Road
2	Euclid Avenue (SA 1175) Segment: National City limits to Sweetwater Road	4.1A Major Road Raised Median	None
3	Sweetwater Road (SA 1170) Segment: Entire length within Lincoln Acres County Island	6.2 Prime Arterial	None

a. ID = Roadway segment on Figure M-A-4

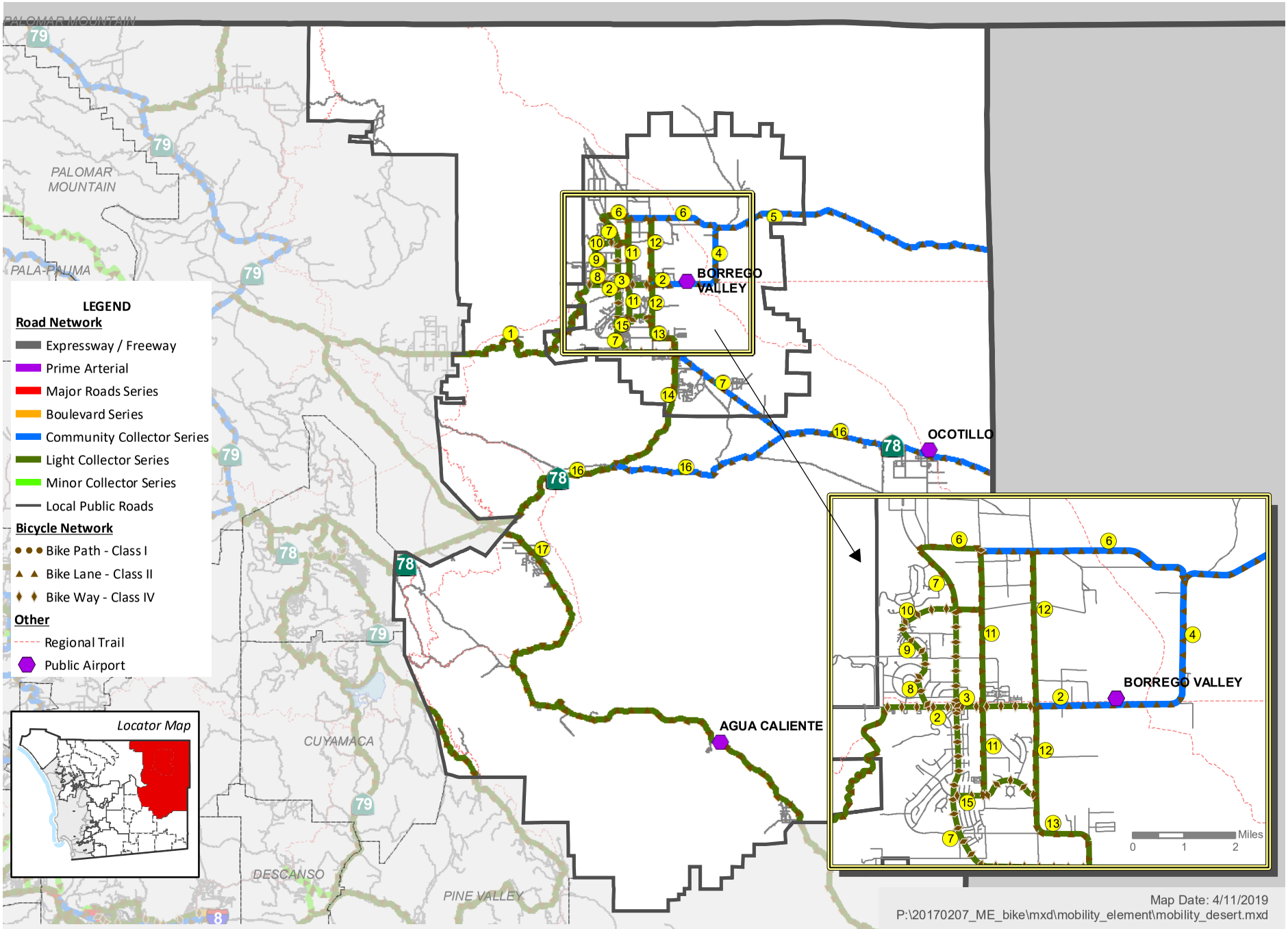


CREST - DEHESA MOBILITY ELEMENT NETWORK

Mobility Element Network—Crest-Dehesa Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Greenfield Drive (SA 900 / SC 2031) Segment: El Cajon city limits to East Madison Avenue	4.1B Major Road Intermittent Turn Lanes	None
2	La Cresta Road (SF 732) Segment: Greenfield Drive to La Cresta Boulevard	2.1D Community Collector Improvement Options [Passing Lane]	None
3	Mountain View Road/Frances Drive (SF 732) Segment: La Cresta Boulevard to Harbison Canyon Road	2.2E Light Collector	None
4	La Cresta Boulevard (SC 1960.1) Segment: Suncrest Boulevard to La Cresta Road	2.2F Light Collector Reduced Shoulder	None
5	Suncrest Boulevard Segment: Albatross Place to La Cresta Boulevard	2.2F Light Collector Reduced Shoulder	None
6	Crest Drive Segment: South Lane to Suncrest Boulevard	2.2F Light Collector Reduced Shoulder	None
7	South Lane Segment: Albatross Place to Crest Drive	2.2F Light Collector Reduced Shoulder	None
8	Albatross Place Segment: Suncrest Boulevard to South Lane	2.2F Light Collector Reduced Shoulder	None
9	Harbison Canyon Road (SF 1402) Segment: Dehesa Road to Alpine CPA boundary	2.2E Light Collector Dehesa Road to Frances Drive 2.2C Light Collector Intermittent Turn Lanes—Frances Drive to Alpine CPA boundary	None
10	Granite Hills Drive (SC 2042) Segment: El Cajon city limits to Melody Lane	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—Crest-Dehesa Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
11	Willow Glen Drive (SF 1397) Segment: Dehesa Road to Camino de Las Piedras (Valle de Oro community boundary)	2.1C Community Collector Intermittent Turn Lanes	None
12	Dehesa Road Segment: El Cajon city limits to Alpine CPA boundary	4.1B Major Road Intermittent Turn Lanes—El Cajon city limits to Sycuan Road 2.2E Light Collector Sycuan Road to Alpine CPA boundary	None

a. ID = Roadway segment on Figure M-A-5



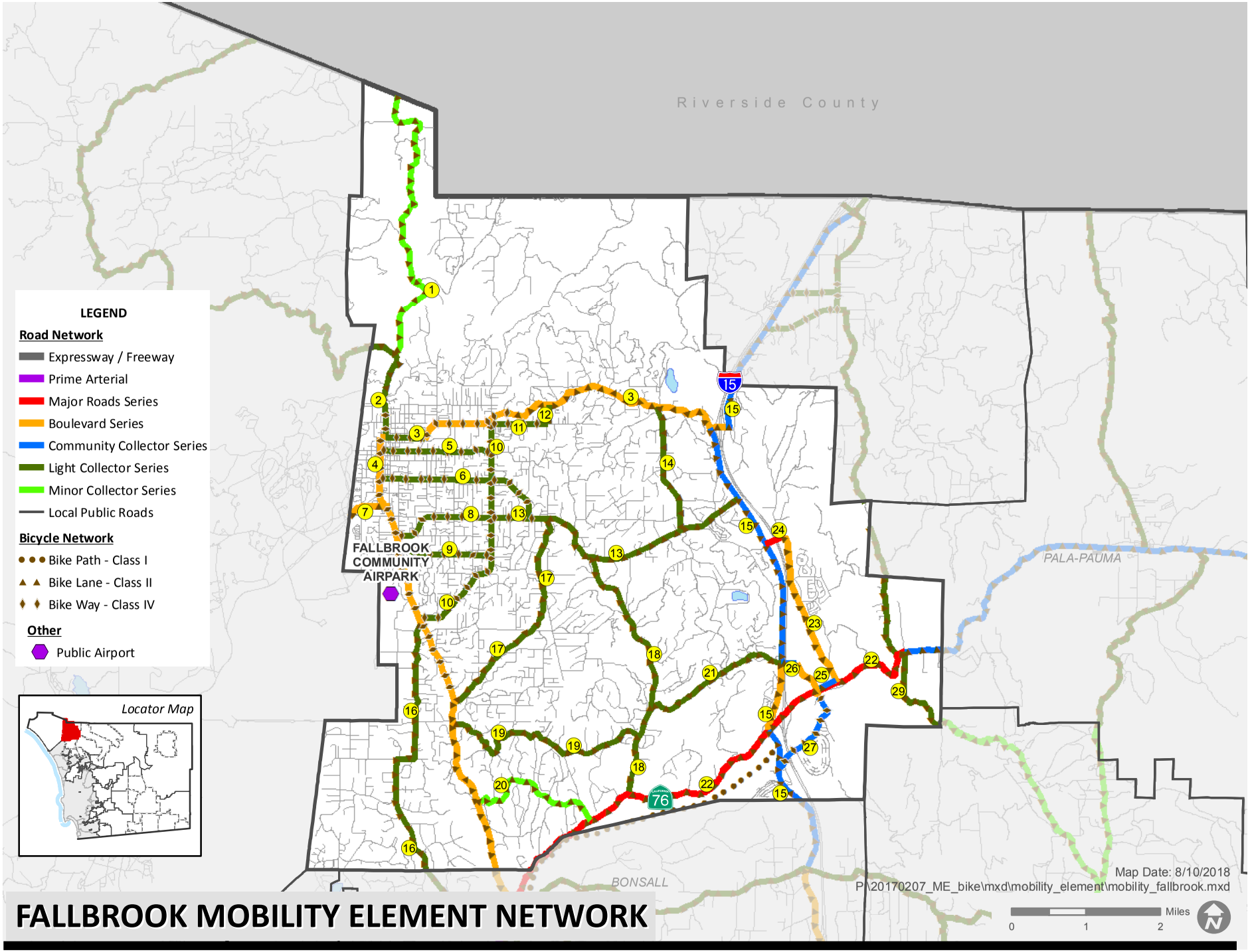
DESERT MOBILITY ELEMENT NETWORK

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Montezuma Valley Road (SF 1406) Segment: Ranchita to Palm Canyon Drive	2.2D Light Collector Improvement Options [Passing Lanes]	None
2	Palm Canyon Drive (SA 180) / (SC 430) Segment: Montezuma Valley Road to Peg Leg Road [excluding Christmas Circle]	2.2A Light Collector Raised Median—Montezuma Valley Road to Borrego Valley Road (excluding Christmas Circle) 2.1D Community Collector Improvement Options [Unspecified]—Borrego Valley Road to Peg Leg Road	Shoulder as Parking Lane Separate Bike Lane required—Christmas Circle to DiGiorgio Road
3	Christmas Circle (SA 175) Segment: Traffic Circle	2.2E Light Collector The two-lane road with one-directional traffic flow	Shoulder as Parking Lane Separate Bike Lane required—Entire circle
4	Peg Leg Road (SC 450) Segment: Palm Canyon Drive to Borrego-Salton Seaway	2.1D Community Collector Improvement Options [Unspecified]	None
5	Borrego-Salton Seaway (SA 160) Segment: Peg Leg Road to Imperial County line	2.1D Community Collector Improvement Options [Passing Lanes]	None
6	Henderson Canyon Road (SC 420) Segment: Peg Leg Road to Borrego Springs Road	2.1D Community Collector Improvement Options [Unspecified]—Peg Leg Road to Di Giorgio Road 2.2E Light Collector Di Giorgio Road to Borrego Springs Road	None
7	Borrego Springs Road (SA 170) Segment: Henderson Canyon Road to SR-78	2.2E Light Collector Henderson Canyon Road to Christmas Circle 2.2D Light Collector Improvement Options [Unspecified]—Christmas Circle to Yaqui Pass Road 2.1D Community Collector Improvement Options [Unspecified]—Yaqui Pass Road to SR-78	None

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Ocotillo Circle Segment: Palm Canyon Drive to Lazy S Drive	2.2E Light Collector	None
9	Lazy S Drive Segment: Ocotillo Circle to Big Horn Road	2.2E Light Collector	None
10	Big Horn Road (SA 160) Segment: Borrego Springs Road to Di Giorgio Road	2.2E Light Collector	None
11	Di Giorgio Road (SC 460) Segment: Henderson Canyon Road to Tilting T Drive	2.2D Light Collector Improvement Options [Unspecified]—Henderson Canyon Road to Palm Canyon Drive 2.2E Light Collector Palm Canyon Drive to Tilting T Drive	None
12	Borrego Valley Road (SC 470) Segment: Henderson Canyon Road to Rango Way	2.2E Light Collector Henderson Canyon Road to Palm Canyon Drive 2.2D Light Collector Improvement Options [Unspecified]—Palm Canyon Drive to Rango Way	None
13	Rango Way (SC 445) Segment: Borrego Valley Road to Yaqui Pass Road	2.2D Light Collector Improvement Options [Unspecified]	None
14	Yaqui Pass Road (SF 1406) Segment: Rango Way to SR-78	2.2D Light Collector Improvement Options [Unspecified]	None
15	Tilting T Drive (SC 440) Segment: Borrego Springs Road to Borrego Valley Road	2.2E Light Collector Borrego Springs Road to Di Giorgio Road 2.2B Light Collector Continuous Turn Lane—Di Giorgio Road to Borrego Valley Road	None

Mobility Element Network—Desert Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
16	State Route 78 Segment: North Mountain Subregion boundary to Imperial County line	2.2D Light Collector Improvement Options [Passing Lanes]—North Mountain Subregion boundary to Yaqui Pass Road 2.1D Community Collector Improvement Options [Passing Lanes]—Yaqui Pass Road to Imperial County line	None
17	Great Southern Overland Stage Route of 1849 (SA 200) Segment: North Mountain Subregion boundary to Mountain Empire Subregion boundary	2.2E Light Collector	None
18	State Route 78 Segment: Julian Community boundary to North Mountain Subregion boundary	2.2D Light Collector Improvement Options [Passing Lanes]	None

a. ID = Roadway segment on Figure M-A-6



FALLBROOK MOBILITY ELEMENT NETWORK

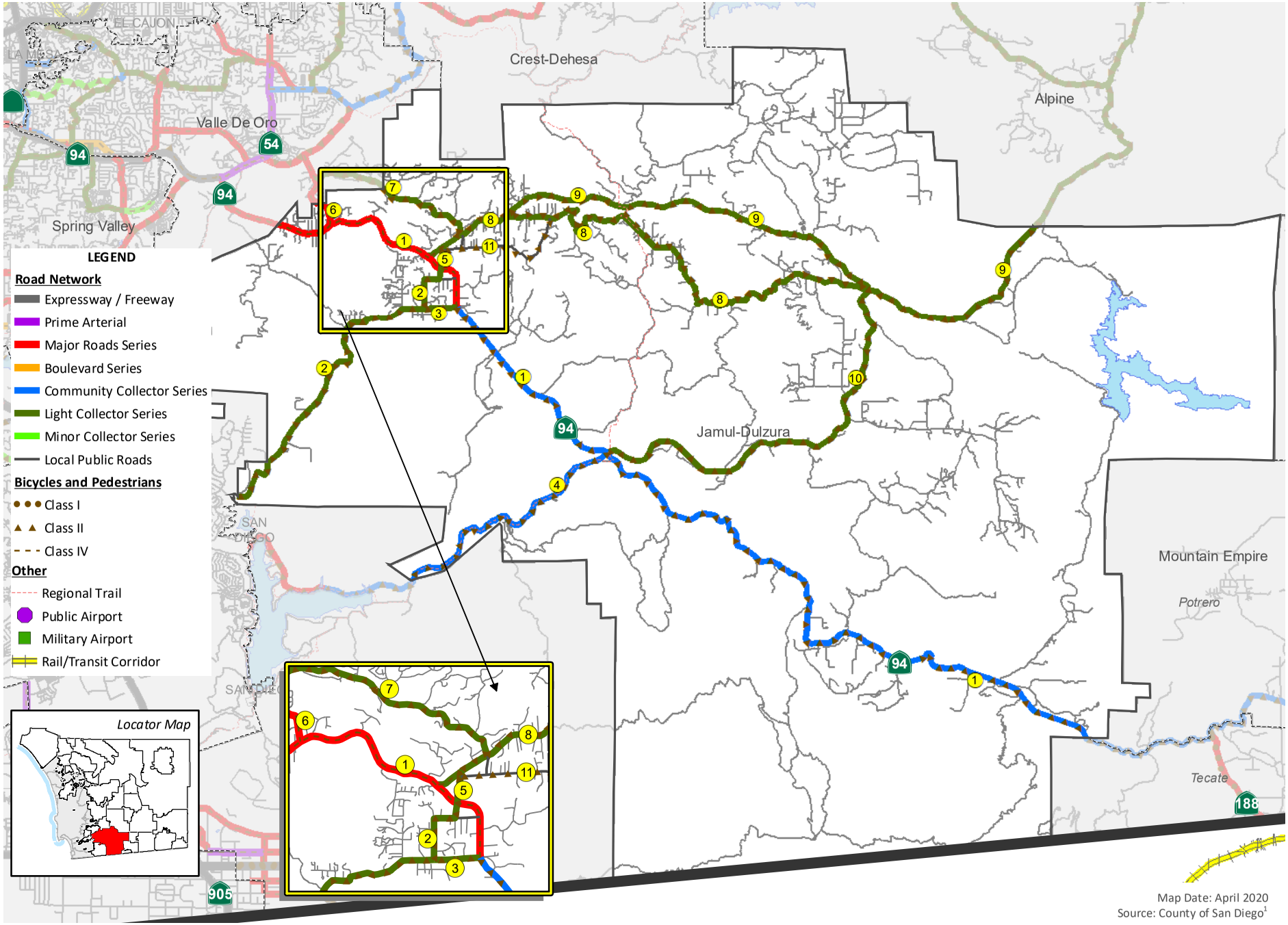
Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sandia Creek Drive (SC 21) Segment: Riverside County line to DeLuz Road	2.3C Minor Collector	None
2	DeLuz Road (SC 10) Segment: Pendleton-DeLuz community boundary to West Mission Road	2.2C Light Collector Intermittent Turn Lanes	Accepted at LOS E Segments: Dougherty Street to Mission Road
3	West / East Mission Road (SF 1305) Segment: North Mission Road to Interstate 15 interchange northbound	2.2B Light Collector Continuous Turn Lane—N. Mission Road to Brandon Road 4.2B Boulevard Intermittent Turn Lanes—Brandon Road to Interstate 15 interchange northbound	Accepted at LOS E Segments: Live Oak Park Road to I-15 southbound ramp Shoulder as Parking Lane Separated Bike Way—South Mission Road to Minnesota Street
4	North / South Mission Road (SF 1305) Segment: West Mission Road to Bonsall CPA boundary	4.2B Boulevard Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Alvarado Street
5	Alvarado Street (SC 10) Segment: South Mission Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	Shoulder as Parking Lane Separated Bike Way—Mission Road to Brandon Street
6	Fallbrook Street (SF 1416) Segment: South Mission Road to Reche Road	2.2B Light Collector Continuous Turn Lane—South Mission Road to Stage Coach Lane 2.2C Light Collector Intermittent Turn Lanes—Stage Coach Lane to Reche Road	Shoulder as Parking Lane Separated Bike Way—Mission Road to Old Stage Coach Lane
7	Ammunition Road (SC 20) Segment: Pendleton-DeLuz boundary to South Main Avenue	4.2B Boulevard Intermittent Turn Lanes	None
8	Palomino Road Segment: Old Stage Road to Stage Coach Lane	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Pepper Tree Lane (SC 90) Segment: South Mission Road to Stage Coach Lane	2.2E Light Collector	None
10	Stage Coach Lane (SA 40) Segment: South Mission Road to East Mission Road	2.2C Light Collector Intermittent Turn Lanes—South Mission Road to Reche Road 2.2B Light Collector Continuous Turn Lane—Reche Road to East Mission Road	None
11	Gumtree Lane (SC 30) Segment: North Stagecoach Lane to Hamilton Lane	2.2E Light Collector	None
12	Hamilton Lane Segment: Guntree Lane to East Mission Road	2.2E Light Collector	None
13	Reche Road (SF 1416) Segment: Stage Coach Lane to Old Highway 395	2.2B Light Collector Continuous Turn Lane—Stage Coach Lane to Green Canyon Road 2.2C Light Collector Intermittent Turn Lane—Green Canyon Road to Old Highway 395	None
14	Yucca Road Segment: East Mission Road to Reche Road	2.2F Light Collector Reduced Shoulder	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	Old Highway 395 (SA 15) Segment: Rainbow CPA boundary to Interstate 15 interchange northbound and East Mission Road to Bonsall CPA boundary	2.1D Community Collector Improvement Options [Unspecified]—Rainbow CPA boundary to Interstate15 interchange northbound 2.1A Community Collector Raised Median—East Mission Road to Pala Mesa Drive 4.2B Boulevard Intermittent Turn Lanes—Pala Mesa Drive to SR-76 2.1D Community Collector Improvement Options [Unspecified]—SR-76 to Bonsall CPA boundary	Accepted at LOS E/F Segment: Rainbow CPA boundary to Stewart Canyon Road and Dulin Road (W) to Pala Road Note: Although the Countywide traffic analysis forecast the Steward Canyon to Pala Mesa Drive segment to operate at LOS E/F, more project specific analysis forecast this segment to operate at an acceptable LOS. Therefore, this segment is not being accepted to operate at LOS E /F and any development projects would have to either mitigate their impacts or pursue a General Plan Amendment to change the classification of the road.
16	Olive Hill Road (SC 100.5) Segment: South Mission Road to Bonsall CPA boundary	2.2F Light Collector Reduced Shoulder	None
17	Green Canyon Road (SA 60.2-SC 71) Segment: Reche Road to S. Mission Road	2.2E Light Collector	None
18	Gird Road (SA 80) Segment: Reche Road to SR-76 / Pala Road	2.2E Light Collector	None
19	Via Encinos / Knottwood Way Segment: S. Mission Road to Gird Road	2.2F Light Collector Reduced Shoulder	None
20	Via Monserate (SC 120) Segment: S. Mission Road to SR-76 / Pala Road	2.3C Minor Collector	None
21	Pala Mesa Drive Segment: Gird Road to Pankey Road	2.2F Light Collector Reduced Shoulder—Gird Road to Old Highway 395 2.1C Community Collector Turn Lanes—Old Highway 395 to Pankey Road	None

Mobility Element Network—Fallbrook Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
22	SR 76 (Pala Road) Segment: Bonsall CPA boundary to Pala/Pauma Subregion boundary	4.1A Major Road Raised Median—Bonsall CPA boundary to Couser Canyon Road 2.1D Community Collector Improvement Options [Passing Lanes]—Couser Canyon Road to Pala/Pauma Subregion boundary	Accepted at LOS E Segment: Old Highway 395 to I-15 southbound ramp OR Increased Right-of-Way Required—Operational improvements such as right turn lanes required to attain acceptable LOS Segment: Old Highway 395 to I-15 southbound ramp
23	Horse Ranch Creek Road Segment: SR-76/Pala Road to Stewart Canyon Road	4.2A Boulevard Raised Median	None
24	Stewart Canyon Road Segment: Old Highway 395 to Horse Ranch Creek Road	4.1B Major Road Intermittent Turn Lanes	None
25	New Road 25 Segment: Pankey Road to Horse Ranch Creek Road	2.1E Community Collector	None
26	Pankey Road (SC 260.2) Segment: Pala Mesa Drive to East Dulin Road	4.2A Boulevard Raised Median	None
27	East Dulin Road (SC 260.2) Segment: Old Highway 395 to Pankey Road	2.1E Community Collector	None
28	Rice Canyon Road (SC 170) Segment: Rainbow CPA boundary to SR-76	2.2F Light Collector Reduced Shoulder	None
29	Couser Canyon Road (SC 240) Segment: SR-76 / Pala Road to Valley Center CPA boundary	2.2F Light Collector Reduced Shoulder	None

a. ID = Roadway segment on Figure M-A-7

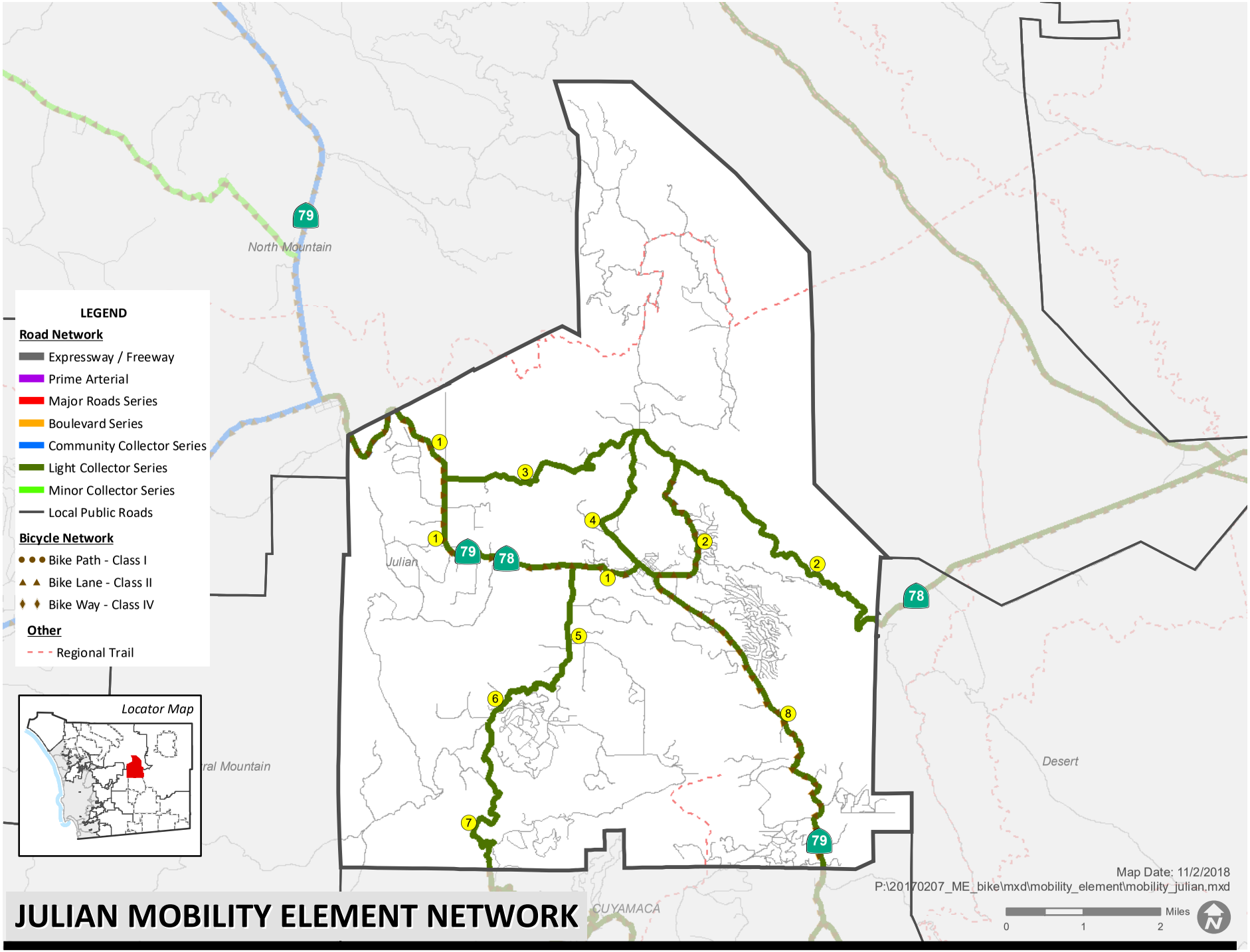


JAMUL-DULZURA MOBILITY ELEMENT NETWORK

Mobility Element Network—Jamul/Dulzura Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 94 Segment: Valle de Oro CPA boundary to Mountain Empire Subregion boundary	4.1A Major Road Raised Median—Valle de Oro CPA boundary to Melody Road 2.1D Community Collector Improvement Options [Passing Lanes, Curve Corrections, and Turn Pockets]—Melody Road to Tecate Sub-Group area boundary	Caltrans Facilities Programming Segment: Valle de Oro CPA boundary to Melody Road Improvements to four lanes are included in the Unconstrained Revenue Scenario of the 2030 RTP
2	Proctor Valley Road (SA 1160.1) Segment: Chula Vista city limits to SR-94	2.2E Light Collector	None
3	Melody Road Segment: Proctor Valley Road to SR-94	2.2E Light Collector	None
4	Otay Lakes Road (SA 1396) Segment: Otay Subregion boundary to SR-94	2.1D Community Collector Improvement Options [Passing Lane]	Recommended Improvement Realign intersection with Honey Springs Road to form a four-way intersection at SR-94
5	Jefferson Road (SC 391) Segment: Lyons Valley Road to SR-94	2.2A Light Collector Raised Median	None
6	Steele Canyon Road (SC 2050) Segment: Valle de Oro CPA boundary to SR-94	4.1B Major Road Intermittent Turn Lanes	None
7	Jamul Drive (SC2055) Segment: Valle de Oro CPA boundary to Olive Vista Drive	2.2C Light Collector Intermittent Turn Lanes—Valle de Oro CPA boundary to Lyons Valley Road Local Public Road Lyons Valley Road to Olive Vista Drive	None

Mobility Element Network—Jamul/Dulzura Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Lyons Valley Road (SA390.1) Segment: SR-94 to Alpine CPA boundary	2.2B Light Collector Continuous Turn Lane—SR-94 to Skyline Truck Trail 2.2E Light Collector Skyline Truck Trail to Honey Springs Road 2.2F Light Collector Reduced Shoulder—Honey Springs Road to Alpine CPA boundary	Accepted at LOS E Segment: Campo Road to Skyline Truck Trail Improvement Option Segment: Honey Springs Road to Alpine CPA boundary—Reduce shoulder width to six feet for use as a bike lane (requires parking prohibition)
9	Skyline Truck Trail (SA390) Segment: Lyons Valley Road to Honey Springs Road	2.2C Light Collector Intermittent Turn Lanes	None
10	Honey Springs Road (SA400) Segment: SR-94 to Skyline Truck Trail	2.2E Light Collector	None
11	Olive Vista Drive Segment: Jefferson Road to Lyons Valley Road	Local Public Road	None

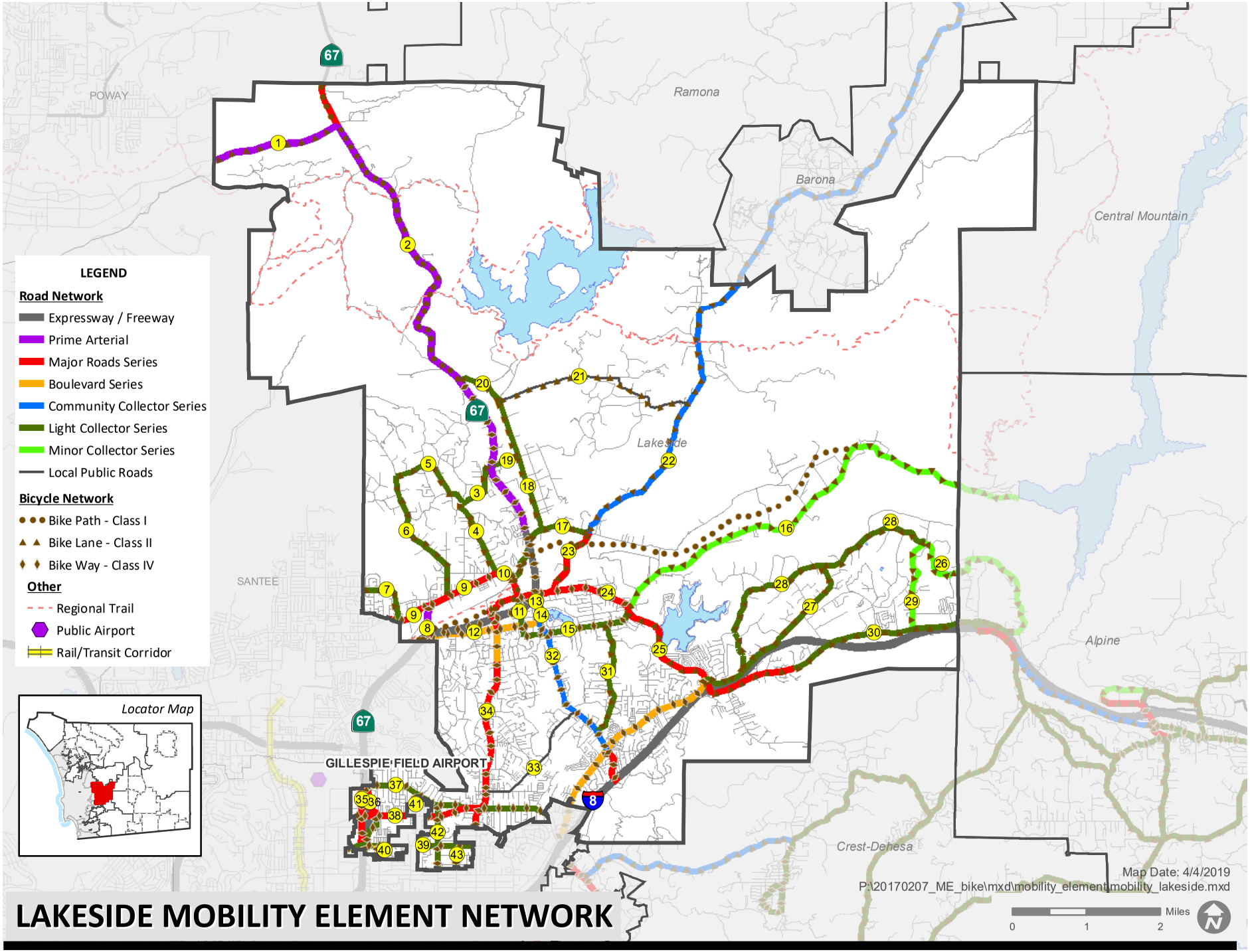
a. ID = Roadway segment on Figure M-A-8



JULIAN MOBILITY ELEMENT NETWORK

Mobility Element Network—Julian Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 78/79 (Julian Road/Main Street) Segment: North Mountain Subregion boundary to Banner Road	2.2D Light Collector Improvement Options [Passing Lanes]—Santa Ysabel to Main Street	Shoulder as Parking Lane Bike Lane from western community boundary to eastern end of Coleman Circle
2	State Route 78 (Banner Road) Segment: Main Street to Desert Subregion boundary	2.2D Light Collector Improvement Options [Passing Lanes]	Bike Lane from SR-79 to Wynola Road
3	Wynola Road (SC 872) Segment: Julian Road (SR-78/79) to Farmer Road	2.2F Light Collector Reduced Shoulder	None
4	Farmer Road (SC 871) Segment: Wynola Road to Main Street (SR-78/79)	2.2F Light Collector Reduced Shoulder	Shoulder as Parking Lane
5	Pine Hills Road (810.2) Segment: Julian Road (SR-78/79) to Eagle Peak Road	2.2F Light Collector Reduced Shoulder	None
6	Eagle Peak Road Segment: Pine Hills Road to Boulder Creek Road	2.2F Light Collector Reduced Shoulder	None
7	Boulder Creek Road Segment: Eagle Peak Road to Central Mountain Subregion boundary	2.2F Light Collector Reduced Shoulder	None
8	State Route 79 Segment: Main Street to Central Mountain Subregion boundary	2.2D Light Collector Improvement Options [Passing Lanes]	None

a. ID = Roadway segment on Figure M-A-9



LAKESIDE MOBILITY ELEMENT NETWORK

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Scripps Poway Parkway (SA 780) Segment: Poway city limits to SR-67	6.2 Prime Arterial	None
2	State Route 67 Segment: Poway city limits to Santee city limits	4.1B Major Road Intermittent Turn Lanes—Poway city limits to Scripps Poway Parkway 4.1A Major Road Raised Median—Scripps Poway Parkway to Mapleview Street 6.1 Expressway Mapleview Street to Santee city limits	Accepted at LOS E/F Segments: Poway city limits to Sycamore Park Drive and Johnson Lake Road to Posthill Road Additional Improvements ■ Full interchange at Winter Gardens Boulevard ■ Overpass at Mapleview Street ■ Realign Willow Road with Lakeside Avenue and provide a SR-67 overpass
3	Posthill Road (SC 1790) Segment: SR-67 to Valle Vista Road	2.2E Light Collector	None
4	Valle Vista Road (SC 1791) Segment: Posthill Road to Riverside Drive	2.2E Light Collector	None
5	Manzanita Road/ Pinehurst Drive (SC 1780) Segment: Post Hill Road to Oak Creek Drive	2.2E Light Collector	None
6	Oak Creek Drive/Palm Row Drive (SA 1800) Segment: Manzanita Road to Riverside Drive	2.2E Light Collector	None
7	El Nopal (SC 1775) Segment: Santee city limits to Riverside Drive	2.2E Light Collector	None
8	Riverford Road (SC 1800) Segment: Riverside Drive to Woodside Avenue	6.2 Prime Arterial Riverside Drive to westbound SR-67 ramp 4.1B Major Road Intermittent Turn Lanes—Westbound SR-67 ramp to Woodside Avenue	None
9	Mast Boulevard/Riverside Drive (SA 880.2) Segment: Santee city limits to Channel Road	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	Lakeside Avenue (SA 880) Segment: Valle Vista Road to SR-67	4.1B Major Road Intermittent Turn Lanes—Valle Vista Road to Channel Road 2.2E Light Collector Channel Road to SR-67	None
11	Channel Road (SC 1910) Segment: Lakeside Avenue to Julian Avenue	4.1B Major Road Intermittent Turn Lanes—Lakeside Avenue to Mapleview Street 2.2B Light Collector Continuous Turn Lane—Mapleview Street to Woodside Avenue 2.2C Light Collector Intermittent Turn Lanes—Woodside Avenue to Julian Avenue	None
12	Woodside Avenue (SF 731) Segment: Santee city limits to Vine Street	4.2A Boulevard Raised Median	Accepted at LOS F Segment: State Route 67 northbound ramp to Riverford Road
13	Maine Avenue (SF 1400) Segment: Mapleview Street to Los Coches Road	2.2E Light Collector Mapleview Street to Woodside Avenue 2.1D Community Collector Improvement Options—Woodside Avenue to Los Coches Road	Accepted at LOS E/F Segment: Mapleview Street to Woodside Avenue Shoulder as Parking Lane Separated Bike Way—Mapleview Street to Los Coches Road
14	Vine Street (SA 841) Segment: Mapleview Street to Woodside Avenue	2.2E Light Collector	Shoulder as Parking Lane Separated Bike Way—Mapleview Street to Woodside Avenue
15	Julian Avenue (SC 1910) Segment: Channel Road to Lake Jennings Park Road	2.2C Light Collector Intermittent Turn Lanes	Right-of-Way Limitations Potential due to existing development

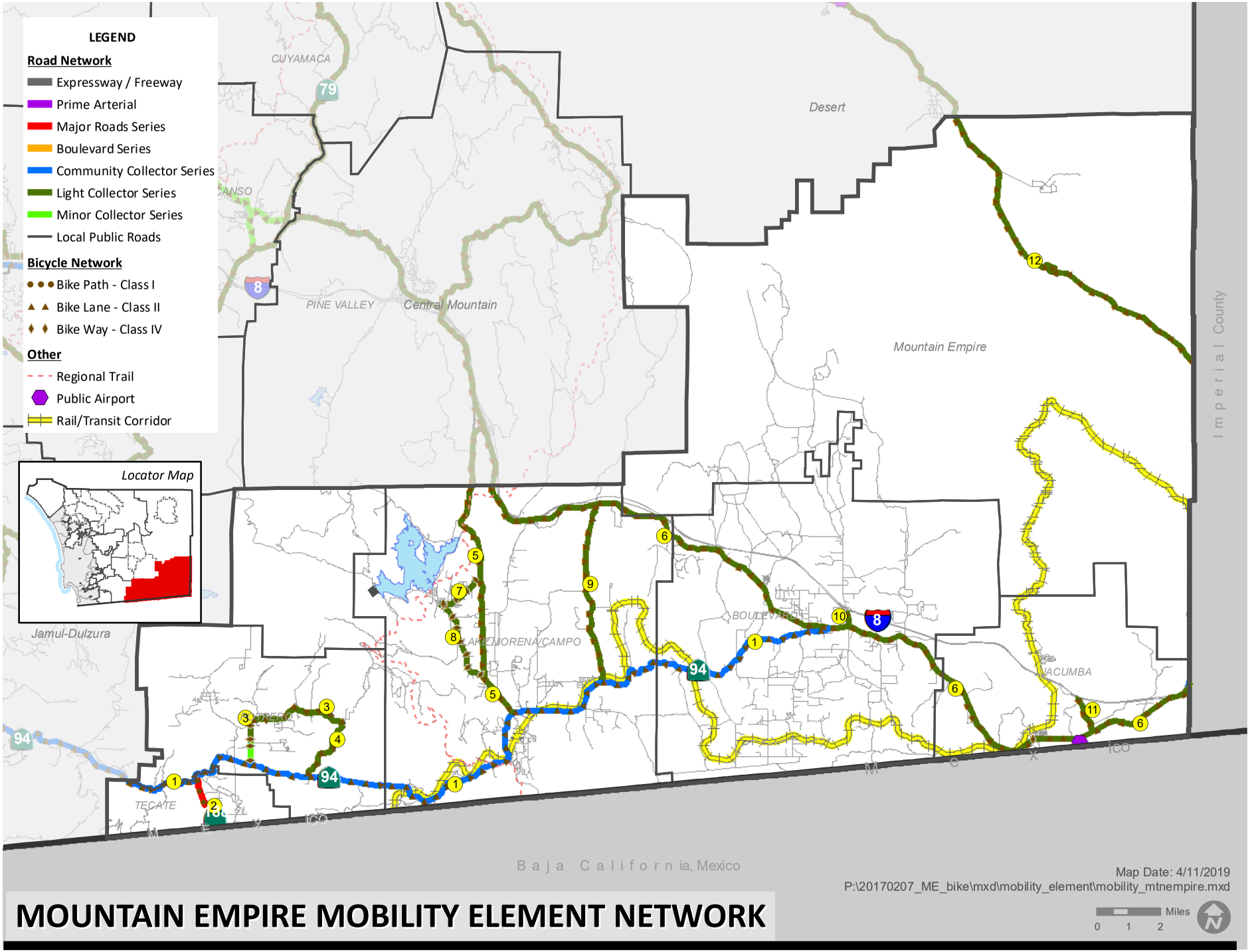
Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
16	El Monte Road (SC 1920) Segment: Lake Jennings Park Road to Alpine community boundary	2.3C Minor Collector	None
17	Willow Road (SA 820) Segment: SR-67 to Wildcat Canyon Road	2.2E Light Collector	Recommended Improvement Align Willow Road with Lakeside Avenue and provide underpass at SR- 67
18	Moreno Avenue (SC 1772) Segment: Vigilante Road to Willow Road	2.2E Light Collector	None
19	San Vicente Avenue (SC 1790) Segment: SR-67 to Moreno Avenue	2.2E Light Collector	None
20	Vigilante Road (SC 1772) Segment: SR-67 to Moreno Avenue	2.2B Light Collector Continuous Turn Lane	Recommended Improvement Align Slaughterhouse Canyon Road with Vigilante Road to form a four-way signalized intersection at SR-67
21	(Unnamed) Muth Valley Connection Segment: Moreno Avenue to Wildcat Canyon Road	Local Public Road	Public Road on Mobility Element Provide emergency access and connectivity for future development
22	Wildcat Canyon Road (SA 340.2) Segment: Willow Road to Ramona CPA boundary	2.1D Community Collector Improvement Options [Passing Lanes]	Accepted at LOS F Segment: Willow Road to Ramona CPA boundary
23	Ashwood Street (SA 340) Segment: Willow Road to Mapleview Street	4.1A Major Road Raised Median	None
24	Mapleview Street (SC 1805) Segment: Winter Gardens Boulevard to Lake Jennings Park Road	4.1A Major Road Raised Median	Accepted at LOS F Maine Avenue to Ashwood Street Recommended Improvement Underpass at SR-67
25	Lake Jennings Park Road (SA 810) Segment: Mapleview Street to Old Highway 80	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS F Segment: I-8 Business Route to I-8 westbound ramp

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
26	Broad Oaks Road (SC 1930) Segment: Hawley Road to Alpine CPA boundary	2.3C Minor Collector	None
27	Blossom Valley Road (SA 830.1) Segment: Lake Jennings Park Road to Quail Canyon Road	2.2D Light Collector Improvement Options—Lake Jennings Park Road to Quail Canyon Road 2.2E Light Collector Intermittent Turn Lanes—Quail Canyon Road to Quail Canyon Road	None
28	Quail Canyon Road Segment: Blossom Valley Road to Hawley Road	2.2E Light Collector	None
29	Hawley Road (SC 1940) Segment: Old Highway 80 to Broad Oaks Road	2.3C Minor Collector	None
30	Old Highway 80 (SA 895) Segment: Pepper Drive to Alpine CPA boundary	4.2B Boulevard with Intermittent Turn Lanes Intermittent Turn Lanes—Pepper Drive to Lake Jennings Park Road 4.1B Major Road Intermittent Turn Lanes—Lake Jennings Park Road to Marina Springs Lane 2.2B Light Collector Continuous Turn Lane—Marina Springs Lane to Alpine CPA boundary	None
31	Lakeview Road (SC 1890) Segment: Los Coches Road to Julian Avenue	2.2E Light Collector	None
32	Los Coches Road (SF 1400) Segment: Julian Avenue to Interstate 8	2.1D Community Collector Improvement Options—Julian Avenue to Old Highway 80 4.1B Major Road Continuous Turn Lane—Old Highway 80 to Interstate 8	Accepted at LOS E/F Segment: Woodside Avenue to I-8 Business Route Shoulder as Parking Lane Separated Bike Way—Mapleview Street to Woodside Avenue

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
33	Melrose Extension Segment: Winter Gardens Boulevard to Los Coches Road	Local Public Road	None
34	Winter Gardens Boulevard (SF 1399) Segment: SR-67 to El Cajon city limits	4.1A Major Road Raised Median—SR-67 to Woodside Avenue 4.2A Boulevard Raised Median—Woodside Avenue to Lemon Crest Drive 4.1A Major Road Raised Median—Lemon Crest Drive to El Cajon city limits	Recommended Improvement Full interchange for SR-67
35	Magnolia Avenue (SC 850) Segment: Santee city limits to El Cajon city limits	4.1B Major Road Intermittent Turn Lanes	None
36	Graves Avenue (SC 1880) Segment: Pepper Drive to Bradley Avenue	4.1B Major Road Intermittent Turn Lanes—Pepper Drive to Bradley Avenue 2.2C Light Collector Intermittent Turn Lanes—Bradley Avenue to El Cajon city limits	None
37	Pepper Drive (SC 1870) Segment: Graves Avenue to El Cajon city limits	2.2C Light Collector Intermittent Turn Lanes—Graves Avenue to Bradley Avenue 4.1B Major Road Intermittent Turn Lanes—Bradley Avenue to Winter Gardens Boulevard 2.2C Light Collector Intermittent Turn Lanes—Winter Gardens Boulevard to El Cajon city limits	None
38	Bradley Avenue (SA 890) Segments: El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
39	Greenfield Drive (SC 1860) Segment: El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	2.2B Light Collector Continuous Turn Lane	None
40	Ballantyne Street (SC 1880) Segment: Greenfield Drive to El Cajon city limits	4.2B Boulevard Intermittent Turn Lanes	None
41	North Mollison Avenue (SC 1871) Segment: Pepper Drive to El Cajon city limits	2.2E Light Collector	None
42	North First Street (SC 1869) Segment: Pepper Drive to El Cajon city limits	2.2E Light Collector	None
43	Oro Street Segment: El Cajon city limits to El Cajon city limits	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-10

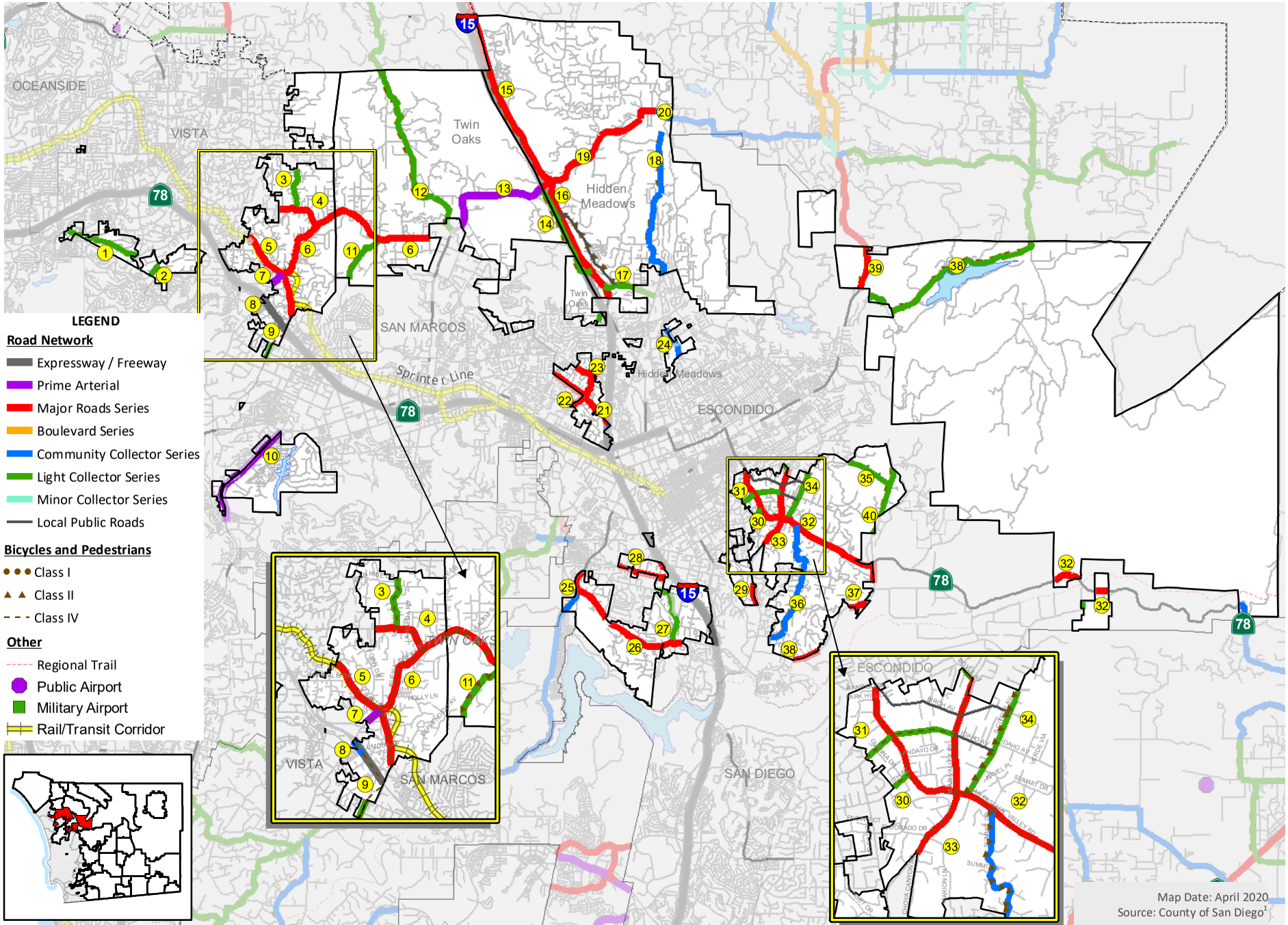


MOUNTAIN EMPIRE MOBILITY ELEMENT NETWORK

Mobility Element Network—Mountain Empire Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 94 Segment: Jamul/Dulzura Subregion boundary to Old Highway 80	2.1D Community Collector Improvement Options [Passing Lanes]	None
2	State Route 188 Segment: SR-94 to U.S. / Mexico International border	4.1A Major Road Raised Median	Level of Service Traffic forecasts indicate that construction of a more comprehensive road network will be necessary to maintain a LOS D or better. Caltrans Facilities Programming The 2030 SANDAG RTP (Unconstrained Revenue scenario) programs only as a two-lane conventional highway
3	Potrero Valley Road (SC 680) Segment: SR-94 to Harris Ranch Road	2.3C Minor Collector SR-94 to Potrero Park Drive 2.2E Light Collector Potrero Park Drive to Harris Ranch Road	None
4	Harris Ranch Road (SC 680) Segment: Potrero Valley Road to SR-94	2.2E Light Collector	None
5	Buckman Springs Road (SF 1403) Segment: SR-94 to Central Mountain Subregion boundary	2.2C Light Collector Intermittent Turn Lanes—SR-94 to southern boundary with Campo Reservation (within Rural Village) 2.2D Light Collector Improvement Options [Unspecified]—Southern boundary with Campo Reservation to Central Mountain Subregion boundary	None

Mobility Element Network—Mountain Empire Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
6	Old Highway 80 (SC 1883) Segment: Central Mountain Subregion boundary to Interstate 8 (at Imperial County line)	2.2E Light Collector Intermittent Turn Lanes at Campo casino entrances only—Southern boundary Central Mountain Subregion boundary to SR-94 2.2D Light Collector Improvement Options [Unspecified]—SR-94 to Jacumba Street 2.2A Light Collector Raised Median—Jacumba Street to Laguna Street 2.2D Light Collector Improvement Options [Unspecified]—Laguna Street to Interstate 8 (at Imperial County line)	None
7	Oak Drive Segment: Lake Morena Drive to Buckman Springs Road	2.2E Light Collector	None
8	Lake Morena Drive (SC 660) Segment: Oak Drive to Buckman Springs Road	2.2E Light Collector	None
9	La Posta Road (SC 620) Segment: Old Highway 80 to SR-94	2.2F Light Collector Reduced Shoulder	None
10	Ribbonwood Road (SC 600) Segment: Old Highway 80 to Interstate 8 interchange	2.2C Light Collector Intermittent Turn Lanes	None
11	Carrizo Gorge Road Segment: Interstate-8 to Old Highway 80	2.2D Light Collector Improvement Options [Unspecified]	None
12	Sweeny Pass Road / S2 Segment: Desert Subregion boundary to Imperial County line	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-11



NORTH COUNTY METRO MOBILITY ELEMENT NETWORK

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sunset Drive (SC 1190) Segment: Oceanside city limits (near Sky Haven Lane) to Vista city limits (near Melrose Drive)	2.2E Light Collector	None
2	Mar Vista Drive (SA 471) Segment: Cannon Road (Oceanside) to Mar Vista Drive (Vista)	2.2B Light Collector Continuous Turn Lane	North County Parkway Plan Roadway
3	Foothill Drive (SA 500) Segment: Vista city limits to Monte Vista Drive	2.2D Light Collector Intermittent turn Lanes [Unspecified]	None
4	Monte Vista Drive (SC 1791) Segment: Vista city limits to Buena Creek Road	4.1B Major Road Intermittent turn Lanes—Foothill Drive to Buena Creek Road 2.1C Light Collector Intermittent Turn Lanes—Vista city limits to Foothill Drive	None
5	South Santa Fe Avenue (SF 1412) Segment: Vista city limits to San Marcos city limits	4.1A Major Road Raised Median	North County Parkway Plan Roadway
6	Buena Creek Road (SF 1414) Segment: South Santa Fe Avenue to San Marcos city limits (near Twin Oaks Valley Road)	4.1B Major Road Intermittent Turn Lanes	North County Parkway Plan Roadway
7	Sycamore Avenue Segment: South Santa Fe Avenue to SR-78	6.2 Prime Arterial	None
8	State Route 78 Segment: Sycamore Avenue to Smilax Road	6.1 Expressway + 2 HOV lanes	None
9	Poinsettia Road (SC 1260) Segment: San Marcos city limits (near Oleander Avenue) to Oleander Avenue	2.2C Light Collector Intermittent Turn Lanes	Accepted at LOS E None

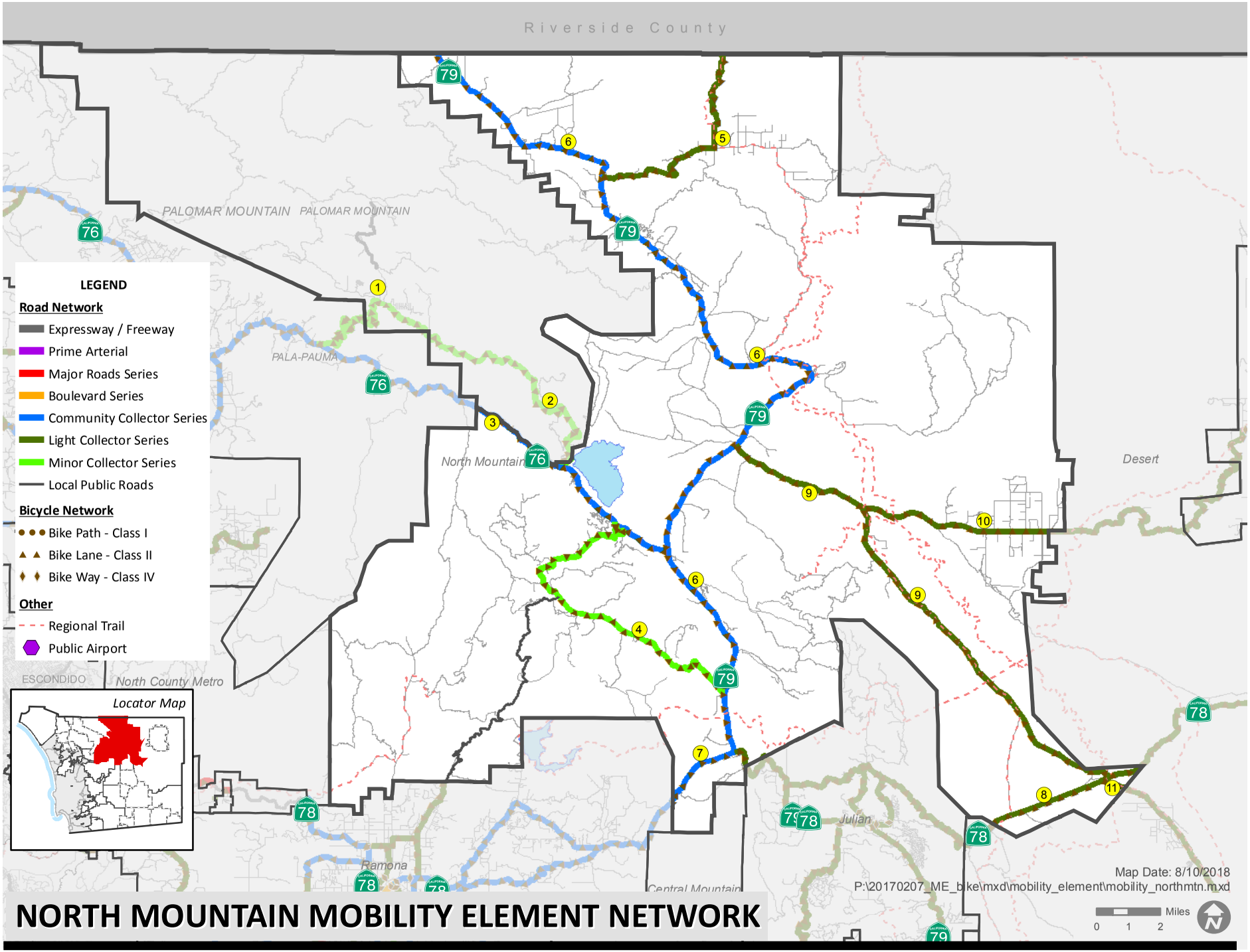
Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	Rancho Santa Fe Road Segment: Melrose Drive (Vista) to San Marcos Boulevard (San Marcos)	6.2 Prime Arterial	None
11	Las Posas Road Segment: Buena Creek Road to San Marcos city limits	2.2C Light Collector Intermittent Turn Lanes	North County Parkway Plan Roadway
12	Twin Oaks Valley Road (SC 1170) Segment: Bonsall CPA boundary to San Marcos city limits (near Deer Springs Road)	2.2C Light Collector Intermittent Turn Lanes	None
13	Deer Springs Road (SF 1414) Segment: San Marcos city limits (near Twin Oaks Valley Road) to Centre City Parkway	6.2 Prime Arterial San Marcos city limits to I-15 NB Ramp 4.1B Major Road Intermittent Turn Lanes—I-15 NB Ramp to Centre City Parkway	Accepted at LOS F I-15 northbound ramp to N. Centre City Parkway North County Parkway Plan Roadway
14	Mesa Rock Road Segment: Deer Springs Road to North Centre City Parkway	2.2E Light Collector	None
15	Champagne Boulevard Segment: Bonsall CPA boundary to Mountain Meadow Road	4.1B Major Road Intermittent Turn Lanes	None
16	North Centre City Parkway Segment: Mountain Meadow Road to Escondido city limits (near Nutmeg Street)	4.1B Major Road Intermittent Turn Lanes	None
17	Jesmond Dene Road Segment: Centre City Parkway to North Broadway	2.2D Light Collector Improvement Options	None
18	North Broadway (SC 1000) Segment: Mountain Meadow Road to North Avenue	2.1D Community Collector Improvement Options [Raised Median]	None
19	Mountain Meadow Road (SC 990) Segment: Centre City Parkway to North Broadway	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
20	Mirar de Valle Road (SC 990.2) Segment: Mountain Meadow Road to Valley Center CPA boundary	2.1D Community Collector Improvement Options [Raised Median]	Accepted at LOS F Entire segment
21	Rock Springs Road (SC 1361) Segment: San Marcos city limits to Escondido city limits	4.1B Major Road Intermittent Turn Lanes	None
22	Nordahl Road (SA 531) Segment: Rock Springs Road to El Norte Parkway	4.1B Major Road Intermittent Turn Lanes	None
23	El Norte Parkway (SA 510) Segment: Reese Road to Nordahl Road	4.1A Major Road Raised Median	None
24	North Ash Street (SA 540) Segment: Escondido city limits (near Collins Terrace) to Hubbard Avenue	2.1D Community Collector Improvement Options [Unspecified]	None
25	Del Dios Highway (SF 727) Segment: Escondido city limits to San Dieguito CPA boundary	4.1A Major Road Raised Median—Escondido city limits to Via Rancho Parkway 2.2D Community Collector Improvement Options [Raised Median]—Via Rancho Parkway to San Dieguito CPA boundary	Accepted at LOS F Segment: Via Rancho Parkway to San Dieguito CPA boundary
26	Via Rancho Parkway (SA 570) Segment: Del Dios Highway to Montesano Road	4.1A Major Road Raised Median	None
27	Felicita Road (SC 1100) Segment: Hamilton Lane to Via Rancho Parkway	2.2E Light Collector	None
28	Gamble Lane (SA 580) Segment: Escondido city limits (near Mountain Hills Place) to Escondido city limits (near Felicita Road)	4.1A Major Road Raised Median	None
29	Sunset Drive (SC 1105) Segment: Escondido city limits to Bear Valley Parkway	2.2E Light Collector	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
30	17th Avenue (SC 1100) Segment: Escondido city limits to San Pasqual Valley Road	2.2D Light Collector Improvement Options [Unspecified]	None
31	Idaho Avenue Segment: Escondido city limits (near Pedregal Drive) to Bear Valley Parkway	2.2D Light Collector Improvement Options [Unspecified]	None
32	San Pasqual Valley Road (State Route 78) Segment: Birch Avenue to Cloverdale Road	4.1B Major Road Intermittent Turn Lanes—Birch Avenue to Bear Valley Parkway 4.1A Major Road Raised Median—Bear Valley Parkway to Cloverdale Road	None
33	Bear Valley Parkway (SA 590) Segment: Austin Way to Encino Drive	4.1A Major Road Raised Median	None
34	Citrus Avenue Segment: Escondido city limits (near Coltrane Place) to San Pasqual Valley Road	2.2E Light Collector	None
35	Mountain View Drive (SC 1036) Segment: Royal Oak Drive to Cloverdale Road	2.2E Light Collector	None
36	Mary Lane (SC 1120) /Summit Drive (SC 1110) Segment: Escondido city limits (near Jasmine Place) to San Pasqual Valley Road	2.1E Community Collector	None
37	San Pasqual Road Segment: San Pasqual Valley Road to Bear Valley Parkway (excluding portions with Escondido city limits)	4.1B Major Road Intermittent Turn Lanes	None
38	Lake Wohlford Road (SA 130) Segment: Valley Center Road to Valley Center CPA boundary	2.2F Light Collector Reduced Shoulder	None

Mobility Element Network—North County Metro Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
39	Valley Center Road Segment: Valley Center CPA boundary to Escondido city limits	4.1A Major Road Raised Median	None
40	Cloverdale Road (SC 1040) Segment: San Diego city limits to Escondido city limits	2.2E Light Collector	None

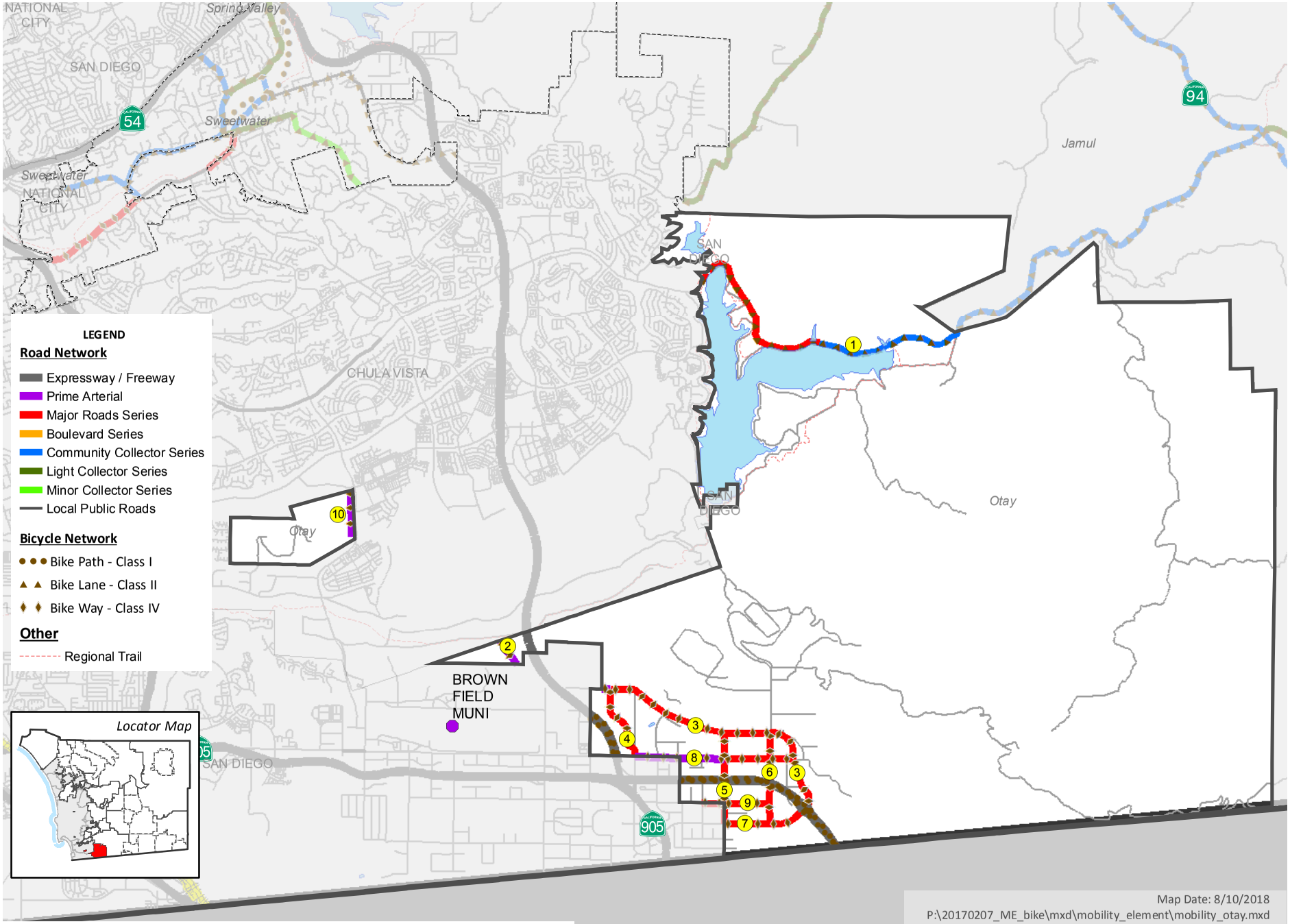
a. ID = Roadway segment on Figure M-A-12



NORTH MOUNTAIN MOBILITY ELEMENT NETWORK

Mobility Element Network—North Mountain Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	South Grade Road (SF 1417) Segment: Pala/Pauma Subregion boundary to Canfield Road	2.3C Minor Collector	None
2	East Grade Road / S7 (SC 320) Segment: Canfield Road to SR-76	2.3C Minor Collector	None
3	State Route 76 Segment: Pala/Pauma Subregion boundary to SR-79	2.1D Community Collector Improvement Options [Unspecified]	None
4	Mesa Grande Road (SC 390 / SC 400) Segment: SR-76 to SR-79	2.3C Minor Collector	None
5	Chihuahua Valley Road (SA 150) Segment: SR-79 to Riverside County line	2.2E Light Collector	None
6	State Route 79 Segment: Riverside County line to Julian Road / SR-78	2.1D Community Collector Improvement Options [Unspecified]	None
7	State Route 78 / Julian Road Segment: Ramona CPA boundary to Julian CPA boundary	2.1D Community Collector Improvement Options [Unspecified]	None
8	State Route 78 Segment: Julian CPA boundary to Desert Subregion boundary	2.2D Light Collector Improvement Options [Unspecified]	None
9	San Felipe Road / S2 (SF 1405) Segment: SR-79 to SR-78	2.2E Light Collector	None
10	Montezuma Valley Road / S22 (SF 1406) Segment: San Felipe Road to Desert Subregion boundary	2.2D Light Collector Improvement Options [Unspecified]	None
11	Great Overland Stage Route (SA 200) Segment: SR-78 to Desert Subregion boundary	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-13

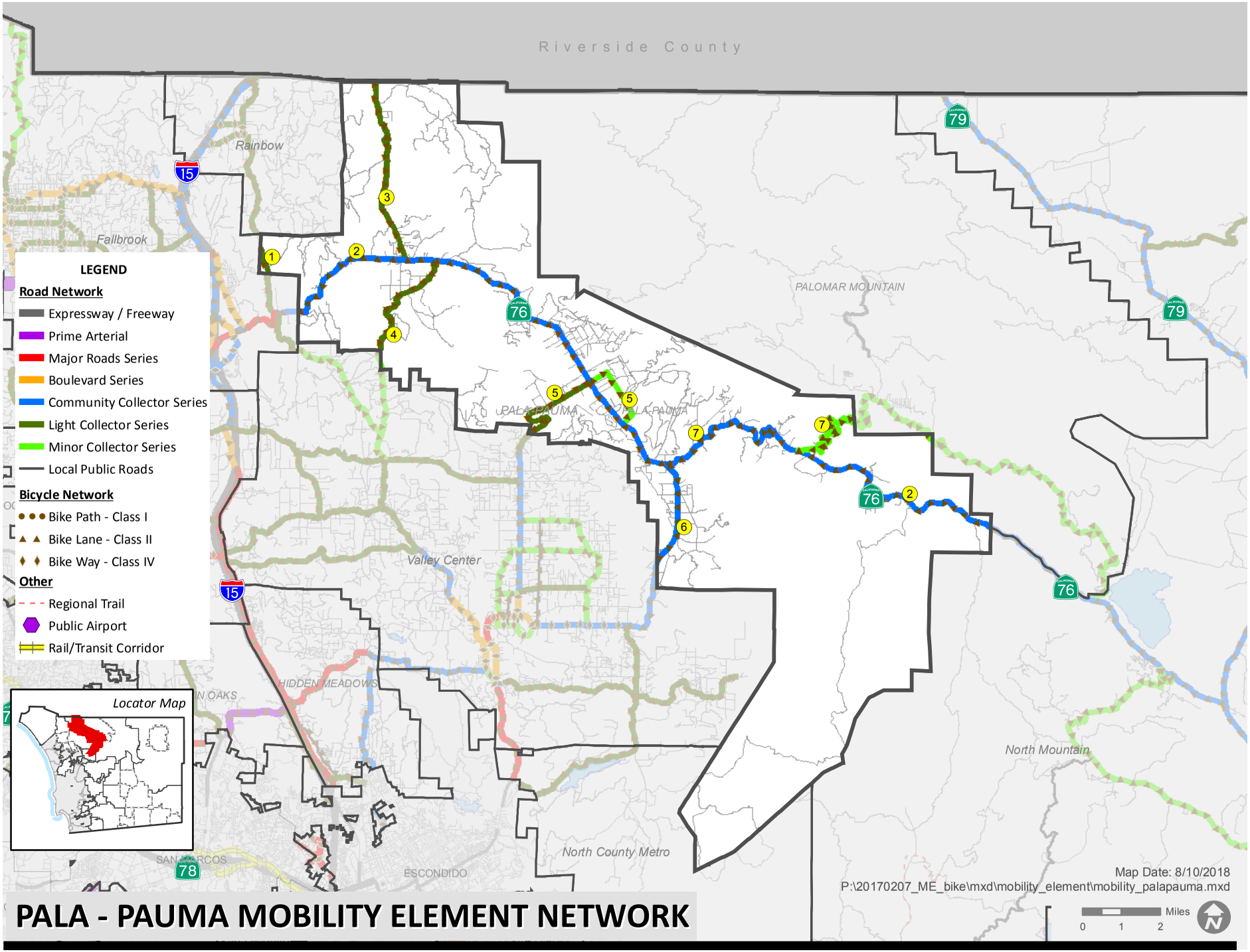


OTAY MOBILITY ELEMENT NETWORK

Mobility Element Network—Otay Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Otay Lakes Road (SF 1396) Segment: Chula Vista city limits to the Jamul/Dulzura Subregion boundary	4.1B Major Road Intermittent Turn Lanes—Chula Vista city limits to second entrance to Otay Village 13 2.1D Community Collector Improvement Options [Unspecified]—Second entrance to Otay Village 13 to the Jamul/Dulzura Subregion boundary	None
2	La Media Road Segment: Chula Vista city limits to San Diego city limits	6.2 Prime Arterial	None
3	Lone Star Road (SC 2340) Segment: San Diego city limits to Siempre Viva Road/State Route 11	6.2 Prime Arterial San Diego city limits to Ellis Road 4.1A Major Road Raised Median—Ellis Road to Siempre Viva Road / State Route 11	None
4	Ellis Road Segment: Lone Star Road south to merge with Harvest Road just north of Otay Mesa Road	4.1A Major Road Raised Median	None
5	Enrico Fermi Drive (SA 1105) Segment: Lone Star Road to Siempre Viva Road	4.1A Major Road Raised Median	None
6	Alta Road (SA 1112) Segment: Lone Star Road south to Siempre Viva Road	4.1A Major Road Raised Median	None
7	Siempre Viva Road (SC 2360) Segment: Enrico Fermi Drive to Lone Star Road/State Route 11	4.1A Major Road Raised Median	Caltrans Facilities Programming A half rather than a full interchange with SR-11 is programmed in the 2030 RTP (Reasonably Expected Revenue scenario)

Mobility Element Network—Otay Subregion Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
8	Otay Mesa Road Segment: San Diego city limits to Lone Star Road	6.2 Prime Arterial San Diego city limits to Enrico Fermi Drive 4.1A Major Road Raised Median—Enrico Fermi Drive to Lone Star Road	None
9	Airway Road (SC 2300) Segment: Enrico Fermi Drive to Alta Road	4.1A Major Road Raised Median	None
10	Heritage Road (SC2236) Segment: Entire segment within Otay Landfill	6.2 Prime Arterial	None

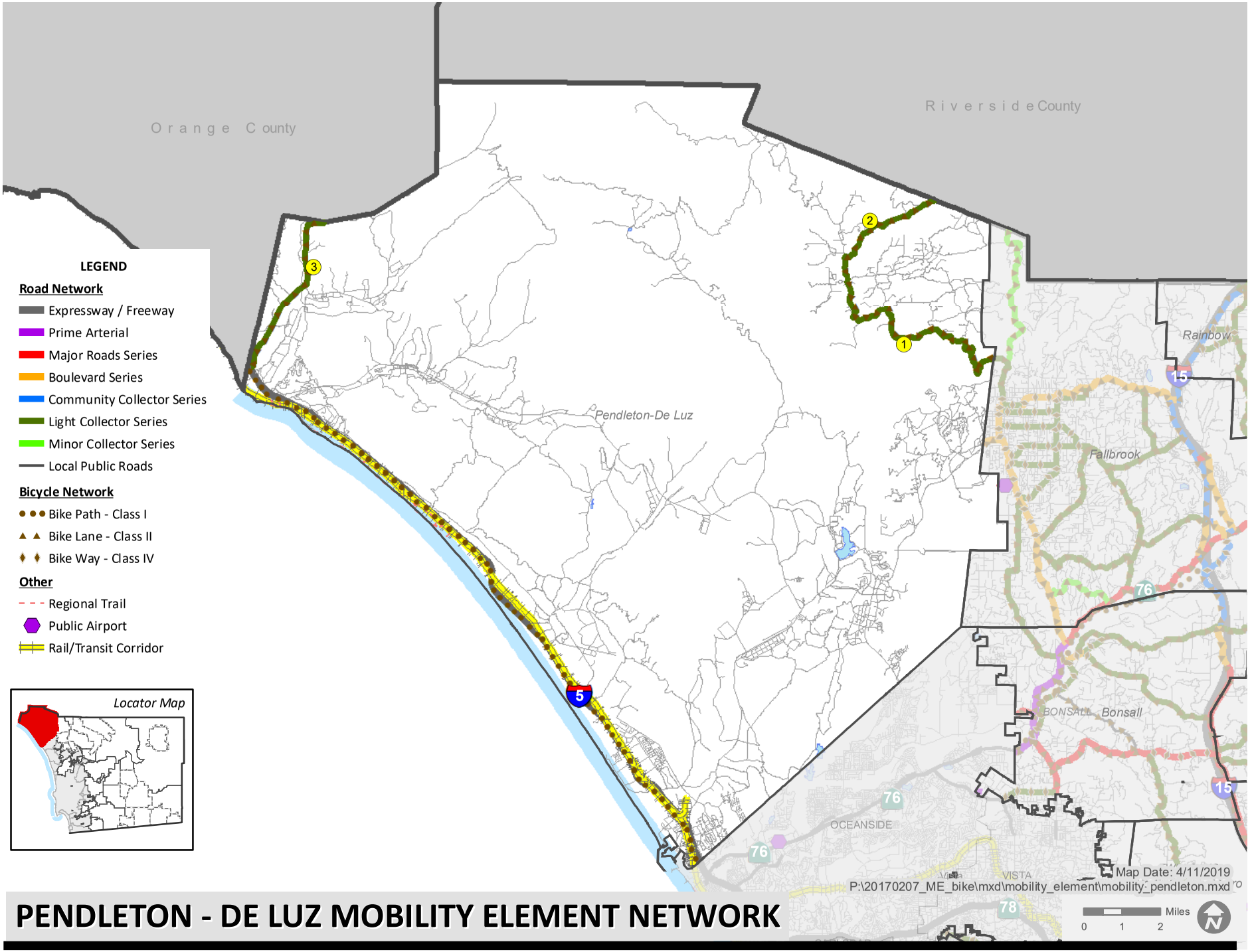
a. ID = Roadway segment on Figure M-A-14



PALA - PAUMA MOBILITY ELEMENT NETWORK

Mobility Element Network—Pala/Pauma Subregion Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Rice Canyon Road Segment: Fallbrook CPA boundary southeast to Fallbrook CPA boundary	2.2D Light Collector Improvement Options [Passing Lanes]	None
2	State Route 76 Segment: Fallbrook CPA boundary to North Mountain Subregion boundary	2.1D Community Collector Improvement Options [Passing Lanes, Curve Corrections, Left and Right Turn Lanes, Channelizations, and Intersection improvements]	Accepted at LOS F Segment: Pala Del Norte Road to Sixth Street
3	Pala Temecula Road (SA 110) Segment: Riverside County line to SR-76	2.2D Light Collector Improvement Options [Passing Lanes]	None
4	Lilac Road (SA 110) Segment: Valley Center CPA boundary to SR-76	2.2E Light Collector	None
5	Cole Grade Road (SA 120) Segment: Valley Center CPA boundary to SR-76	2.1D Community Collector Improvement Options [Passing Lanes]—Valley Center CPA boundary to SR-76	None
6	Valley Center Road (SF 639) Segment: Valley Center CPA boundary to SR-76	2.1D Community Collector Improvement Options [Raised Median]	None
7	South Grade Road (SF 1417) Segment: SR-76 to North Mountain Subregion boundary	2.3C Minor Collector	None
8	New Road 8 Segment: Cole Grade Road to SR-76	2.3B Minor Collector Intermittent Turn Lanes—SR-76 to SR-76	None

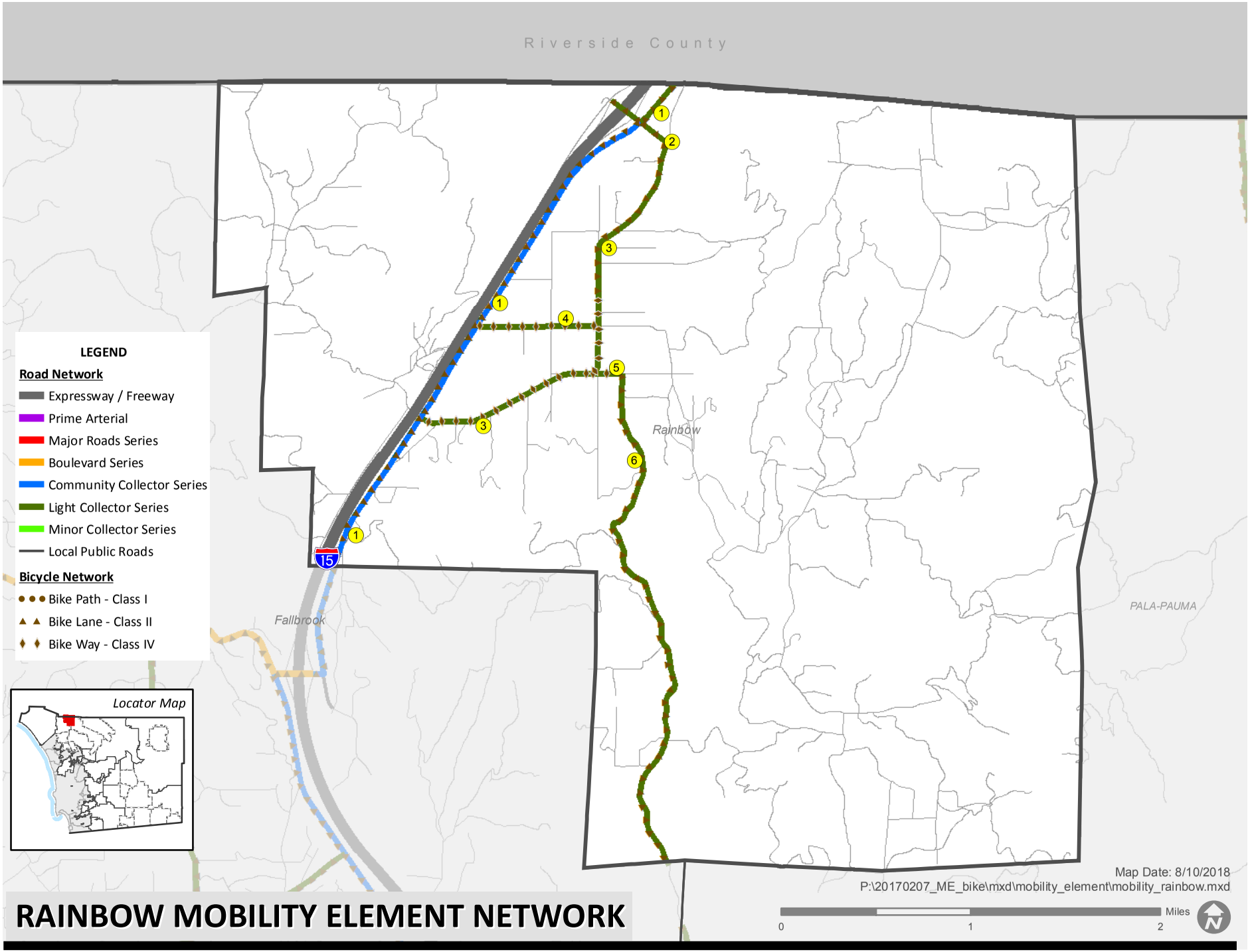
a. ID = Roadway segment on Figure M-A-15



PENDLETON - DE LUZ MOBILITY ELEMENT NETWORK

Mobility Element Network—Pendleton-DeLuz Community Planning Area Matrix			
ID[a]	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
1	DeLuz Road (SA 10) Segment: Fallbrook CPA boundary to De Luz-Murietta Road	2.2E Light Collector	None
2	DeLuz-Murietta Road (SA 20) Segment: Deluz Road to Riverside County line	2.2D Light Collector	None
3	Cristianitos Road (SA 10) Segment: Interstate 5 to Orange County line	2.2E Light Collector	None

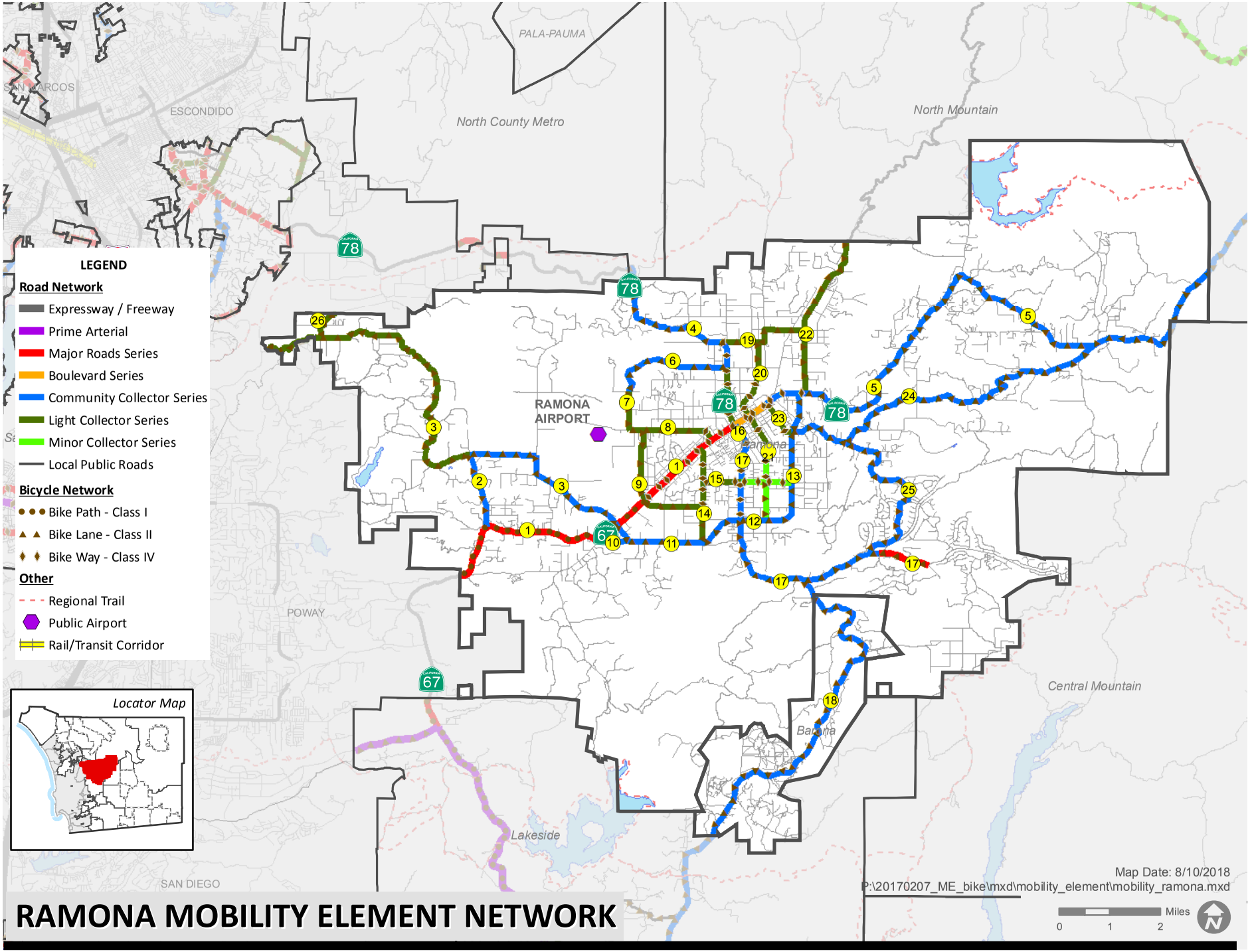
a. ID = Roadway segment on Figure M-A-16



RAINBOW MOBILITY ELEMENT NETWORK

Mobility Element Network—Rainbow Community Planning Area Matrix			
ID	**Road Segment**	**Designation/Improvement** #.#X = [# of lanes].[roadway classification][improvement]	**Special Circumstances**
1	Old Highway 395 (SA 15) Segment: Fallbrook CPA boundary to Riverside County line	2.1D Community Collector Improvement Options [Turn Lanes]— Fallbrook CPA boundary to Rainbow Valley Boulevard West 2.2E Light Collector Rainbow Valley Boulevard West to Riverside County line	Accepted at LOS E/F Segment: 5th Street to Fallbrook CPA boundary
2	Rainbow Valley Boulevard West (SC 160) Segment: Interstate 15 SB Ramps to Rainbow Valley Boulevard	2.2D Light Collector Improvement Options [Turn Lanes]—Interstate 15 SB Ramps to Old Highway 395 2.2C Light Collector Intermittent Turn Lanes—Old Highway 395 to Rainbow Valley Boulevard	Accepted at LOS F Segment: Interstate 15 northbound ramp to Old Highway 395
3	Rainbow Valley Boulevard/Rainbow Glen Road (SC 160) Segment: Old Highway 395 to Rainbow Valley Boulevard West	2.2E Light Collector	None
4	Fifth Street (SC 190) Segment: Old Highway 395 to Rainbow Valley Boulevard	2.2E Light Collector	None
5	Eighth Street (SC 170) Segment: Rainbow Valley Boulevard to Rice Canyon Road	2.2E Light Collector	None
6	Rice Canyon Road (SC 170) Segment: Eighth Street to Fallbrook CPA boundary	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-17



RAMONA MOBILITY ELEMENT NETWORK

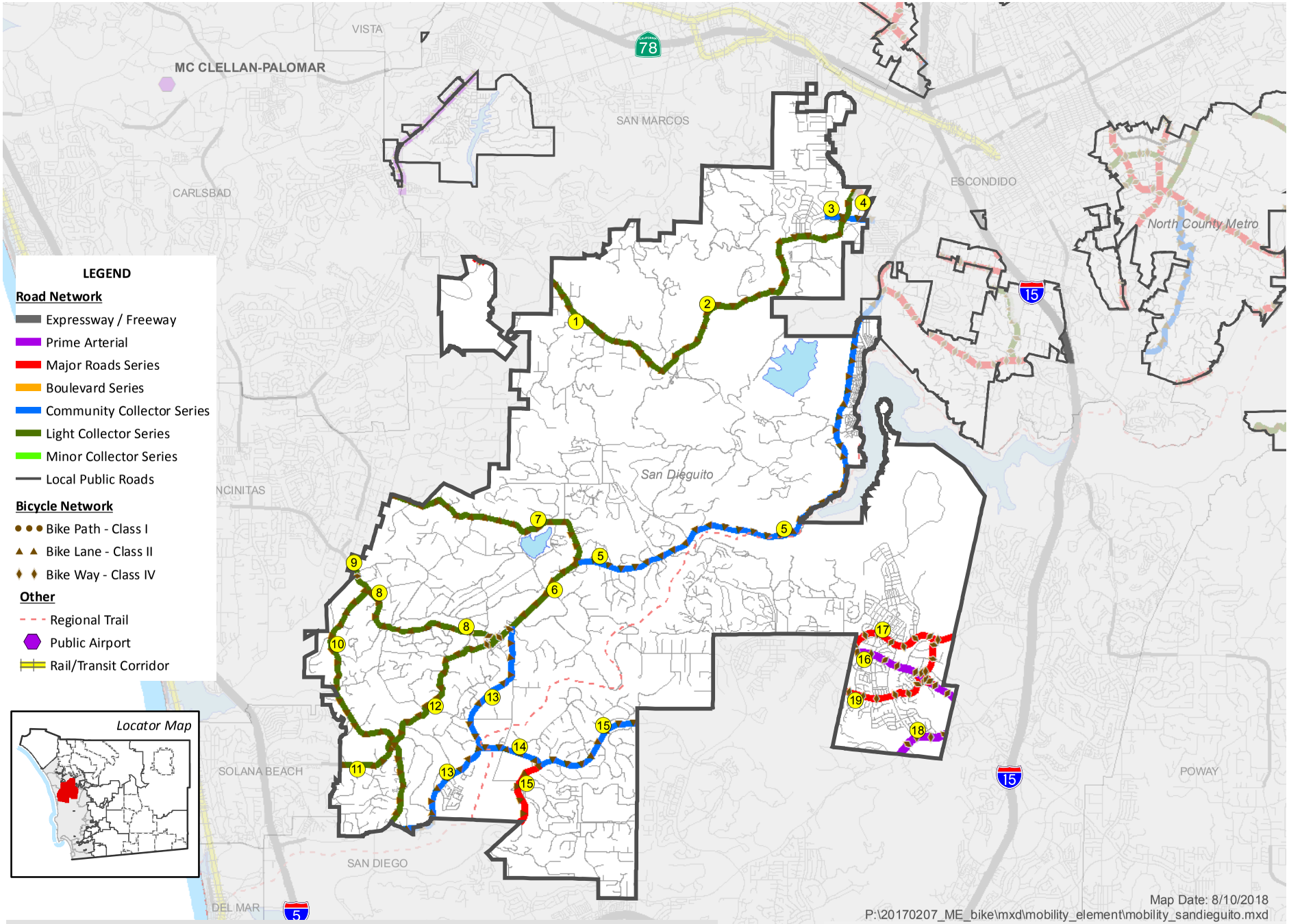
Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 67/Main Street Segment: Poway city limits to SR-78/Pine Street	4.1A Major Road Raised Median—Poway city limits to Etcheverry Street 4.1B Major Road Intermittent Turn Lanes—Etcheverry Street to SR-78/Pine Street	Accepted at LOS E Segment: 11th Street to Pine Street
2	Archie Moore Road (SC 324) Segment: Highland Valley Road to SR-67	2.1C Community Collector Intermittent Turn Lanes	None
3	Highland Valley Road (SC 959) Segment: San Diego city limits to SR-67	2.2C Light Collector Intermittent Turn Lanes—San Diego city limits to Archie Moore Road 2.1E Community Collector Archie Moore Road to SR-67	None
4	Pine Street [State Route 78] Segment: North Mountain Subregion boundary to SR-67/Main Street	2.1D Community Collector Improvement Options [Passing Lanes]—North Mountain Subregion boundary to Ash Street 2.2D Light Collector Improvement Options [Left/Right Turn Lanes]—Ash Street to SR-67/Main Street	None
5	Main Street [State Route 78] Segment: Pine Street to North Mountain Subregion boundary	4.2B Boulevard Intermittent Turn Lanes—Pine Street to 3rd Street 2.1D Community Collector Improvement Options [Passing Lanes]—3rd Street to Central Mountain Subregion boundary	Accepted at LOS E Segment: Pine Street to Ninth Street Shoulder as Parking Lane Separated Bike Way —10th Street to 4th Street
6	SA 330 Segment: Montecito Way to SR-78/Pine Street	2.1E Community Collector	None
7	Montecito Way Segment: Montecito Road to SA 330	2.2E Light Collector	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
8	Montecito Road Segment: Montecito Way to SR-67	2.2E Light Collector	None
9	SA 330 Segment: Montecito Road to Ramona Street	2.2E Light Collector	None
10	Dye Street Segment: Mussey Grade Road / SR-67 to Dye Road	2.1E Community Collector	None
11	Dye Road (SA 300) (Southern Bypass) Segment: SR-67 to Warnock Drive/San Vicente Road	2.1C Community Collector Intermittent Turn Lanes	Caltrans Facility Additional planning/engineering is required for the Southern Bypass / SR-67 intersection to identify necessary improvements to relieve traffic congestion.
12	Dye Road (Southern Bypass) Segment: Warnock Drive / San Vicente Road to Keyes Road	2.1C Community Collector Intermittent Turn Lanes	None
13	Keyes Road (SA 300) (Southern Bypass) Segment: Dye Road to SR-78 / Julian Road	2.1C Community Collector Intermittent Turn Lanes	None
14	Ramona Street (SC 930) Segment: SR-67 to Dye Road	2.2C Light Collector Intermittent Turn Lanes	None
15	Hanson Lane (SA 320) Segment: Ramona Road to Keyes Road	2.2C Light Collector Intermittent Turn Lanes—Ramona Street to San Vicente Road 2.3B Minor Collector Intermittent Turn Lanes—San Vicente Road to Keyes Road	None
16	10th Street Segment: SR-67 / Main Street to H Street	2.1B Community Collector Continuous Turn Lane—Main Street to Warnock Drive	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
17	San Vicente Road (SA 310) Segment: H Street to Ramona Oaks Road	2.1B Community Collector Continuous Turn Lane—H Street to Warnock Drive 2.1D Community Collector Improvement Options [Intermittent Turn Lanes]—Warnock Drive to Vista Vincente Way 4.1A Major Road Raised Median—Vista Vincente Way to Ramona Oaks Road	None
18	Wildcat Canyon Road (SA 350) Segment: San Vicente Road to Lakeside CPA boundary	2.1D Community Collector Improvement Options [Intermittent Turn Lanes]—San Vicente Road to Barona community boundary Improvement Options [Passing Lanes]—Barona CPA boundary to Lakeside CPA boundary	Accepted at LOS E/F Segment: Lakeside CPA boundary to Barona Casino
19	Haverford Road/Pile Street (SC 910) Segment: SR-78 / Pine Street to Magnolia Ave	2.2E Light Collector	None
20	Elm Street (SC 900) Segment: SR-78 / Main Street to Haverford Road	2.2E Light Collector	None
21	7th Street/Ashley Road (SC 900) Segment: SR-78 / Main Street to Warnock Road	2.2E Light Collector SR-78/Main Street to Telford Lane 2.3B Minor Collector Intermittent Turn Lanes—Telford Lane to Warnock Road	Accepted at LOS E/F Segments: Elm Street to A Street (LOS E) and Main Street to D Street (LOS F)
22	Magnolia Avenue/Black Canyon Road (SA 290) Segment: SR-78 / Main Street to North Mountain Subregion boundary	2.2E Light Collector	None
23	3rd Street/Old Julian Highway (SC 960) Segment: SR-78 / Main Street to Keyes Road	2.2E Light Collector	None

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
24	Old Julian Highway (SA 603.1) Segment: Keyes Road to Julian Road	2.1E Community Collector	None
25	Vista Ramona Road / Sargeant Road/Gunn Stage Road Segment: Old Julian Highway to San Vicente Road	2.1E Community Collector	None
26	SA 600 Segment: Highland Valley Road to San Diego city limits	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-18



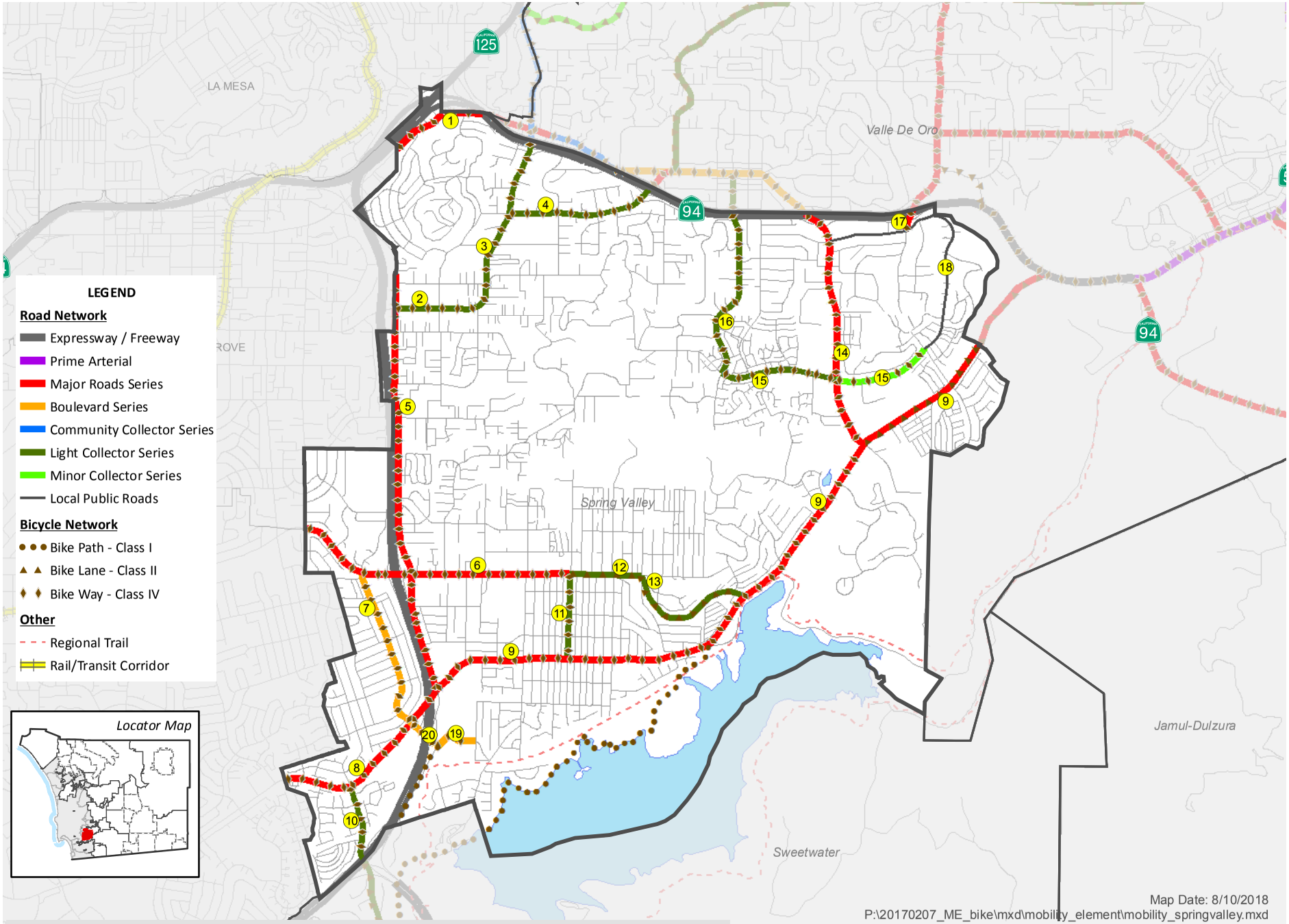
SAN DIEGUITO MOBILITY ELEMENT NETWORK

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Elfin Forest Road (SC 1380) Segment: San Marcos city limits to Questhaven Road	2.2C Light Collector Intermittent Turn Lanes	None
2	Harmony Grove Road (SC 1370) Segment: Questhaven Road to Citracado Parkway	2.2E Light Collector Questhaven Road to Country Club Drive 2.2B Light Collector Continuous Turn Lane—Country Club Drive to Citracado Parkway	None
3	Lariat Drive Segment: Country Club Drive to Citracado Parkway	2.1C Community Collector Intermittent Turn Lanes	None
4	Citracado Parkway (SA 550) Segment: Within Planning Area boundary	4.1A Major Road Raised Median	North County Parkway Plan Roadway
5	Del Dios Hwy (SF727 / SC1524) Segment: North County Metro Subregion boundary to Paseo Delicias	2.1D Community Collector Improvement Options [Raised Median]	Accepted at LOS F Segment: North County Metro Subregion boundary to El Camino del Norte
6	Paseo Delicias Segment: Linea del Cielo to El Camino del Norte	2.2A Light Collector Raised Median	Accepted at LOS F Segment: Via De La Valle to El Camino del Norte Shoulder as Parking Lane Separated Bike Way—Linea del Cielo to El Tordo
7	El Camino del Norte (SC 1521) Segment: San Diego city limits to Del Dios Highway	2.2F Light Collector Reduced Shoulder	Accepted at LOS E Segment: Aliso Canyon Road to Del Dios Highway
8	La Bajada / La Granada (SC 1523) Segment: Rancho Santa Fe Road to Linea del Cielo	2.2F Light Collector Reduced Shoulder	Accepted at LOS E/F Segment: Rancho Santa Fe Road to Paseo Delicias Shoulder as Parking Lane Bike Lane—Avenida de Acacias to Paseo Delicias

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Rancho Santa Fe Road Segment: Encinitas city limits to La Bajada	2.2F Light Collector Reduced Shoulder	Accepted at LOS E Segment: Encinitas city limits to La Bajada
10	La Noria / El Camino Real (SC 1522) Segment: La Bajada to San Diego city limits	2.2F Light Collector Reduced Shoulder	None
11	Lomas Santa Fe Drive (SF 1409) Segment: San Diego city limits to El Camino Real	2.2F Light Collector Reduced Shoulder	None
12	Linea del Cielo (SC 1524/ S-8) Segment: El Camino Real to Paseo Delicias	2.2F Light Collector Reduced Shoulder	Accepted at LOS E Segment: El Camino Real to Rambla de las Flores
13	Via de la Valle (SC 1525/ S-6) Segment: San Diego city limits to Paseo Delicias	2.1B Community Collector Continuous Turn Lane—San Diego city limits to Las Planideras 2.1E Community Collector Las Planideras to Paseo Delicias	Accepted at LOS E/F Segment: El Camino Real to Paseo Delicias
14	El Apajo Segment: Via de la Valle to San Dieguito Road	2.1A Community Collector Raised Median	Accepted at LOS E Segment: Via de la Valle to Via de Santa Fe
15	San Dieguito Road (SF 728) Segment: San Diego city limits to San Diego city limits	4.1A Major Road Raised Median—San Diego city limits to El Apajo Road 2.1A Community Collector Raised Median—El Apajo Road to San Diego city limits	Accepted at LOS E Segment: San Diego city limits to El Apajo
16	Camino del Norte (SA 680) Segment: San Diego city limits to San Diego city limits	6.2 Prime Arterial	None
17	Rancho Bernardo Road (SF 1407) Segment: Camino del Norte to San Diego city limits (near Via del Campo)	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
18	Bernardo Center Drive (SC 730) Segment: San Diego city limits to San Diego city limits	6.2 Prime Arterial	None
19	Camino San Bernardo Drive Segment: San Diego city limits to Rancho Bernardo Road	4.1A Major Road Raised Median	None

a. ID = Roadway segment on Figure M-A-19



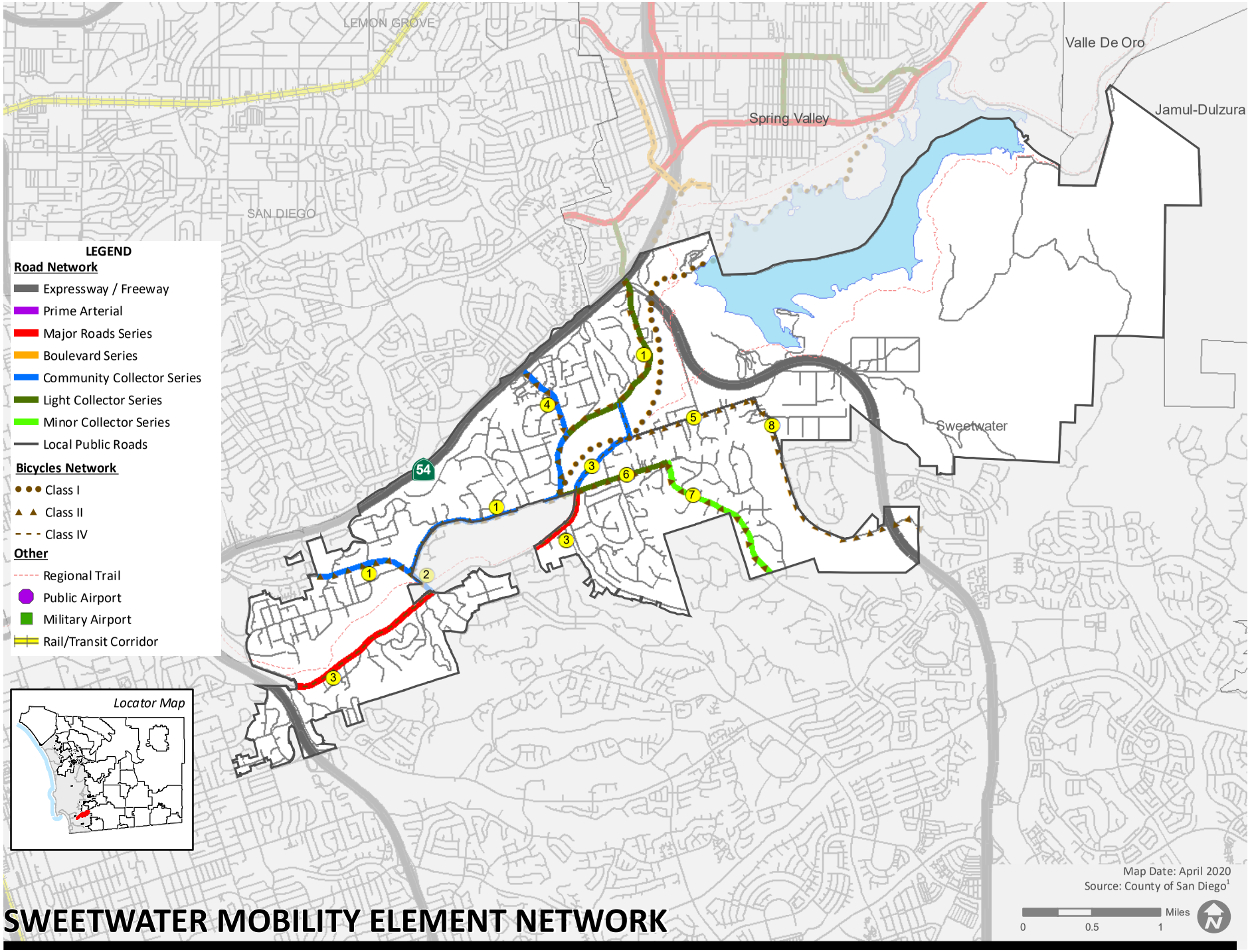
SPRING VALLEY MOBILITY ELEMENT NETWORK

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Broadway/Campo Road (SA 1010) Segment: Lemon Grove city limits to SR- 94 (Valle de Oro)	4.1A Major Road Raised Median	None
2	Troy Street (SA 950.2) Segment: Sweetwater Road to Bancroft Drive	2.2D Light Collector Improvement Options [Continuous Turn Lane]	None
3	Bancroft Drive (SA 950.2) Segment: Troy Street to SR-94	2.2D Light Collector Improvement Options [Continuous Turn Lane]	Accepted at LOS E Segment: Troy Street to State Route 94 eastbound ramp
4	Kenwood Drive (SC 2122) Segment: Bancroft Drive to the SR-94 interchange ramps	2.2D Light Collector Improvement Options [Intermittent Turn Lanes]	None Shoulder as Parking Lane Separated Bike Way—Bancroft Drive to Helix Street
5	Sweetwater Road (SF 1269) Segment: Lemon Grove city limits to Jamacha Boulevard	4.1B Major Road Intermittent Turn Lanes	None
6	Jamacha Road (SA 990) Segment: San Diego city limits to Grand Avenue	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS E/F Segment: SR-125 southbound ramp to Sweetwater Road
7	Elketon Boulevard (SC 2190) Segment: Jamacha Road to Paradise Valley Road	4.2B Boulevard Intermittent Turn Lanes—Jamacha Road to Paradise Valley Road	Shoulder as Parking Lane Separated Bike Wway—Jamacha Road to Paradise Valley Road
8	Paradise Valley Road (SA 1050) Segment: San Diego city limits to Sweetwater Road	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS F Segment: Elkelton Boulevard to Sweetwater Road
9	Jamacha Boulevard (SF1397) Segment: Sweetwater Road to Valle de Oro CPA boundary	4.1A Major Road Raised Median	None
10	Worthington Street (SC 2210) Segment: Paradise Valley Road to Sweetwater CPA boundary	2.2C Light Collector Intermittent Turn Lanes	None

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
11	Grand Avenue (SC 2200) Segment: Apple Street to Jamacha Boulevard	2.2D Light Collector Improvement Options [Raised Median]	Shoulder as Parking Lane Separated Bike Way—Apple Street to Jamacha Boulevard
12	Apple Street (SA 990) Segment: Grand Avenue to Maya Street	2.2E Light Collector	None
13	Maya Street (SA 990) Segment: Apple Street to Jamacha Boulevard	2.2E Light Collector	None
14	Sweetwater Springs Boulevard (SA 970) Segment: SR-94 interchange to Jamacha Boulevard	4.1A Major Road Raised Median	None
15	Austin Drive (SC 2130) Segment: South Barcelona Street to Del Rio Road	2.2E Light Collector South Barcelona Street to Avenida Bosques 2.2B Light Collector Continuous Turn Lane—Avenida Bosques to Sweetwater Springs Boulevard 2.3B Minor Collector Intermittent Turn Lanes —Sweetwater Springs Boulevard to Del Rio Road	Shoulder as Parking Lane Separated Bike Way—South Barcelona Street to Sweetwater Springs Boulevard
16	South Barcelona Street (SC 2110) Segment: Austin Drive to SR-94	2.2E Light Collector	Shoulder as Parking Lane Separated Bike Way —Austin Drive to Paseo Via de Oro
17	Avocado Boulevard (SF 1398) Segment: Valle De Oro community boundary to Del Rio Road	4.1B Major Road Intermittent Turn Lanes	None
18	Del Rio Road Segment: Sweetwater Springs Boulevard to Austin Drive	Local Public Road	None
19	Quarry Road Segment: Elkelton Place to Alpha Avenue	4.2B Boulevard Intermittent Turn Lanes – Elkelton Place to Alpha Avenue	Improvement Option Shoulder as bike way

Mobility Element Network—Spring Valley Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
20	Elkelton Place Segment: Paradise Valley Road to Quarry Road	4.2B Boulevard Intermittent Turn Lanes – Paradise Valley Road to Quarry Road	Improvement Option Shoulder as bike way

a. ID = Roadway segment on Figure M-A-20

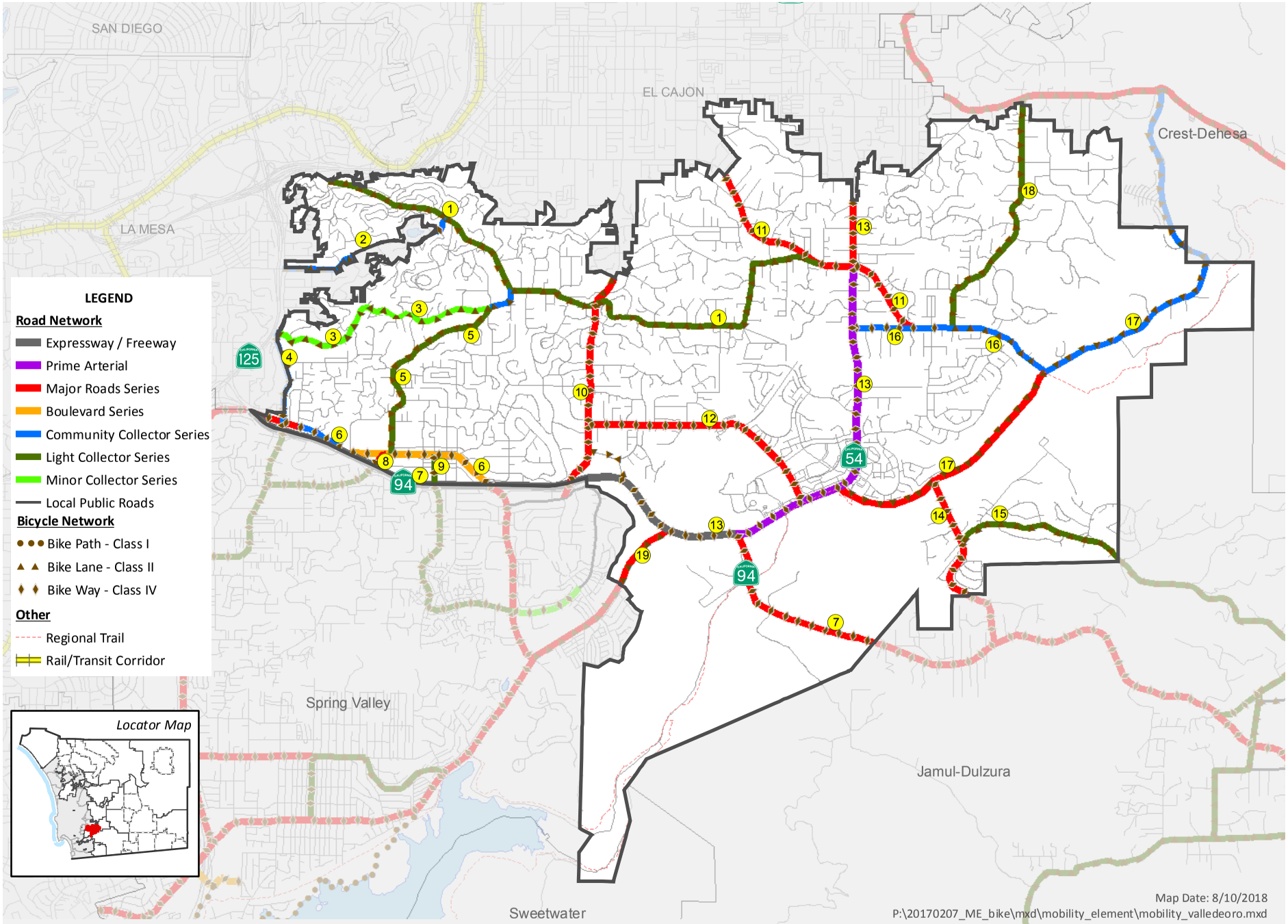


SWEETWATER MOBILITY ELEMENT NETWORK

Mobility Element Network—Sweetwater Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Sweetwater Road Segment: Plaza Bonita Center Way to Spring Valley CPA boundary	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]—Plaza Bonita Center Way to Willow Street 2.1C Community Collector Intermittent Turn Lanes —Willow Street to Briarwood Road 2.2D Light Collector Improvement Options [Intermittent Turn Lanes]—Briarwood Road to Bonita Road 2.2C Light Collector Intermittent Turn Lanes—Bonita Road to Spring Valley CPA boundary	None
2	Willow Street Segment: Sweetwater Road to Bonita Road	2.1D Community Collector Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]	None
3	Bonita Road Segment: Interstate 805 interchange (National City) to Sweetwater Road (excluding segment in Chula Vista)	4.1B Major Road Intermittent Turn Lanes—Interstate 805 interchange to Central Avenue 2.1D Community Collector Improvement Options [Unspecified Improvements]—Central Avenue to Sweetwater Road	None
4	Briarwood Road (SC 2211) Segment: SR-54 to Sweetwater Road	2.1D Community Collector Improvement Options [Continuous Left Turn Lane / Right Turn Lanes]	Accepted at LOS E Segment: SR-54 westbound ramp to Robinwood Road Recommended Improvement Move existing equestrian trails from median to parkway (edge of road) Shoulder as Parking Lane Separate Bike Lane required—Robinwood Road to Sweetwater Road
5	San Miguel Road (SA 1060) Segment: Bonita Road to Proctor Valley Road	Local Public Road	None

Mobility Element Network—Sweetwater Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
6	Central Avenue (SC 2220) Segment: Sweetwater Road to Corral Canyon Road	2.2C Light Collector Intermittent Turn Lanes—Sweetwater Road to Bonita Road (Bridge portion) 2.2B Light Collector Continuous Turn Lane—Bonita Road to Corral Canyon Road	Accepted at LOS E Segment: Sweetwater Road to Frisbee Street
7	Corral Canyon Road (SC 2224) Segment: Central Avenue to Chula Vista city limits	2.3B Minor Collector Intermittent Turn Lanes	Shoulder as Parking Lane Separate Bike Lane required—Central Avenue to Chula Vista city limits
8	Proctor Valley Road Segment: San Miguel Road to San Miguel Ranch Road	Local Public Road	None

a. ID = Roadway segment on Figure M-A-21



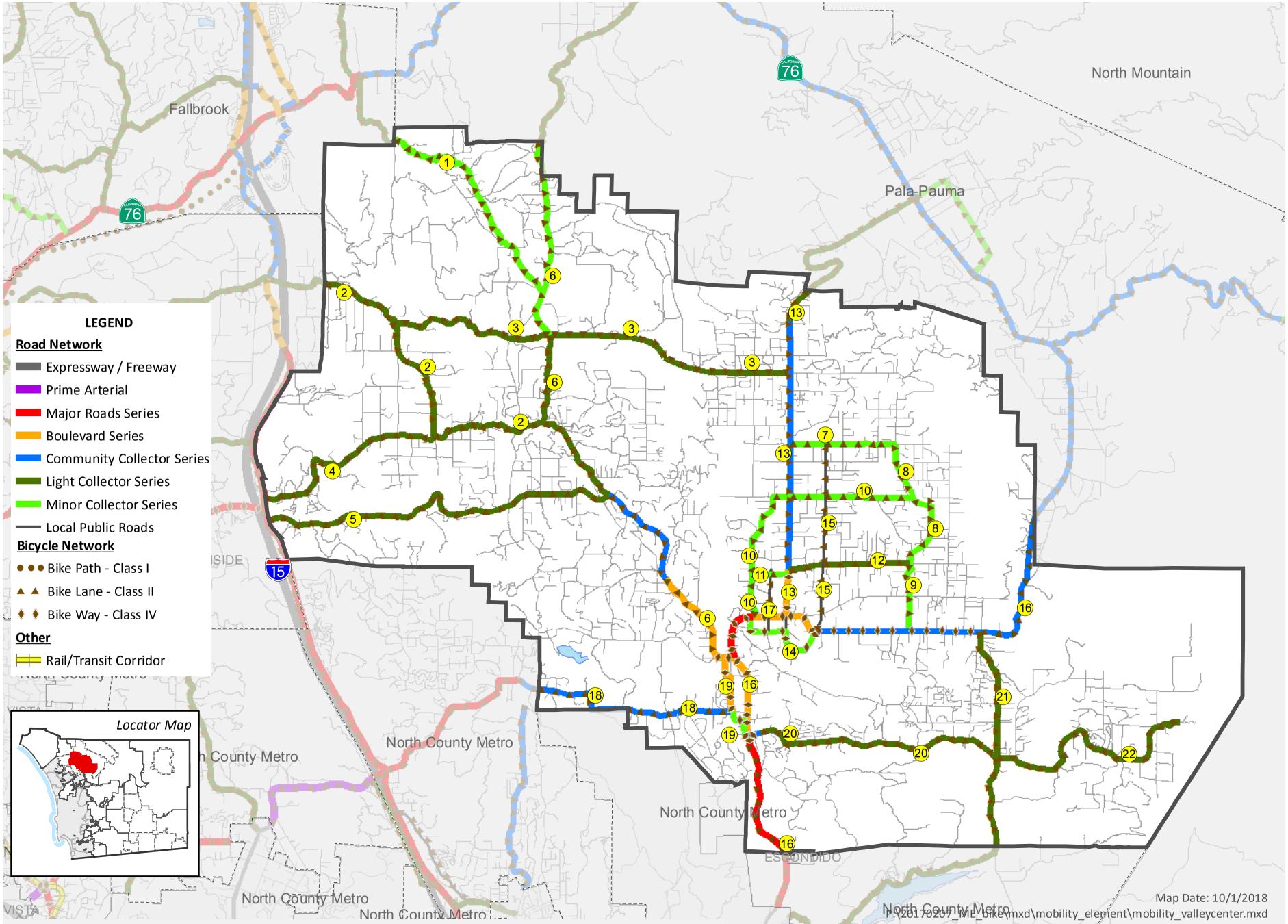
VALLE DE ORO MOBILITY ELEMENT NETWORK

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Fuerte Drive (SC 2111/SA 920/SC 2060) Segment: La Mesa city limits to Chase Avenue	2.2E Light Collector	Accepted at LOS E Segment: Bancroft Drive to Avocado Boulevard
2	Lemon Avenue (SA 930) Segment: SR-125 to Fuerte Drive	2.1E Community Collector	None
3	Edgewood Drive / Grandview Drive (SC 2115) Segment: Bancroft Drive to Fuerte Drive	2.3B Minor Collector Road Intermittent Turn Lanes—Bancroft Drive to Resmar Road 2.1E Community Collector Resmar Road to Fuerte Drive	None
4	Bancroft Drive Segment:SR-94 to Edgewood Drive	2.1C Community Collector Intermittent Turn Lanes	None
5	Conrad Drive /Resmar Road (SC 2125) Segment: Campo Road to Grandview Drive	2.2E Community Collector	None
6	Campo Road (SC 2118) Segment: La Mesa city limits to SR-94	4.1B Major Road Intermittent Turn Lanes—La Mesa city limits to Camino Paz 2.1C Community Collector Intermittent Turn Lanes—Camino Paz to Rodgers Road 4.2B Boulevard Intermittent Turn Lanes—Rodgers Road to SR-94	Accepted at LOS F Segment: Kenwood Drive to Conrad Drive
7	State Route 94/Campo Road Segment: La Mesa city limits to Jamul/Dulzura Subregion boundary	Freeway/6.1 Expressway La Mesa city limits to Jamacha Road 4.1A Major Road and Interchange with Jamacha Road Raised Median—Jamacha Road / SR-54 to Jamul CPA boundary	Caltrans Facilities Programming Improvements to a four-lane conventional highway programmed in the 2030 RTP (Unconstrained Revenue scenario) Recommended Improvement Ramps to Jamacha Road interchange
8	Kenwood Drive (SC 2122) Segment: SR- 94 to Campo Road	4.1B Major Road Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Barcelona Street (SC 2110) Segment: Campo Road to SR- 94	2.2E Light Collector Intersection Improvements	None
10	Avocado Boulevard (SF 1398) Segment: Spring Valley community boundary to El Cajon city limits	4.1B Major Road Intermittent Turn Lanes	None
11	Chase Avenue (SA 910.1) Segment: El Cajon city limits to Hillsdale Road	4.1B Major Road Intermittent Turn Lanes	None
12	Fury Lane (SC 2070/SA 921) Segment: Avocado Boulevard to Jamacha Road	4.1B Major Road Intermittent Turn Lanes—Avocado Boulevard to Wieghorst Way 4.1A Major Road Raised Median—Wieghorst Way to Jamacha Road	None
13	Jamacha Road (SF 1399) Segment: -SR-94 / Campo Road to El Cajon city limits	6.2 Prime Arterial SR 94/Campo Road to Chase Avenue 4.1A Major Road Raised Median—Chase Avenue to El Cajon city limits	Accepted at LOS F Segment: SR-94 / Campo Road to Fury Lane
14	Steele Canyon Road (SC 2050) Segment: Willow Glen Drive to Jamul/Dulzura Subregion boundary	4.1B Major Road Intermittent Turn Lanes	None
15	Jamul Drive (SC 2055) Segment: Steele Canyon Road to Jamul/Dulzura Subregion boundary	2.1C Light Collector Intermittent Turn Lanes	None
16	Hillsdale Road (SC 2030) Segment: Jamacha Road to Willow Glen Drive	2.1C Community Collector Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
17	Willow Glen Drive (SF 1397) Segment: Jamacha Road to Camino de las Piedras	4.1B Major Road Intermittent Turn Lanes—Jamacha Road to Hillsdale Road 2.1D Community Collector Improvement Options [Unspecified Improvements}—Hillsdale Road to Camino de las Piedras	None
18	Vista Grande Road (SC 2030) Segment: Hillsdale Road to Dehesa Road	2.2E Light Collector	None
19	Jamacha Boulevard SF 1397) Segment: Spring Valley CPA boundary to SR-94 / Campo Road	4.1A Major Road Raised Median	Recommended Improvement Grade-separated interchange with SR-94/Campo Road

a. ID = Roadway segment on Figure M-A-22



VALLEY CENTER MOBILITY ELEMENT NETWORK

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Couser Canyon Road (SC 240) Segment: Fallbrook CPA boundary to Lilac Road	2.3C Light Collector Reduced Shoulder — two feet; Reduced Parkway to ten feet	Improvement Option Bikeway facility
2	West Lilac Road (SC 270.1 / 280.2) Segment: Bonsall CPA boundary to Lilac Road	2.2F Light Collector Reduced Shoulder—New Road 3 to Lilac Road 2.2C Light Collector Intermittent Turn Lanes—New Road 3 to Bonsall CPA boundary	None
3	New Road 3 Segment: West Lilac Road to West Oak Glen Road / Cole Grade Road	2.2C Light Collector Intermittent Turn Lanes	None
4	Circle R Road (SC 280.1) Segment: Old Highway 395 to West Lilac Road	2.2E Light Collector	None
5	Old Castle Road (SF 1415) Segment: Old Highway 395 to Lilac Road	2.2D Light Collector Improvement Options [Passing Lanes]	None
6	Lilac Road (SA 110/ SF 1415) Segment: Pala/Pauma Subregion boundary to Valley Center Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet — Pala/Pauma Subregion boundary to New Road 3 2.2E Light Collector New Road 3 to Old Castle Road 2.1C Community Collector Intermittent Turn Lanes—Old Castle Road to Anthony Road 4.2B Boulevard Intermittent Turn Lanes—Anthony Road to Valley Center Rd.	Accepted at LOS F Segment: New Road 19 to Valley Center Road
7	Cool Valley Road (SC 300) Segment: Cole Grade Road to Villa Sierra Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet	None
8	Villa Sierra Road (SC 300) Segment: Cool Valley Road to Mac Tan Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet	None

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	Mac Tan Road (SC 300) Segment: Villa Sierra Road to Valley Center Road	2.3C Minor Collector Reduced Shoulder to two feet / Reduced Parkway to ten feet	None
10	Miller Road Segment: Valley Center Road to Villa Sierra Road	2.3B Minor Collector Intermittent Turn Lanes—Valley Center to new local public road (south of Misty Oak) 2.3C Minor Collector Reduced Shoulder to two feet; Reduced Parkway to ten feet— New Road 11 (south of Misty Oak) to Villa Sierra Road	None
11	New Road 11 (south of Misty Oak Road) Segment: Miller Road to Cole Grade Road	2.3A Minor Collector Raised Median	None
12	Fruitvale Road (SC 310) Segment: Cole Grade Road to Villa Sierra Road	2.2C Light Collector Intermittent Turn Lanes—Cole Grade Road to Villa Sierra Road	None
13	Cole Grade Road (SA 110) Segment: New Road 14 to Pala/Pauma Subregion boundary	Industrial / Commercial Local Public Road New Road 14 to Valley Center Road 4.2A Boulevard Raised Median—Valley Center Road to Fruitvale Road 2.1D Community Collector Improvement Options (left / right turn lanes)——Fruitvale Road to Pauma Heights Road 2.1C Community Collector Intermittent Turn Lanes—Pauma Heights Road to McNally Road 2.2E Light Collector McNally Road to Pala/Pauma Subregion boundary	None
14	New Road 14 Segment: Valley Center (at Miller Road) to Valley Center Road (at New Road 15)	2.3B Minor Collector Intermittent Turn Lanes	Road Alignment North of floodplain whenever feasible

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
15	New Road 15 / High Point Drive Segment: Valley Center (at New Road 14) to Cool Valley Road	Local Public Road	None
16	Valley Center Road (SF 639) Segment: North County Metro Subregion boundary to Pala/Pauma Subregion boundary	4.1A Major Road Raised Median—North County Metro Subregion boundary to Woods Valley Road 4.2A Boulevard Raised Median—Woods Valley Road to Lilac Road 4.1A Major Road Raised Median—Lilac Road to Miller Road 4.2A Boulevard Raised Median—Miller Road to New Roads 14/15 2.1D Community Collector Improvement Options [Passing Lanes]—New Roads 14/15 to Pala/Pauma Subregion boundary	Accepted at LOS F Segment: Miller Road to Indian Creek Road
17	New Road 17 Segment: New Road 14 to Misty Oak Road	Rural Residential Collector Local Public Road	None
18	Mirar de Valle Road (SC 990.2) Segment: North County Metro Subregion boundary to New Road 19	2.1D Community Collector Improvement Options [Unspecified]	Accepted at LOS F Segment: New Road 19 to Hidden Meadows community boundary
19	New Road 19 Segment: Lilac Road to Valley Center Road (at Woods Valley Road)	4.2B Boulevard Intermittent Turn Lanes—Lilac Road to Mirar de Valle Road 2.3A Minor Collector Raised Median—Mirar de Valle Road to Woods Valley Road	Accepted at LOS E Segment: Mirar de Valle Road to Lilac Road
20	Woods Valley Road (SC 1010) Segment: Valley Center Road to Lake Wohlford Road	2.1D Community Collector Improvement Options [Raised Median and Right-Turn Lanes]—Valley Center Road to Oakmont Rd. 2.2C Light Collector Intermittent Turn Lanes—Oakmont Rd. to Lake Wohlford Road	Accepted at LOS E Segment: Oakmont Road to Karibu Lane

Mobility Element Network—Valley Center Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
21	Lake Wohlford Road (SA 130) Segment: North County Metro Subregion boundary to Valley Center Road	2.2D Light Collector Improvement Options [Unspecified]	None
22	Paradise Mountain Rd. (SC 1010.1) Segment: Lake Wohlford Road to Hell Hole Canyon Open Space Preserve entrance	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-23