

Plan Elements

- Residential
- Commercial
- Mixed Use
- Transportation
- Parks and Recreation
- Open Space
- Public Facilities
- Cultural and Historical Resources

RESIDENTIAL ELEMENT

PRIMARY RESIDENTIAL GOAL

Preserve the low density, single-family character of the community.

EXISTING CONDITIONS

Land Use and Zoning

The Skyline-Paradise Hills community contains 3,531 acres of residentially zoned land. This is 96 percent of the total plan area excluding rights-of-way.

Single-family detached housing units make up the majority (77 percent) of the available housing and occupy over 86 percent of all residential land. Multifamily housing makes up the remaining 14 percent. Residential land use by housing type is shown on Table 1 and Figure 4.

**TABLE 1
RESIDENTIAL LAND USE (1986)**

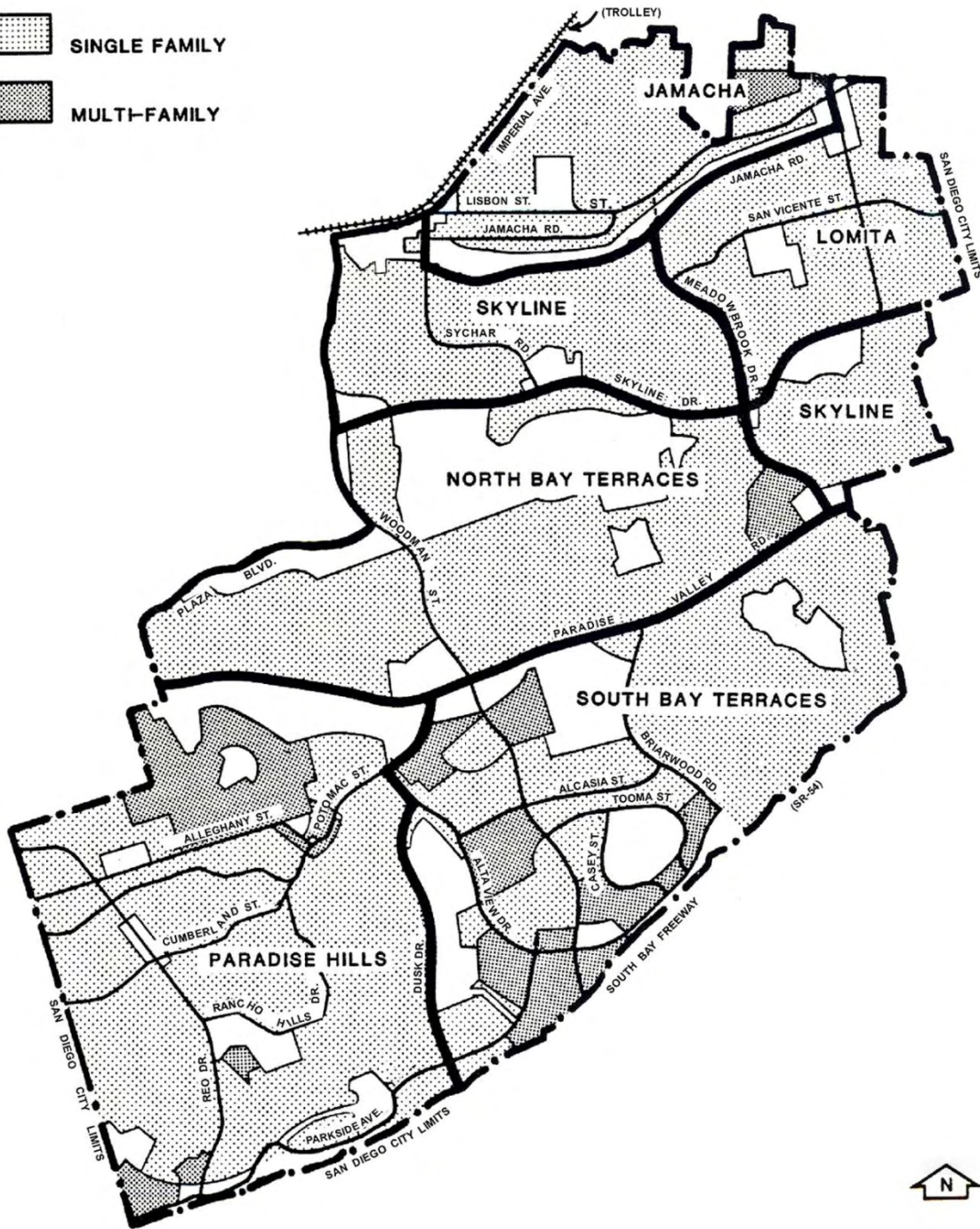
Housing Type	Acreage	Percentage of Total	Dwelling Units	Percentage of Total
Single-family	2,385	86	14,009	77
Multifamily	377	14	4,145	23
Totals	2,762	100	18,154	100

The community has experienced significant buildout of its available vacant land since 1970. The change in number of housing units between 1970 and 1986 is shown on **Table 2**. As of July 1986, the community contained 18,154 dwelling units. For the most part, new development has occurred in the North and South Bay Terraces neighborhoods. The neighborhoods of Skyline, Jamacha, Lomita and Paradise Hills have remained relatively stable since 1970 and are developed predominantly with single-family residences. The multifamily developments are primarily located in the south central area of South Bay Terraces and the northern area of Paradise Hills.

**TABLE 2
HOUSING TREND 1970 -1986**

Housing Type	1970	%	1975	%	1980	%	1986	%	Change 1970-86
Single-family	6,838	83	8,550	85	10,798	78	14,009	77	7,171
Multifamily	1,428	17	1,548	15	2,984	22	4,145	23	2,717
Totals	8,266	100	10,098	100	13,782	100	18,154	100	9,888






-  SINGLE FAMILY
-  MULTI-FAMILY

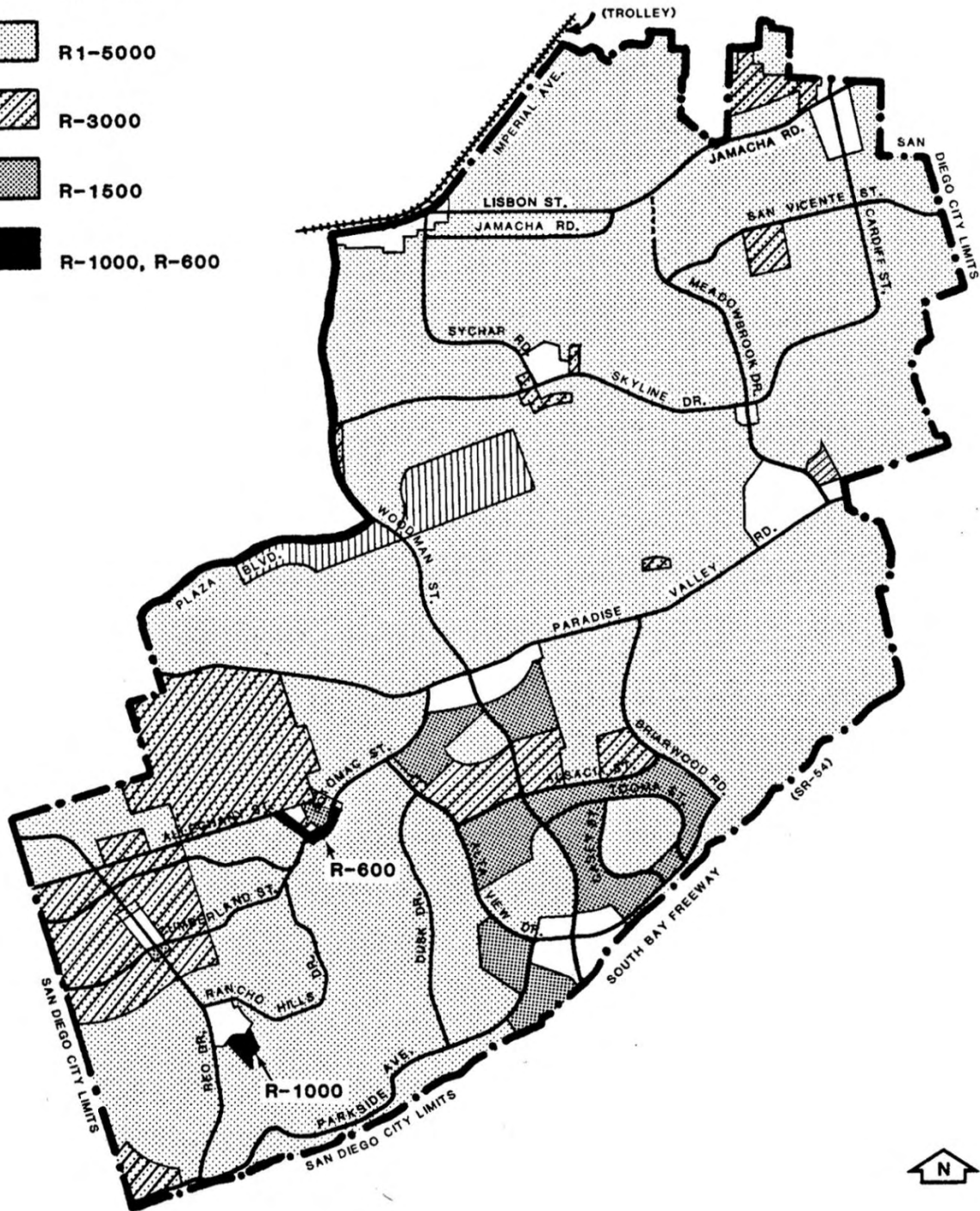


Existing Residential Development (1986)
 Skyline-Paradise Hills Community Plan

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 FIGURE



-  R1-40000
-  R1-5000
-  R-3000
-  R-1500
-  R-1000, R-600



Existing Residential Zones
 Skyline-Paradise Hills Community Plan

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 FIGURE

Table 3 indicates residential zoning and existing land use within the community.

TABLE 3
1986 LAND USE IN RESIDENTIAL ZONES (in acres)

Zone (Residential)	Total Acres	Single-family	Multifamily	Commercial	Vacant Land	Public/ Semipublic
R1-40000	60.98	0.00	0.00	0.00	34.75	26.23
R1-5000	2,948.05	2,208.71	27.76	0.42	490.51	212.22
R-3000	350.87	141.86	175.96	0.15	1.74	31.16
R-1500	166.24	32.42	124.13	0.00	9.69	0.00
R-1000	1.94	0.19	1.54	0.21	0.00	0.00
R-600	3.04	0.39	1.73	0.92	0.00	0.00
R-400	.20	0.00	.20	0.00	0.00	0.00
All Residential Zones	3,531.32	2,383.57	331.32	1.70	536.69	269.61
All Zones	3,665.48	2,384.62	376.92	38.34	575.59	281.40






Existing residential zoning in Skyline-Paradise Hills would permit approximately 36,000 dwelling units based on the maximum densities allowed by zone. In addition, existing commercial zoning would permit approximately 3,900 units. However, the existing zoning permits residential densities in excess of what can be reasonably expected for the community given existing development. Current zoning permits multifamily development in areas that have been recently developed with single-family housing, and permits higher densities in older areas where the prevalent pattern of development is low-density, single-family. Based on the existing land use and the maximum number of dwelling units permitted for vacant property under the proposals of this Plan the projected number of housing units at buildout is approximately 22,000.

Housing Tenure

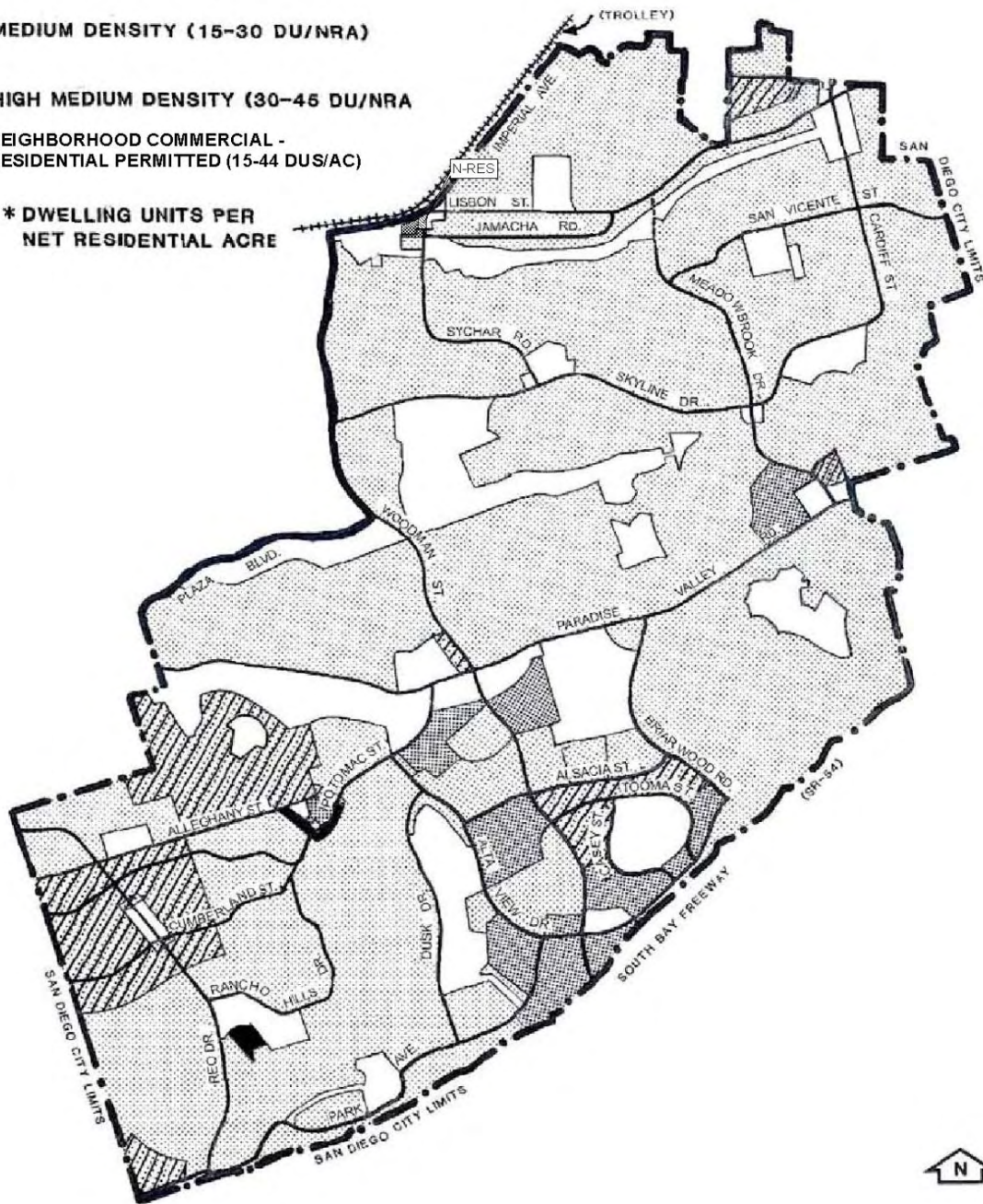
Skyline-Paradise Hills has a greater owner occupancy rate than the citywide average. As of 1980, 72 percent of the units were owner occupied compared with the citywide owner occupancy rate of 49 percent. The highest homeownership rates are in the older neighborhoods of the community: Skyline, Jamacha, Lomita and the southern portion of Paradise Hills. The northern portion of Paradise Hills (which includes a large area of Navy housing) and North and South Bay Terraces have a higher concentration of rental units.

Income

As of 1980, the median family income in the community ranged from a low of \$15,212 in the older, established neighborhood of northern Paradise Hills to a high of \$22,486 in the southern Paradise Hills area. The planning area contains all or a part of ten census tracts, five of which had a median income greater than the citywide median of \$20,134.

-  **LOW DENSITY (0-10 DU/NRA*)**
-  **LOW MEDIUM DENSITY (10-15 DU/N.**
-  **MEDIUM DENSITY (15-30 DU/NRA)**
-  **HIGH MEDIUM DENSITY (30-45 DU/NRA)**
-  **NEIGHBORHOOD COMMERCIAL -
RESIDENTIAL PERMITTED (15-44 DUS/AC)**

*** DWELLING UNITS PER
NET RESIDENTIAL ACRE**



Recommended Residential Densities
Skyline-Paradise Hills Community Plan

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FIGURE

Population

Between 1970 and 1980, the community population increased over 67 percent from 26,807 to 44,845 individuals. Between 1980 and 1986, the population increased an additional 33 percent to 59,684 people, which is well above the citywide increase in population of 15.7 percent for the same time period. As of the 1980 census, the average household size in the Skyline-Paradise Hills planning area was 3.51 persons per household compared to 2.53 persons citywide. These figures show a decline in family size since 1970, when the community average was 4.15 persons and the citywide average was 2.80 persons.

Ethnic Composition

The ethnic composition of the community, according to 1980 census data, consists of 47 percent whites, 24 percent blacks, 18 percent Asians or Pacific Islanders, and 11 percent of other ethnic background. Twenty-one percent of the community is of Hispanic origin. Minority categories have had the highest percentage increases of the total population in the ten years between 1970 and 1980. The white population comprises approximately 47 percent of the community versus 75 percent citywide, and experienced the lowest percentage increase within this ten-year period.

Objectives

1. Establish and maintain Skyline-Paradise Hills as an economically and socially balanced community, accommodating gradual and orderly development consistent with the existing community.
2. Ensure quality residential development designed in accordance with the urban design principles established within this Plan.
3. Ensure that new development is compatible with existing neighborhoods and does not overburden existing public facilities.

Recommendations

1. The community should maintain its existing pattern of development of low-density, single-family housing with isolated pockets of multifamily housing located primarily within the south central area of South Bay Terraces and northern Paradise Hills.
2. Any planned residential developments in the R1-5000 zones should be restricted to a density not to exceed the average density of all similarly zoned single-family property within a 500-foot radius of the subject property, to ensure that the scale of new development is compatible with established neighborhoods.
3. All designated open space areas should be rezoned to R1-40,000 or a similar zone to preclude overdevelopment which is inconsistent with the topography.

4. Residential projects of greater than 30 units or greater than 20 dwelling units per net acre are recommended to be developed or redeveloped under a planned residential development permit or other special review to ensure compatibility with surrounding structures, quality design of the project and its landscaping, and conformance with design guidelines as specified within the Plan.
5. Multifamily developments should incorporate design features that will:
 - a. Increase the continuity, variety and quality of design within the development including facade and setback variation such as recessed entryways, balconies, porches or bay windows.
 - b. Ensure compatibility of new structures with existing neighborhoods, including compatible window treatments, use of similar color, materials or building forms.
 - c. Recognize the surrounding topography and natural features to implement site plans that minimize the requirement for high retaining walls or extensive cut and fill.
 - d. Provide private open space for each unit wherever possible. Open space areas should be oriented to receive good sun penetration and should include shaded areas for outdoor use in the warmest months.
6. School sites should be zoned at the density of surrounding residential development and should be placed in the Institutional Overlay Zone. This will ensure adequate review before the sites are considered for other than institutional or public use. If it is determined that the site is not needed for public purposes, the site should be developed at the density of the underlying residential zone in a manner compatible with the surrounding neighborhood. Recommended rezonings to accomplish this are illustrated on Figure 23.
7. Reviews of conditional use permits for residential care facilities in the community should include an analysis of whether there is a concentration of similar facilities in the community and an evaluation of possible impacts to the surrounding single-family neighborhoods. Additionally, residential care facilities should not be approved if they will exceed an occupancy of six persons in a single-family zone or 12 persons in a multifamily zone.
8. Because move-on housing has potential adverse visual impacts on existing neighborhoods, it should be carefully regulated by requiring discretionary review of all proposals for move-on housing.
9. The following density ranges are recommended to meet the community's goals and objectives:
 - a. Low-Density (0-10 dwelling units per net residential acre). The Plan designates the majority of the community's residential land (81 percent) at this density to maintain the existing pattern and scale of development. This designation is intended to accommodate detached units on individual lots (i.e., one unit per lot) except in those locations where clustered residential developments are specifically called for in this Plan. The R1-5000 zone is recommended to implement this density designation.

- b. Low-Medium Density (10-15 dwelling units per net residential acre). Approximately nine percent of the community's residential land is designated for this density, primarily in the Paradise Hills neighborhood. The largest areas are the Navy housing site south of Paradise Valley Road and an area bordered by Alleghany Street, Sea Breeze Drive, Winchester Street and the City limits. The R-3000 zone is recommended to implement this density designation.
 - c. Medium Density (15-30 dwelling units per net residential acre). Approximately six percent of the community's residential land is designated for this density, consisting of several existing multifamily developments in the South Bay Terraces neighborhood and one in the northwest corner of the North Bay Terraces neighborhood. The R-1500 zone is recommended to implement this density designation.
 - d. Medium-High Density (30-45 dwelling units per net residential acre). Two small areas totaling less than six acres in the Paradise Hills neighborhood are designated for a maximum of 45 units per net acre to reflect their existing uses. The areas are zoned R-1000 and R-600.
10. The following recommendations address specific residential areas with unique site or neighborhood characteristics that warrant special consideration:
- a. An 18-acre site located north of the intersection of Goode Street and Manzana Way is recommended to be rezoned to R1-40,000 because a portion of the site lies on the former Sweetwater Landfill. The site is owned by the San Diego Unified School District and has been reserved for a possible elementary school. If the School District determines that the site will not be used for a school, the portion of the site that is not impacted by the landfill should be developed with a clustered residential development at a density of eight to ten units per developable acre. The site should be designed to complement the scale and architecture of adjacent residential development. A rezone may be necessary to achieve this density depending on the amount of acreage available for development; however, a community plan amendment would not be required.
 - b. A 13.52-acre site located southwest of the intersection of Briarwood Road and Alta View Drive, adjacent to the South Bay Freeway (SR-54), is designated for 0-10 dwelling units per net acre. Caltrans has planned a freeway interchange at Briarwood and SR-54 which would require the southerly extension of Briarwood through this site. If Caltrans determines that this site is not necessary for construction of the interchange, a clustered development with a planned residential development permit is recommended for this site because of the site configuration and the proximity to the South Bay Freeway. Development plans should be reviewed for compatibility of design with adjacent development, landscaping, visibility from the adjacent residential developments and from the South Bay Freeway, and for traffic impacts on the residential neighborhood to the northeast.

- c. A vacant 3.6-acre site west of Woodman Street and south of Fowler Street is designated for 0-10 units per net acre. This site should be evaluated to determine if it qualifies for open space acquisition. If so, the site should be purchased by the City, provided the surrounding property owners form an assessment district to maintain the site as open space. If the site is developed for residential use, the maximum density allowed under the R1-5000 zone should not be expected because of the site's difficult topography and shape, and the limited access to the site.
- d. The area bordered by Alleghany Street, Sea Breeze Drive, Winchester Street and the City limits is developed primarily with single-family residences, however, it is zoned R-3000. Because of the stability of development in this area, it is anticipated that future development will be primarily second unit additions to lots having existing single-family homes. Future development in this area should be low-scale with particular attention paid to surrounding building scale and potential view blockage.
- e. Three small areas are designated for 10-15 units per acre: an existing duplex development in the Jamacha neighborhood, an existing attached single-family development in the South Bay Terraces neighborhood, and a mobile home park in the southwestern corner of the Paradise Hills neighborhood. Any new development or redevelopment in these areas should be low-rise townhouses, duplexes, or low-density (courtyard-type) apartments.
- f. A vacant 18-acre parcel is adjacent to Bay Terrace Community Park. Part of this site is recommended to be purchased by the City to expand the park. The amount of acreage necessary to expand the usable area of the park should be determined by the Park and Recreation Department. The remainder of the site should be developed at a density of 10-15 units per net acre.
- g. A vacant 3.2-acre parcel at the northwest corner of Paradise Valley Road and Woodman Street should be developed with 10-15 dwelling units per net acre. A planned residential development permit should be required for this parcel to address specific site-related issues. Because of the high visibility of this site at a major intersection and the adjacent elementary school and single-family development, design review is necessary to ensure that development is compatible with the surrounding neighborhood. Access to this site should also be carefully reviewed to minimize conflicts with the elementary school and the major roadways.

COMMERCIAL ELEMENT

PRIMARY COMMERCIAL GOAL

Ensure the availability of adequate commercial facilities offering a variety of goods and services to meet the needs of existing and future residents.

EXISTING CONDITIONS




A very small percentage of the community is zoned for commercial development. Approximately 134 acres or 3.5 percent of the community is commercially zoned (Table 4). Historically, much of the area designated for commercial use has been developed with residential uses. Forty-five acres or 33 percent of the commercially zoned land in the community has been developed with multifamily housing. This residential development is particularly evident in the South Bay Terraces neighborhood where 43 of the 85 acres designated for commercial use have been developed with multifamily housing.

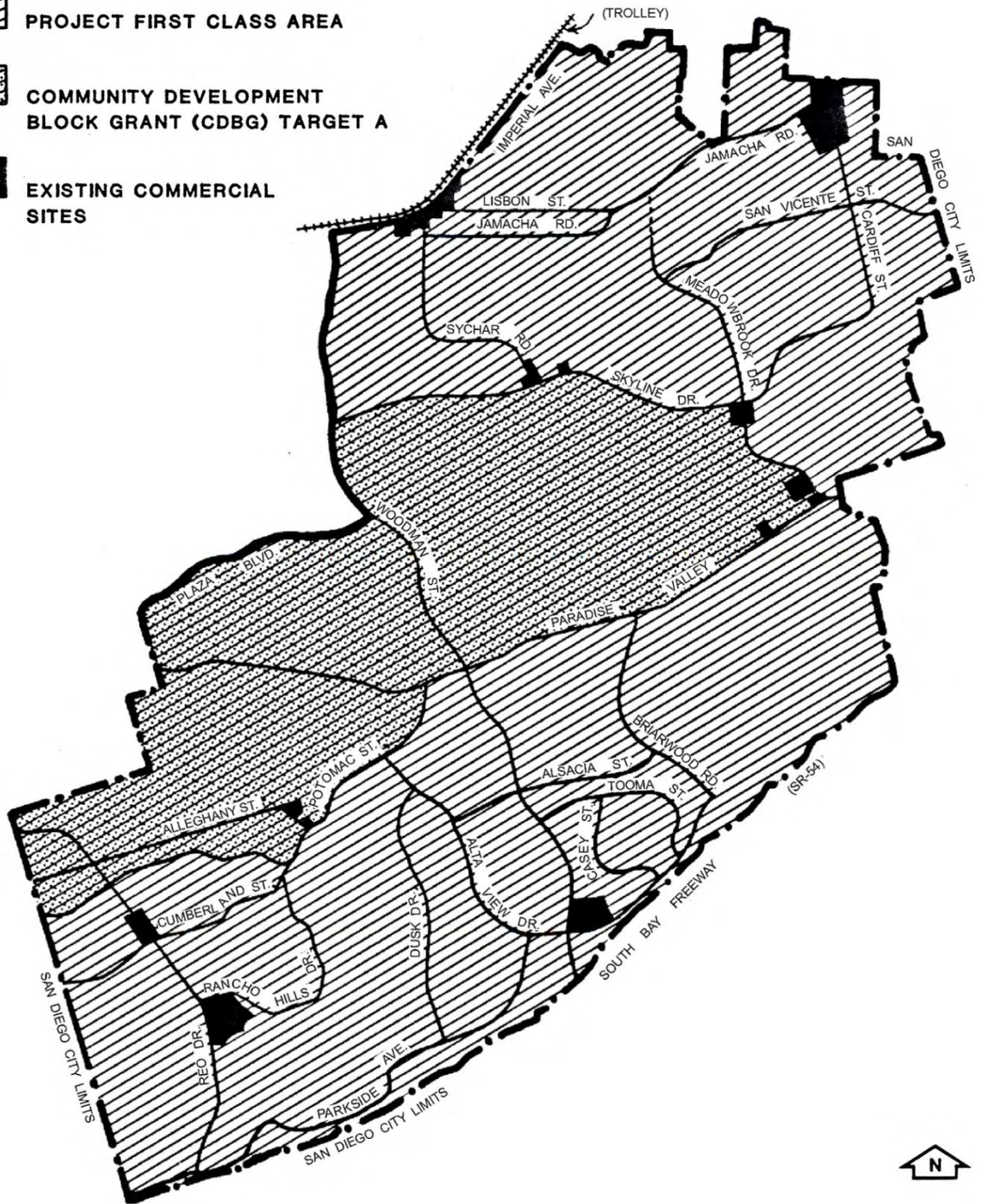
TABLE 4
1986 LAND USE IN COMMERCIAL ZONES (in acres)

Zone	Total Acres	Amount in Residential Use	Amount in Commercial Use	Vacant Land	Public/Semipublic
C	5.14	0.88	2.58	0.00	1.68
CA	73.36	41.07	16.56	7.04	8.69
CA-RR	30.25	0.00	6.65	23.60	0.00
CN	20.93	0.50	10.75	8.26	1.42
CO	4.48	4.20	0.28	0.00	0.00
All Commercial Zones	134.16	46.65	36.82	38.90	11.79
All Zones	3,665.48	2,384.62	38.34	575.59	281.40

There are eleven existing commercial sites dispersed throughout the community. The condition of these sites ranges from new or remodeled, well-maintained shopping centers to older commercial strips and centers in need of revitalization. Two of the sites are undeveloped.

The Project First Class Urban Design Program is a comprehensive plan for community development and design for Council District Four, which includes the Skyline-Paradise Hills community. Included in the design study is a planting program which will recommend landscaping materials for street corridors in need of improvement. The landscape corridor target areas have been modified slightly from the original study through the Community Development Block Grant (CDBG) eligibility assessment. Three of the existing commercial areas are located within these corridors. Figure 7 shows the location of these targeted corridors and their relationship to the three adjacent commercial sites. The existing commercial zones are illustrated on Figure 8.

-  PROJECT FIRST CLASS AREA
-  COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) TARGET A
-  EXISTING COMMERCIAL SITES

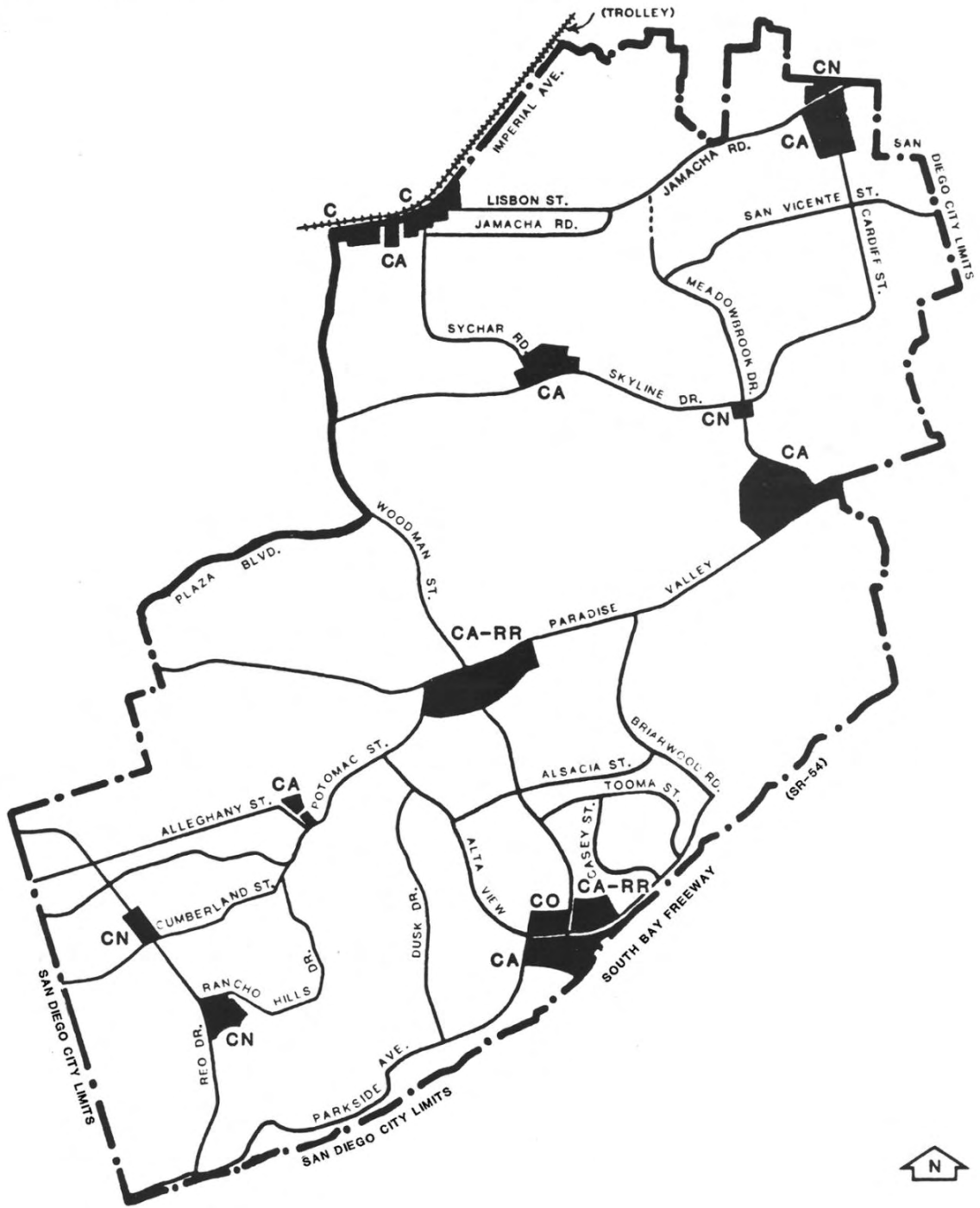


Project First Class and Community Development Block Grant Target Area

Skyline-Paradise Hills Community Plan

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FIGURE

■ COMMERCIAL ZONES



Existing Commercial Zones
Skyline-Paradise Hills Community Plan

8
FIGURE

Objectives

1. Revitalize existing commercial facilities through property cleanup, maintenance (repair and painting) and through utilization of the Project First Class Landscaping Program wherever applicable.
2. Enhance pedestrian activity and accessibility to the Reo Drive and Imperial Avenue neighborhood commercial areas.
3. Develop a centrally located, community commercial center.
4. Require commercial areas to incorporate landscaping which complements surrounding land use.
5. Promote the design of commercial areas so as to best utilize the existing transportation system.
6. Prevent, to the extent feasible, the redevelopment of commercial sites for residential use, except where a mix of residential and commercial development is proposed.

Summary of Commercial Recommendations

1. Revitalization and/or redevelopment is recommended for most commercial centers in the community. Possible programs to expedite improvements to facilities, parking areas and along the public right-of-way include:
 - a. Use of the City's Capital Improvement Program (CIP).
 - b. Establishment of Business Improvement Districts (BID) and/or Assessment Districts.
 - c. Utilization of the Project First Class Landscaping Program.
 - d. Community Development Block Grant (CDBG) funding and related program opportunities such as Demonstration Block or Building grants, improvement rebate programs and low-interest loans.
2. The existing commercially designated sites should be maintained in order to ensure needed commercial development within the community. The types of uses permitted in the larger commercial sites should preclude residential development. These areas are described under Specific Commercial Recommendations. The block between 68th and 69th Streets facing Imperial Avenue should be redeveloped consistent with the Mixed Use Element to provide high quality residential and mixed-use commercial/residential development. Additional residential units in this area are needed to provide additional customers to support the existing underutilized commercial development in the area.
3. Where residential development is not specifically precluded, the density should not exceed 15 units per net acre where adjacent use is single-family and/or in the RI-5000 zone, due to the low scale of most residential development surrounding commercial sites.

4. Commercial areas should complement surrounding land uses. Mass and bulk of new buildings should not appear to overpower adjacent structures. Compatible building materials and colors should be used. Design criteria as recommended in the **Urban Design Element** of the Plan should be followed for redevelopment of commercial sites.
 - a. Street and sidewalk improvements, including paving treatment to define pedestrian walkways, lighting and street furniture.
 - b. A landscaping program within the public right-of-way to include planting of street trees. Maintenance of the landscaping should be the responsibility of the individual store sites.

SPECIFIC COMMERCIAL RECOMMENDATIONS

The following section describes existing commercial sites, proposed uses and recommendations for improvements. Further discussion of design guidelines for commercial developments can be found under the Urban Design Element of the Plan.

1. Reo Drive, Albemarle Street to Cumberland

Location: Paradise Hills Neighborhood

This 3.34-acre neighborhood site includes the east and west sides of Reo Drive between Albemarle and Cumberland. The existing commercial development includes markets, retail stores, restaurants, professional services and a postal substation.

Recommendations: This area is recommended for neighborhood commercial use. Permitted uses should be those of the CN zone, with the exception of residential use. A commercial revitalization program should be established to upgrade existing development and to utilize the vacant lots to their full potential. The formation of a Business Improvement District is recommended to promote and improve this area.

Any rehabilitation or redevelopment of this area should be sensitive to the adjacent residential areas. Commercial buildings should remain single-story unless adjacent development is two-story. If alleys are used for delivery or service access, they should be well screened with fencing and landscaping to buffer nearby residences.

Where commercial uses back up to residential development, new infill or redeveloped commercial buildings should be set to the back of the lot with parking provided in front or at the sides of the building.

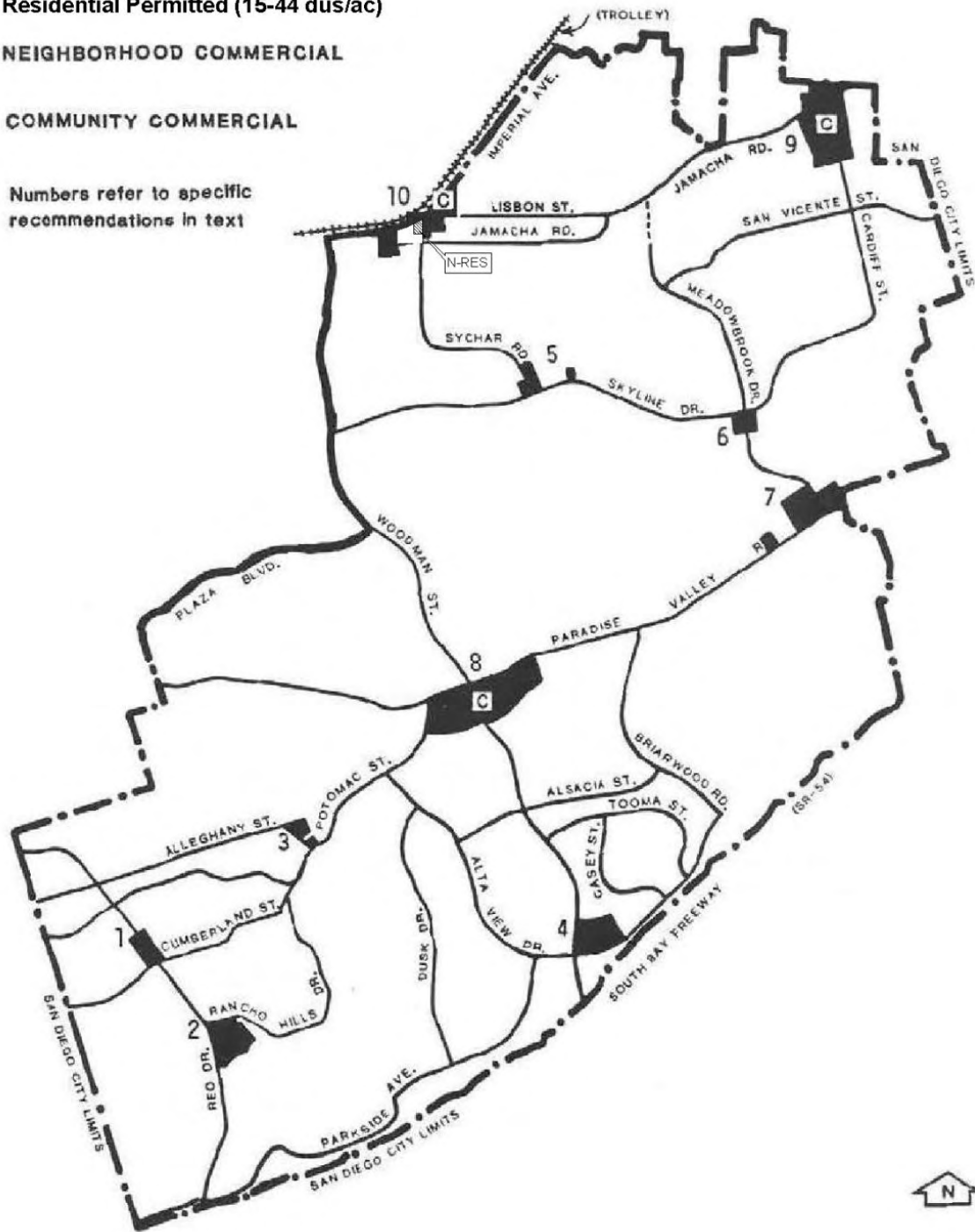
Diagonal on-site parking should be considered if parking is to be provided in front of the building, to allow adequate area for auto circulation, a pedestrian walkway along the storefronts, the replacement of the sidewalk in the public right-of-way and a landscaping strip.

Flexibility in enforcement of the citywide landscaping ordinance may be necessary to encourage revitalization. The enhancement of the existing palm tree theme with additional landscaping and a walkway between the palm trees is recommended as an alternative to complying with the citywide landscaping ordinance.

When significant owner commitment to improvement is demonstrated, the City should give the area priority for capital improvement projects and available assistance programs. Possible programs include:

-  Neighborhood Commercial - Residential Permitted (15-44 dus/ac)
-  NEIGHBORHOOD COMMERCIAL
-  COMMUNITY COMMERCIAL

Numbers refer to specific recommendations in text



Recommended Commercial Designations
 Skyline-Paradise Hills Community Plan

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 FIGURE

If private efforts fail to revitalize this area, a publicly initiated redevelopment program should be explored.

2. Reo Drive and Rancho Hills Commercial Center

Location: Paradise Hills Neighborhood

This neighborhood commercial site has a total of 6.58 acres. The site includes a service station, a laundry/dry cleaner, a beauty shop and a market.

Recommendations: The site should be maintained for neighborhood commercial use. Permitted uses should be those of the CN zone, with the exception of residential use. The center is in need of revitalization to improve the physical setting and attract additional tenants. The program should be oriented to both public and private investment. Public improvements should include sidewalk repairs along the street. Private responsibility should include general cleanup and landscaping and upgrading of the parking lot. A coordinated signage program is recommended to enhance the identification of the center's commercial uses.

3. Saipan Drive, Alleghany to Potomac Streets

Location: Paradise Hills Neighborhood

This neighborhood site is located along the eastern length of the block and covers a total of 2.28 acres, all of which are developed for commercial use. These uses include storage garages, two convenience markets, a laundromat, a music store and a self-service car wash.

Recommendations: Rehabilitation and diversity of uses is needed in this area to offer the community a greater selection of merchandise. Rehabilitation of the area should include standard design for store signage and a landscaping program to be financed by the private enterprises. An additional landscaping buffer is needed between the commercial center and the adjacent R-1500 zoned property. This center is within the target area of the Project First Class landscaping program and should implement the planting recommendations along the public right-of-way. The responsibility of maintenance of the landscaping should be assumed by the business owners. The site should be rezoned to CN to ensure that uses do not conflict with adjacent residential uses.

4. Woodman Street and Alta View Drive

Location: South Bay Terraces Neighborhood

Of the 32.98 acres of commercially zoned property at this intersection 21.42 acres, or 65 percent of the area, has been developed with multifamily residential use. The northeast corner of the intersection has been developed as a neighborhood shopping center including a major grocery store anchor, restaurants and services (dry cleaning, insurance, etc.). The shopping center has been well developed using coordinated signage and landscaping throughout the parking area.

Recommendations: The commercially zoned land that has been developed as multifamily housing should be rezoned to reflect the present use.

5. Skyline Drive, Lausanne to Sychar Streets

Location: Skyline Neighborhood

Approximately 7.5 acres at this location are commercially zoned; however, 6.5 acres have been designated for Skyview Park. Existing uses include a police substation, one operating service station and one vacant service station.

Recommendations: This site should be maintained for commercial development and should be rezoned to CN to ensure that uses do not conflict with adjacent residential uses. A restaurant or professional building is recommended on the site of the vacant service station.

6. Skyline Drive and Meadowbrook Drive

Location: North Bay Terraces/Skyline Neighborhood

In terms of size, this is the smallest neighborhood commercial site in the community, covering 1.54 acres. It is less than one block in length with the businesses fronting Meadowbrook Drive. The area has a range of commercial development including markets, hair salons, medical care and a restaurant.

Recommendations: This site should remain zoned CN to ensure that uses do not conflict with adjacent residential areas. Public and privately funded rehabilitation should be used in this area.

This area would be improved by increased landscaping along the street, which is within the Project First Class Landscape Program area. This program provides funding for landscaping within the public right-of-way. Maintenance and graffiti removal should be assumed by business owners. The block should apply for money allocated under Community Development Block Grant funds including Demonstration Block funding for façade and signage improvements and the incorporation of street furniture for pedestrian use.

7. Paradise Valley Road and Meadowbrook

Location: North Bay Terraces Neighborhood

This is one of the largest commercially zoned sites in the community, however, of the 29.35 acres, 21.73 have been developed as multifamily residential development. The remaining 7.62 acres are used for commercial services including markets, a restaurant and an auto service center.

Recommendations: The existing shopping center is in need of landscaping within the center and in the public right-of-way, signage control, parking lot resurfacing and a general cleanup of surface graffiti and trash. Revitalization could include:

- a. Implementation of signage design standards.
- b. Incorporation of street furniture.

- c. Landscaping the parking lot medians and areas fronting Meadowbrook and Paradise Valley Road.
- d. Cosmetic improvements such as removal of graffiti, and building repair and painting.

The majority of the site is within the Project First Class Landscaping program CDBG target area. The center should utilize this program as an initial step to revitalization.

Uses that are permitted under the CA zone, excluding residential development, are recommended in order to ensure needed commercial development within the neighborhood and the community.

8. Paradise Valley Road and Woodman

Location: South Bay Terraces Neighborhood

Two sites at this intersection comprise the second largest commercially zoned area within the community. The area consists of two parcels on either side of Woodman Street, totaling 23.03 acres. Both sites are vacant and zoned CA-RR.

Recommendations: It is important that both of these sites remain commercially zoned due to the small amount of available commercial land in the community. The sites have excellent exposure potential due to their location at an intersection of two major streets, Paradise Valley Road and Woodman. Due to the higher elevations of adjacent properties and development, design features should incorporate use of textural, decorative roofing materials such as shake shingles or tile roofing on pitched roofs. Large areas of asphalt should be avoided. Parking lots should incorporate landscaping including trees and shrubbery. Since these sites are highly visible, additional landscaping treatment should be incorporated along the public right-of-way and at the corner to include low-maintenance shrubbery and groundcover. Signage that identifies the project should be incorporated with the landscaping plan. Entryways should be well defined using alternative paving materials, landscaping and/or signage. Recommended uses would include groceries, financial institutions, drug stores, hardware or home furnishing stores, restaurants or other related enterprises.

9. Cardiff Street and Jamacha Road

Location: Skyline and Lomita Neighborhoods

This site covers 12.46 acres of CA-zoned land. This commercial center has been recently remodeled, offering a number of merchandise and service facilities including restaurants, a grocery store, laundry/cleaner and automotive service. The center provides a number of needed services for the neighborhoods and the community.

Recommendations: Due to the center's recent remodeling, very little rehabilitation is needed. Private investment responsibility could include provision of additional landscaping on site.

10. Imperial Avenue, Ritchey to Foster Street

Location: Skyline and Jamacha Neighborhoods

This commercial area covers a total of 6.54 acres and is zoned C and CA. Land uses include area designated for the Imperial Avenue Corridor Master Plan, Marie Widman Park, Encanto park, a pet clinic, a boy's club and Girl's club, restaurants, a meat market, postal substation and other small retail shops.

Recommendations. This area is within the Central Imperial redevelopment project area and should be revitalized to enhance the trolley's planned Orange Line. Measures should be taken to encourage pedestrian use including incorporation of street furnishings (benches, bike racks, etc.) or through alternative street materials or pedestrian islands in intersections. Signage standards, façade improvements (including maintenance and general cleanup) and a planting program should be considered as part of a development/redevelopment program. East of 69th Street, those parcels currently zoned C should be rezoned to CA. The Marie Widman Park should be rezoned to R1-5000 or an open space zone. Special regulations should preclude solely residential development east of 69th Street.

Expansion of commercial uses into the area bordered by 69th Street, Jamacha Road, Pigeon Street, and Foster Street and the existing commercial zone should be considered, however, only with a planned commercial development. Discretionary review would be necessary to ensure coordinated commercial uses that would enhance the trolley corridor. Circulation design, possible street vacations and lot consolidation would also need to be addressed.

Mixed-use development should be allowed for the two parcels at the southwest corner of Imperial Avenue and 69th Street intersection

MIXED USE ELEMENT

Introduction

This Element builds upon City Council adopted policies set forth in the City of San Diego General Plan. A series of policies are established in the General Plan that set the framework for growth and new development within existing neighborhoods to be designed with a mixture of land uses that promote increased housing opportunities, walkability, social interaction, and a sense of place. This Element provides guidelines for implementation of the General Plan policies, and sets a framework for new mixed use infill development in the Skyline-Paradise Hills community.

The integration of commercial and residential uses is emphasized in villages and civic uses are also an important component. Uses such as, and similar to, retail, professional/administrative offices, commercial recreation facilities, and service businesses are allowed in villages. Areas where mixed use development is anticipated within the Skyline-Paradise Hills community are intended to enhance and create high quality, interactive urban neighborhoods by allowing for the development of well-planned, suitable, and appropriate mixed-use developments. The mixed use developments are also intended to support transit use, reduce dependence on the automobile, establish a pedestrian-friendly orientation, and offer flexibility for redevelopment opportunities while maintaining community character and providing a range of housing opportunities. Mixed use refers to the combining of compatible commercial, retail, and/or office uses in the same building (vertical mixed use) or on the same site (horizontal mixed use) as residential. This will include higher density residential development to serve many market segments, along with a mix of commercial, retail, civic, and recreational uses to serve the overall community.

Parts of the community, in particular areas along Imperial Avenue, are in need of enhancement. These areas currently include commercial development that is aging and not well sustained by the surrounding community. These areas, in addition to major areas in Southeastern San Diego (SESD), to the west of Skyline-Paradise Hills, are identified as being in need of reinvestment and redevelopment. Thus, the establishment of a Community Plan Implementation Overlay Zone (CPIOZ) is necessary to accomplish the vision within this portion of the Skyline-Paradise Hills community. This Element defines the vision, the design standards to implement that vision, and the development review process for new development within mixed use designated land in Skyline-Paradise Hills (SPH) CPIOZ.


Mixed Use Vision

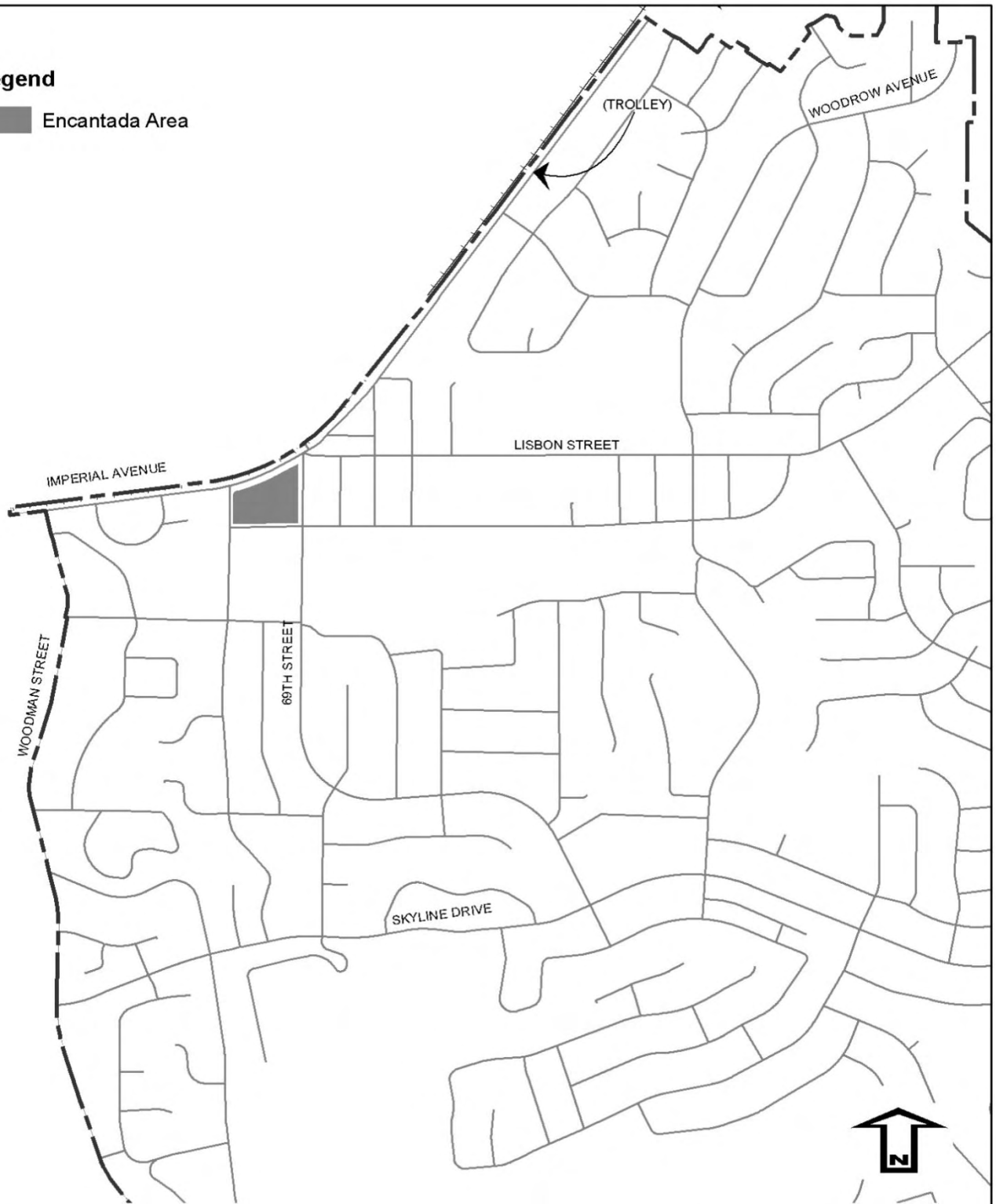
The Mixed Use Element envisions a revitalized community that provides a wide range of housing, shopping, and work opportunities conveniently joined together by the historic major transportation corridor along Imperial Avenue. The Element is supported by existing public infrastructure and amenities such as the Orange Line of the San Diego Trolley, the Encanto Branch of South Las Chollas Creek, and Marie Widman Memorial Park. It builds on current City of San Diego and Southeastern Economic Development Corporation (SEDC) planning documents and regulations including, the City of San Diego General Plan, the Land Development Code, the Central Imperial Redevelopment Plan, the Chollas Creek Enhancement Plan, the Imperial Avenue Corridor Master Plan, the City of Villages Strategy, and SEDC's Multi Family Development Guidelines.

The Mixed Use Element incorporates the housing and land use policies adopted in the General Plan, bringing together mixed-use residential, commercial, and retail uses, much as they were when this community began in the 1920s, but updated to the 21st Century. The community of Skyline-Paradise Hills includes a portion of the Encantada component, which is part of a larger Transit Corridor/Village that extends to the west into the Encanto Community. Figure V-1 depicts the location of the Village in the Skyline-Paradise Hills Community. The Orange Line of the San Diego Trolley, along with major bus routes, public roads, bikeways, and paths will tie the Skyline-Paradise Hills Village to the Villages in Southeastern San Diego and to downtown San Diego.

Encantada – This area is located in the eastern section of the Southeastern Economic Development Corporation's (SEDC's) Imperial Avenue Corridor Master Plan area, primarily on the south side of Imperial Avenue. In the Skyline-Paradise Hills Community, Encantada extends from Woodman Street, east to 69th Street. This area includes under-utilized commercial properties and Marie Widman Memorial Park. The Encantada vision creates a unique, family-friendly, mixed use community of transit-oriented retail, commercial and residential uses that blend in the old and the new. Sited at the base of green canyon edges, Encantada promotes a diverse offering of housing types and commercial spaces. Medium density residential uses are planned, with neighborhood commercial, residential allowed uses proposed for the southwest corner of the intersection of Imperial Avenue and 69th Street. Commercial uses should be those that support the neighboring multi-family and single-family developments.

Legend

 Encantada Area



Community Plan Implementation Overlay Zone(CPIOZ)

Skyline-Paradise Hills Community Plan

V-1
FIGURE

Creation of pedestrian-oriented street fronts along Imperial Avenue is achieved, by limiting traffic crossing points at sidewalks and encouraging pedestrian entries, porches, outdoor spaces and courtyards to be accessed directly off of Imperial Avenue. Driveways on Imperial Avenue are limited to reduce the amount of traffic crossing points at sidewalks and instead are provided through dedicated driveways set away from pedestrian zones.

Objectives:

The principal objective for the Mixed Use Element in Skyline-Paradise Hills is to:

PROMOTE MIXED USE AND HIGH QUALITY RESIDENTIAL DEVELOPMENTS THAT SUPPORT TRANSIT USE, REDUCE AUTOMOBILE DEPENDENCE, ESTABLISH A PEDESTRIAN-FRIENDLY ORIENTATION, AND OFFER FLEXIBILITY FOR REDEVELOPMENT OPPORTUNITIES WHILE MAINTAINING THE COMMUNITY CHARACTER.

Although the Skyline-Paradise Hills CPIOZ is small and focused, the following additional objectives are also included because the CPIOZ should be viewed in the context of the broader community:

- Create a range of housing opportunities and choices to provide quality housing for people of all income levels and ages.
- Achieve an overall mix of different housing types to add diversity to communities and to increase housing supply with emphasis on the following:
 - Incorporating a variety of multi-family housing types in multi-family project areas;
 - Incorporating a variety of single-family housing types in single-family projects/subdivisions;
 - Building town homes and small lot single-family homes as a transition between higher density homes and lower density single-family neighborhoods; and
 - Identifying sites that are suitable for revitalization and for the development of additional housing.
- Determine the appropriate mix of land uses within Skyline-Paradise Hills with attention to:
 - Surrounding neighborhood uses;
 - Uses that are missing from the community;
 - Community preferences; and
 - Availability of public facilities and services
- Provide opportunities for people to live, work and recreate in the same areas through the integration of mixed residential, commercial and recreational uses.
- Increase the opportunities within Skyline-Paradise Hills for rehabilitation of existing commercial centers and development of new commercial areas in the community through the integration of mixed land uses and compact building design.

- Focus more intense commercial and residential development in redevelopment areas in support of the Strategic Framework Element of the General Plan in a manner that is pedestrian-oriented and preserves the vast majority of single-family neighborhoods.
- Provide opportunities for a community-specific mix of uses within the community.
- Increase community vitality and character through incorporation of Smart Growth design principles in new developments including, but not limited to, a mix of land uses, compact building design, walkable neighborhoods, and a provision of a range of housing opportunities and choices.
- Encourage future development of a built environment that exists in a symbiotic relationship with the cultural environment through incorporation of unique community features and local architectural elements.

MIXED USE RECOMMENDATIONS

- Develop fronting on Imperial Avenue between 68th Street and 69th Street with a mixture of medium density residential and retail/commercial uses in a pedestrian-friendly setting that ultimately includes mixed use on the north-eastern corner of the block between 68th Street and 69th Street.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

Within the Skyline-Paradise Hills Community Plan area Mixed Use development can be implemented on certain parcels through the use of a Community Plan Implementation Overlay Zone (CPIOZ) as provided by Municipal Code Chapter 13, Article 2, Division 14. CPIOZs provide supplemental development regulations and guidelines that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that *development* proposals are reviewed for consistency with the use and *development* criteria that have been adopted.

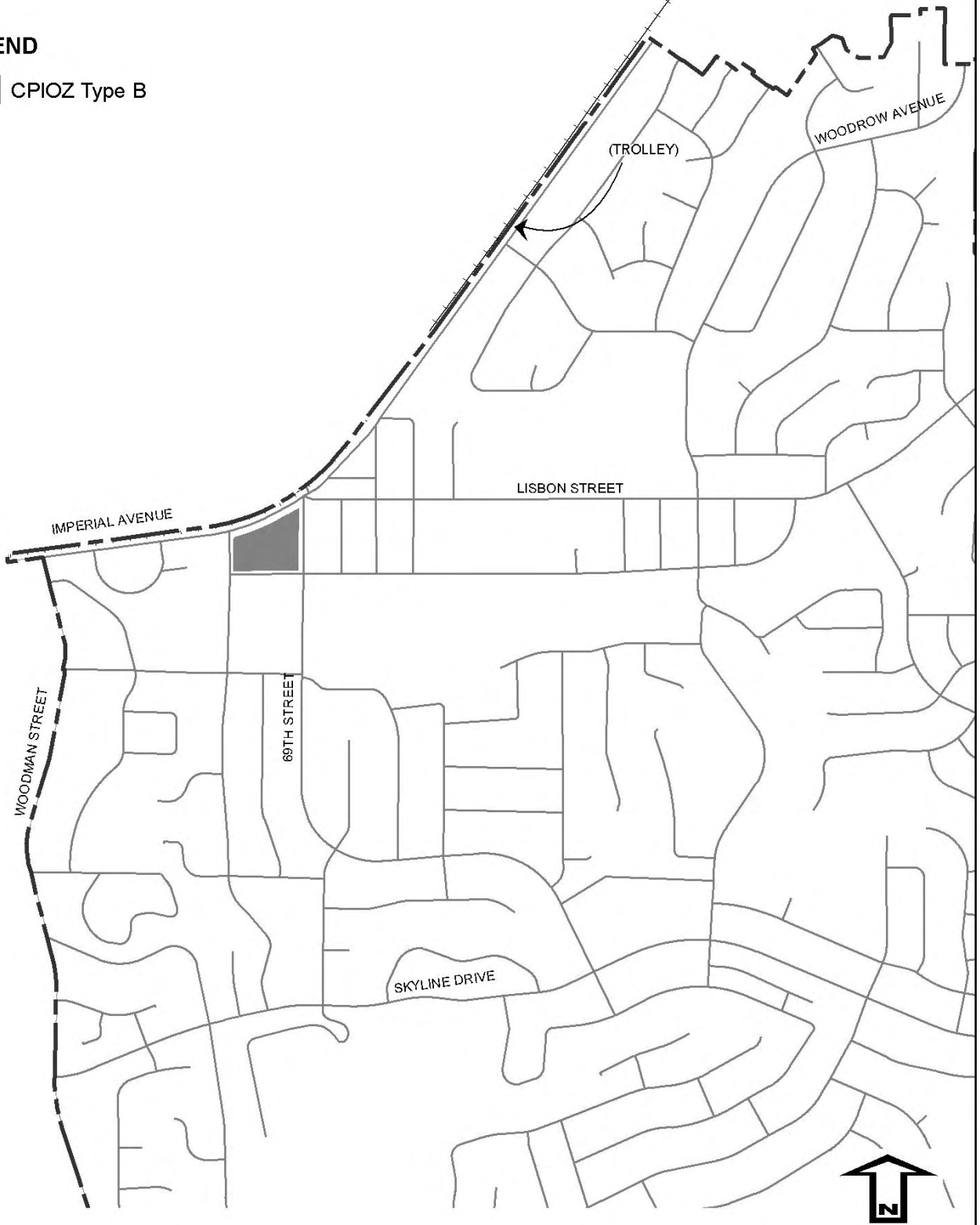
Figure V-2 identifies the specific parcels located within the CPIOZ. All of the parcels are CPIOZ Type B.

CPIOZ Type B

Development proposals on parcels identified as CPIOZ Type B require discretionary review to determine if the development proposal is consistent with the community plan and the supplemental development regulations and design guidelines. Development proposals on any parcel identified as CPIOZ Type B shall be required to obtain discretionary approval pro-cessed as a Site Development Permit, per Municipal Code Chapter 12, Article 6, Division 5. Applications for development on a CPIOZ Type B parcel shall meet the purpose and intent of these supplemental development regulations and design guidelines. Exceptions from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Article 2, Division 14).

LEGEND

 CPIOZ Type B



Community Plan Implementation Overlay Zone (CPIOZ)

V-2

Skyline-Paradise Hills Community Plan

FIGURE

Applications for development on a CPIOZ Type B parcel will require a discretionary review process and should address: 1) the design and compatibility of the project in relation to surrounding development, including conformance with the design guidelines of the Mixed Use Element. Projects may propose design solutions that differ from, but are of equal or higher quality to the design concepts set forth in this Element; and, 2) the ability of the project to support transit use, reduce dependence on the automobile, and establish a pedestrian-friendly orientation.

The CPIOZ does not supersede a project from complying with the permitting requirements found in Chapter 12, Article 6 of the Municipal Code. This includes projects that require a Planned Development Permit (PDP), Site Development Permit (SDP), Conditional Use Permit (CUP), Neighborhood Use Permit, Neighborhood Development Permit, limited uses, variances, or projects involving environmentally sensitive lands (ESL).

Land Use Designation:

The proposed SPH CPIOZ includes parcels totaling approximately 5.5 acres of land. These parcels will be developed pursuant to these Supplemental Development Regulations and design guidelines, which allow a greater variety and intensity of uses than base zoning and provides greater flexibility for creative site design. This will result in reduced automobile dependency, increased pedestrian activity and transit use, and the creation of high quality, interactive neighborhoods. The land use designation for the Skyline-Paradise Hills CPIOZ is shown on Figure V-3.

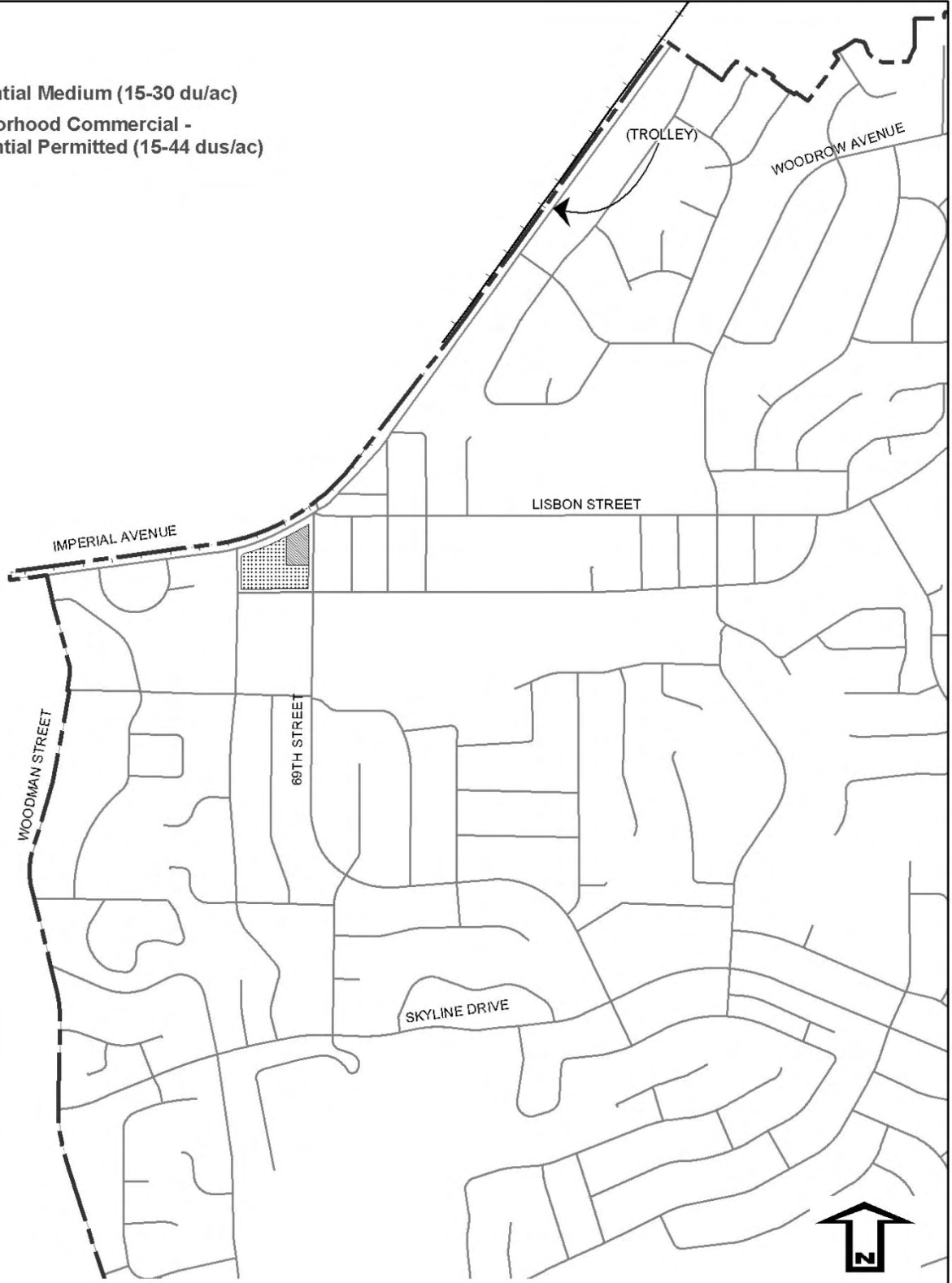
The density range for the Residential 15-30 du/ac is from the currently adopted Skyline-Paradise Hills Community Plan. The residential density range for Neighborhood Commercial (Residential Permitted) is tailored to meet the specific community needs of Skyline-Paradise Hills.

Residential 15-30 du/ac – Provides for both single-family and multifamily housing within a medium-density range.

Neighborhood Commercial (Residential Permitted) – Provides local convenience shopping, civic uses, and services serving an approximately three-mile radius. Housing may be allowed only within a mixed-use setting. This land use designation allows densities ranging from 15-44 dwelling units per acre.

LEGEND

-  Residential Medium (15-30 du/ac)
-  Neighborhood Commercial - Residential Permitted (15-44 dus/ac)



Proposed Land Use Designations for SPH CPIOZ

Skyline-Paradise Hills Community Plan

V-3
FIGURE

SUPPLEMENTAL DEVELOPMENT REGULATIONS

The Development Regulations contained in the City of San Diego Land Development Code apply to all development proposals in the SPH CPIOZ except as specifically modified in this section.

Commercial Floor Area Ratio (FAR) Limitations

The Neighborhood Commercial (Residential Permitted) designated parcels at the northeast corner of Imperial Avenue and 69th Street are limited to a commercial FAR of 0.6.

Interior Water Use

Potable water conservation shall be achieved by projects within the SESD CPIOZ. New residential and commercial/office/retail uses in the SESD CPIOZ shall achieve water savings by implementing the following measures to reduce anticipated single-family and multi-family water use to no more than 138.75, and 83.25 gallons per day per person, respectively (assuming 3.90 persons per household); and, commercial/retail/office water use to 30.4 gallons per day per employee:

- Toilets shall be high efficiency models (not exceed 1.28 gallons per flush);
- Residential kitchen sink fixtures shall not exceed 2 gallons per minute;
- Lavatories shall not exceed 1 gallon per minute;
- Showerheads shall not exceed 1.8 gallons per minute; and,
- Any dishwashers/washing machines provided by the developer shall meet US Environmental Protection Agency Watersense labeling requirements.

Potable water conservation measures required above shall be demonstrated by the applicant on plans submitted with the Site Development Permit Application for CPIOZ Type B parcels.

Parking

These parking requirements shall apply to development within the Skyline-Paradise Hills CPIOZ.

- Section 142.0525 of the Municipal Code applies to projects with multiple dwelling units within the SPH CPIOZ. The column headed Transit Area in Table 142-05C, shall establish the automobile spaces required. Section 142.0530 of the Municipal Code applies to projects with nonresidential development and mixed use development located within the SPH CPIOZ. The column headed Minimum Required Within a Transit Area in Tables 142-05D, 142-05E, and 142-05F shall establish the automobile spaces required.
- Tandem parking as described in Municipal Code Section 132.0905 is allowable within the SPH CPIOZ.

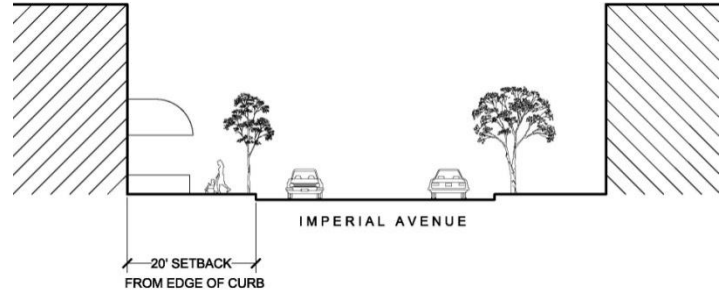
Building Site Orientation and Design

- Buildings fronting on Imperial Avenue shall be organized with primary entries oriented towards Imperial Avenue.

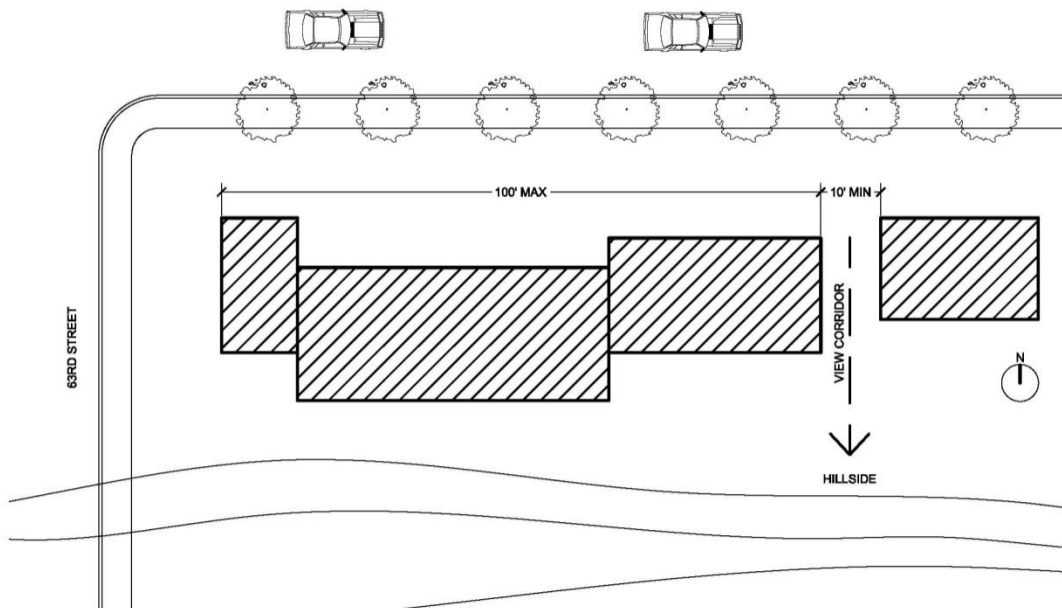


Dwelling units oriented to the street

- In the Encantada Area, all development along Imperial Avenue shall have a uniform setback of 20 feet from the edge of the curb. In addition, in the Encantada Area, buildings facing Imperial Avenue shall maintain a uniform building face setback as shown below.



- Between 68th Street and 69th Street, on the south side of Imperial Avenue, development massing shall allow for view openings/corridors between buildings to allow for views to the canyon edges and natural landscaping to the south. A minimum ten-foot wide view corridor from the street level shall be provided at a minimum of every 100 linear feet.



Architectural Design

- On-site parking shall be located behind or to the sides of buildings.
- Large parking areas shall be avoided. Parking areas shall be divided into a series of small parking courts with direct access to adjacent dwelling units. Dwelling units shall have sight lines out of the parking areas.

- At the street level, pedestrian scaled elements such as awnings, public plazas, planters, building bases, and lattices shall be included. Development projects shall include a minimum of three of the following menu of streetscape elements:

1. Public plazas.
2. Planters (Street tree landscaping treatments are required as a separate element).
3. Awnings.
4. Outdoor seating areas enclosed with a low fence enclosures.
5. Lattices
6. Building entry canopies.
7. Freestanding, pedestrian scaled community informational or wayfinding signs.



Awnings and Outdoor Seating



Entry Canopy and Planters



Public Plaza

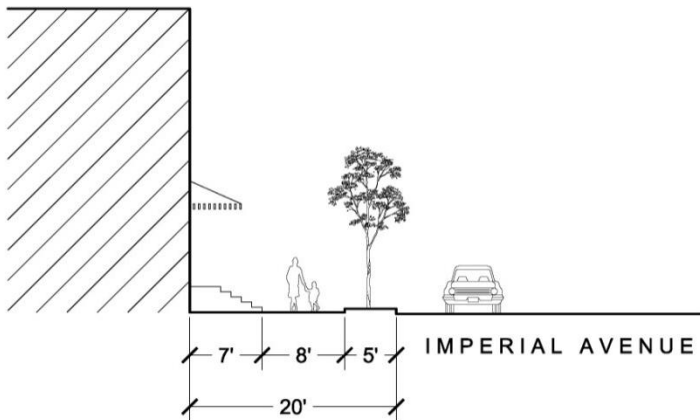


Informational or Wayfinding Signs

- Between public sidewalks and primary building entries, designs shall include semi-private outdoor spaces. For residential projects these shall include at least one of the following:
 1. seating areas,
 2. courtyards,
 3. stoops,
 4. latticed gateways,
 5. raised planter areas.

For commercial and mixed-use projects, these spaces shall be defined by using at least one of the following:

1. outdoor sitting/eating areas,
2. courtyards,
3. awnings,
4. entry shade structures,
5. raised planters.



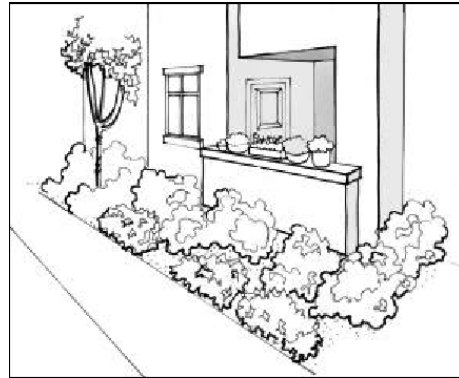
- The street wall façade along public right-of-ways shall be architecturally modulated by volumes that are 100 feet in width or less. Volumes along the street wall must be defined by structural bays, and/or substantial reveals or offsets in the wall plane, and by changes in the rhythmic pattern utilizing one or more of the following features:
 1. Window openings or balconies;
 2. Awnings, canopies, or entrances;
 3. Arcades, columns or pilasters;
 4. Materials and color; or
 5. Other architectural features.
- To create unified appearance accessory structures shall be designed as an integral part of the development's architecture. They shall be similar in material, color, and detail to the main buildings of the development.
- The street wall façade along public right-of-ways shall be architecturally modulated by volumes that are 100 feet in width or less. Volumes along the street wall must be defined by

structural bays, and/or substantial reveals or offsets in the wall plane, and by changes in the rhythmic pattern utilizing one or more of the following features:

1. Window openings or balconies;
 2. Awnings, canopies, or entrances;
 3. Arcades, columns or pilasters;
 4. Materials and color; or
 5. Other architectural features.
- Building facades that enclose stairwells shall include a minimum of one two-foot by two-foot residential-type window per floor. Building facades enclosing elevator shafts shall use architectural treatments to reduce the visual mass.
 - Garage doors shall incorporate architectural detail that is consistent with the overall development's architectural design.
 - Blank walls with rows of garage doors that face a public right-of-way are prohibited.
 - Each dwelling unit's entry shall include one or more of the following architectural elements:
 1. porches,
 2. stoops, or
 3. roof canopies;

and, one or more of the following detailing elements:

1. paint color,
 2. trim,
 3. materials,
 4. ledges, or
 5. awnings.
- Prefabricated metal stairs must include one or more of the following: screen walls, enhanced railings, or accent colors.
 - Roof lines shall be broken up and varied within the overall horizontal plane. Combinations of roof heights that create variation are required.



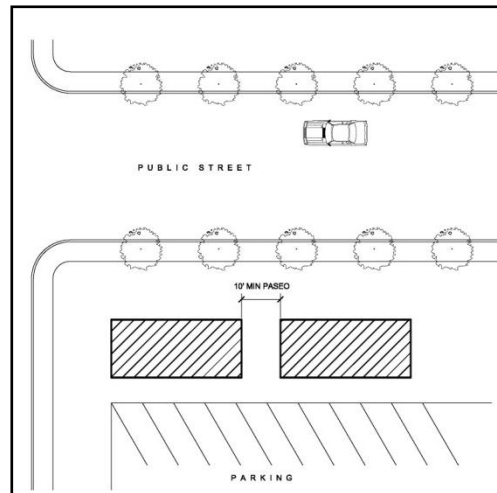
- Roof-mounted mechanical equipment visible from the public right-of-way shall be screened in a manner consistent with the appearance of the building, including materials and color.
- Utility meters and equipment should be placed in locations that are not exposed to view from the public right-of-way or they shall be suitably screened, including the use of landscape materials. Screening devices shall be compatible with the architecture and color of the adjacent buildings.
- Roof flashing and vents visible from the public right-of-way shall be painted to match adjacent surfaces or concealed in a manner consistent with the building's appearance.

Paseos

- At least one formal walkway (paseo) shall be provided connecting two or more of the following: residential/commercial/mixed use structures, on-site parking, open space, and public rights-of-way. The paseo shall be at least ten feet wide and shall include landscaping/architectural elements to provide a shade canopy over at least 10 percent of the paseo.



10' Wide Minimum Paseo



- Any provided paseos shall include two or more of the following:
 1. landscape planters,
 2. outdoor public seating spaces,
 3. site walls and lighting,
 4. benches.
- Commercial building facades exposed to any provided paseos shall have windows or fixed glazing areas of at least 30 percent of the total surface area of the wall facing the paseo.
- Residential building facades shall have windows or fixed glazing areas of at least 20 percent of the total surface area of the wall facing any provided paseo.

LANDSCAPING AND HARDSCAPING

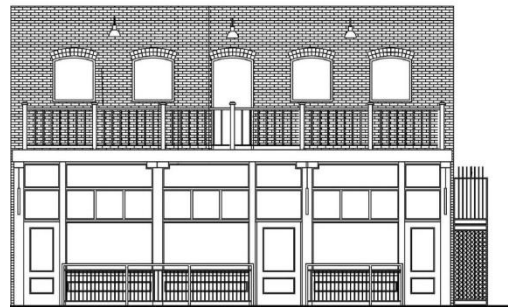
- Tree grates shall be flush with adjacent paving and shall have a minimum 12” diameter tree opening and shall have perforations that meet current ADA code.

Streetscape

- Street trees along trolley station frontage on the north and south sides of Imperial Avenue shall be large specimen species or distinct from surrounding street and median trees to accent the trolley station and adjacent plaza as a major community node and public gathering space.
- Driveways along Imperial Avenue shall not be allowed unless a secondary driveway access is unavailable. Exceptions include driveways into major parking lots that serve two or more parcels.
- The main entry to each dwelling unit shall be clearly visible from the nearest public right-of-way.

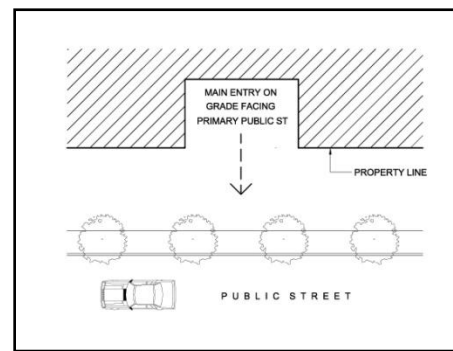
Commercial Frontage (applies on the easternmost parcel fronting Imperial Avenue between 68th Street and 69th Street)

- Commercial frontage shall be broken up so that no single frontage shall exceed 100 feet.
- A minimum of 60 percent of the street facing building façade shall be comprised of clear, non-reflective windows or storefront glass systems that allow views on indoor spaces.

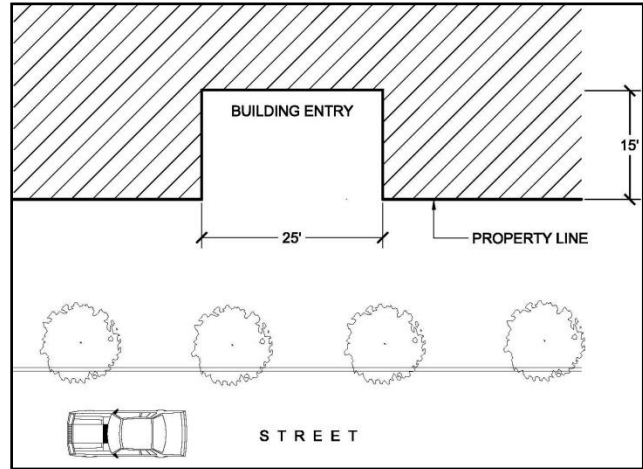


Minimum 60 percent of the street facing building façade at the ground level shall allow views into the indoor spaces.

- Direct access into each storefront shall be provided facing the public street. Access shall be provided for retail shops located at grade.



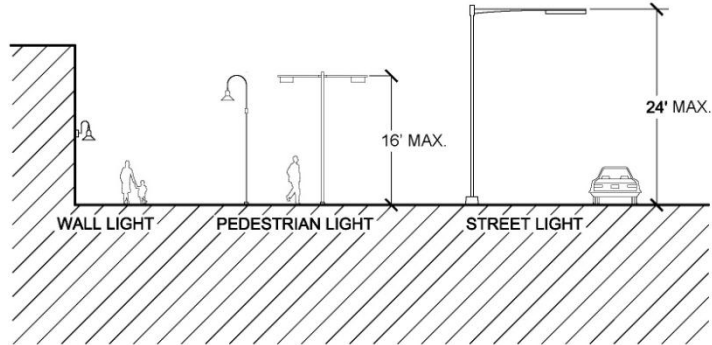
- Recessed entrances shall not exceed 25 feet in width and the face of the entry shall be within 15' of the property line.



- Walls exposed to streets other than Imperial Avenue or pedestrian passage ways between buildings shall have doors and/or windows, or fixed glazing areas of at least 30 percent of the total surface area of the wall facing these open spaces.
- Visible exterior security gates or bars are not allowed. Interior security systems or enclosures shall not be visible from the exterior of the building during normal business hours.
- In addition to the commercial storefronts requirements listed within this section, storefronts shall be comprised of a minimum of three of the following design elements:
 1. Awnings;
 2. 30" high max. storefront bulkhead or base faced with wood trim, brick or stone veneer, ceramic or glass tile;
 3. Transom windows to maximize natural daylight into the interior spaces;
 4. Pedestrian scaled hanging signage affixed to the building façade; and/or
 5. Outdoor seating area with a maximum 42" high fence enclosure.
- Commercial storefronts on street corner lots shall provide one or more of the following elements:
 1. Primary storefront entry;
 2. Outdoor seating area;
 3. Public Plaza;
 4. Vertical circulation access for pedestrians; or
 5. Location for public art or community informational kiosks.

LIGHTING

- Lighting for pedestrian corridors and streetscape sidewalks shall provide a minimum lighting standard of 4,000 lumens per fixture. Fixture height shall not exceed 16 feet in height.
- Lighting for open space areas and parking lots shall provide a minimum lighting standard of 8,000 lumens per fixture and shall not exceed 24 feet in height.



- Lighting in parking areas shall be arranged to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.
- Lighting fixtures on building facades shall be located to provide lighting to entries and public spaces. Fixtures shall be pedestrian-scaled and shall be located no higher than 12' above street level. Fixtures shall not exceed 8,000 lumens per fixture.

WALLS AND FENCES

- Chain link fencing is not allowed.

DEVELOPMENT AND DESIGN GUIDELINES

Applicable design guidelines from the Urban Design Element of this Community Plan should be applied to projects within the Skyline-Paradise Hills CPIOZ that require a discretionary review process. The following Development and Design Guidelines are provided specifically for the Skyline-Paradise Hills CPIOZ. These guidelines are intended to become the basis for more finite site design, building architecture, and detailed landscape and environmental character design.

Building Siting

- Buildings should be sited and designed so that windows of neighboring units do not overlook private open spaces likely to be used for private activities.
- The distance between units facing each other across a common landscaped open space should be sufficient for outdoor use and gatherings but should not compromise the privacy of individual dwelling units.

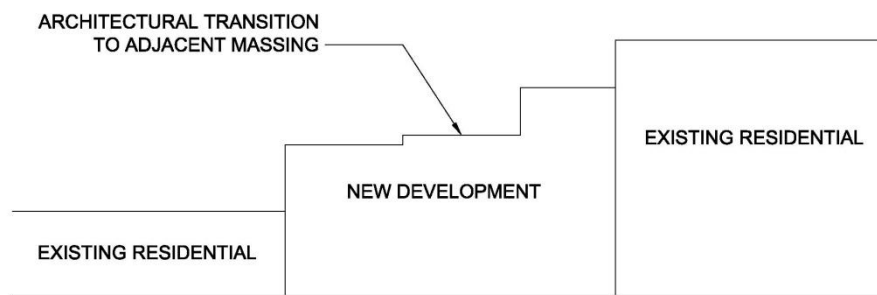


Private open space adjacent to common open space

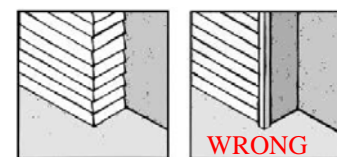
- Windows should be situated to allow occupants to have “eyes on the street” for natural surveillance.

Architectural Design

- Varied building heights shall be provided, both to provide visual interest and give the appearance of a collection of smaller structures. Building heights at the development’s edge shall be provided within the context of the project’s surroundings, the adjacent uses, and the distance from adjacent buildings. The development’s building height shall create a transition from the heights of adjacent existing residential development, rather than form abrupt height changes.
- Architectural forms and materials should remain simple and unobtrusive.



- Exterior building colors for the Encantada Area and surrounding corridor should be chosen to respond to the natural setting and historic background of the Encantada Area. The vision for the Encantada Area should be more subdued. The natural setting of the canyon edges shall also influence building colors and materials. Colors blend classic color combinations along with colors that compliment the surrounding natural landscape and park. The figure below provides color suggestions for both existing buildings and development projects within the Encantada Area.
- Special care should be used in the design of corner buildings due to their high visibility. Use building design to anchor a district, serve as landmarks and to provide a sense of enclosure for the intersection.
- Courtyard doors or gates used at building entries should be attractively designed as an important architectural feature of the building or development.
- Color should be used as an important design element in the development’s appearance. A complementary color palette should be used within any development. Muted tones for the predominant colors of the dwelling units and accessory structures are suggested. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements. The color of shadow patterns, relief, decorative trim, and wood frames should be distinctive yet compatible with the overall color palette.



Veneer materials should turn corners and avoid exposed edges

- Materials such as brick, stone, copper, etc. should be left in their natural colors.
- Such materials should not appear thin and artificial. Veneer should turn corners and avoid exposed edges.
- The design, selection and placement of all site furnishings, such as tables, benches, bollards, and trash receptacles should be compatible with the overall site design and architectural character of the development.
- Downspouts, mailboxes, electrical components and other miscellaneous details shall be concealed or integrated into the building façade.
- Areas shall be provided around garages, tuck-under parking and underground parking entrances for landscaping, including a few large areas to accommodate trees.

Open Space

- Residents of new developments should have access to useable open space for recreation and social activities. Open spaces should be conveniently located for the majority of units.
- Open space areas should have well-defined edges, such as walkways, buildings, or landscaping.
- Boundaries between private and common open spaces should be clearly defined by elements such as low walls or plant materials.
- Private open space should be contiguous to the units it serves and should overlook the public right-of-way or common open space.
- Informal outdoor gathering areas and pedestrian nodes that can function as community gathering spaces should be created and incorporated into a project's overall site design. These areas should relate to the development's common facilities, such as the play areas, courtyards, laundry facilities, and community buildings.

Paseos

- Safe pedestrian paseo linkages should be provided between buildings and parking areas, open spaces, and adjacent neighborhoods. Paseos should be proportionate to their length and should be no less than 10' 0" wide.
- Secondary building entries from paseos, rear parking lots, and from side street building elevations are encouraged.
- Secondary commercial building entries off of a paseo should have a projection and/or hanging identity sign that should project no more than three feet from the face of the building.

Streetscape

- The identity of Imperial Avenue shall be reinforced by a pedestrian-oriented streetscape that shall include sidewalks, street lighting and a landscaped parkway with street trees.
- Sidewalks should allow room for wheelchairs together with outdoor spaces for restaurants, semi-public spaces, and planter areas.
- Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings. Walkways should be provided between residences, parking areas, and all site facilities for safe access.

- Seating surfaces should be an appropriate height above the finished grade and should include arms or other vertical projections to accommodate persons of limited mobility. They should be located in areas that are visible to street and sidewalk activities, but do not impede pedestrian use of adjacent walks.



- Seating should be designed in a way that discourages inappropriate use by skateboarders, stunt bikers, urban campers, etc.

- Bicycle racks should be provided at community nodes such as schools, libraries, retail developments and transit stops. They should be located within public view, but should not impede pedestrian use of adjacent walks.



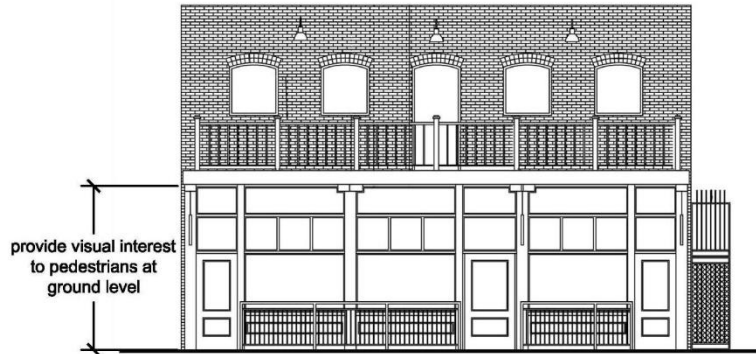
- Waste receptacles should be provided in high traffic areas such as parks, plazas, transit stops and retail developments in conjunction with building entries and/or outdoor seating areas but should not impede pedestrian use of adjacent walks.

- Service access and alleys should be visually minimized from Imperial Avenue and secondary streets and should not be accessed directly from these streets.
- Streetscapes should incorporate art and varied textures as a design solution to discourage graffiti and add interest.

Commercial Frontage

These guidelines apply to the mixed use parcels at the corner of Imperial Avenue and 69th Street.

- The ground level of buildings should be developed to provide visual interest to pedestrians.
- For restaurant uses, outdoor dining areas should be incorporated in order to create visual interest within the pedestrian walkway and to stimulate pedestrian activity.



- All publicly visible facades of a building should be treated equally in terms of materials, colors, and design details. The building should have a finished appearance on all visible sides.
- Storefront design, materials and colors, at both existing and new buildings, should complement the individual architectural character of each building.
- Awnings or canopies should be used to reduce glare on storefront glass and to shelter the pedestrian standing near the storefront. Cantilever awnings and canopies can also be used so as to keep the sidewalk as clear and unobstructed as possible. Care should be taken to preserve views down the street.



Adjacency/Compatibility

- New multi-family and mixed-use residential development should be compatible with residential development in the immediate area through the use of complementary building arrangements, buffers, step backs, and avoidance of overwhelming building scale and visual obstructions.



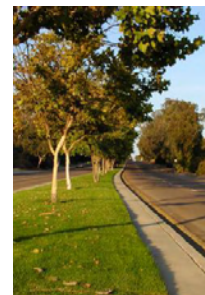
Dwelling units oriented to the street

Parking

- Parking should be convenient for residents, customers and visitors and its visual impact from neighboring properties and public rights of way should be softened or minimized. Parking courts should be well designed, with consideration given to landscaping, urban runoff management, lighting, building massing, and pedestrian/vehicular circulation.
- Parking areas should be located in the development's interior and not along street frontages, wherever possible. Driveway openings along street frontages should also be minimized.
- All parking areas should provide adequate lighting at nighttime utilizing fixtures that support the scale, character and identity of the Imperial Avenue Corridor.

Landscaping and Hardscaping

- Street trees along commercial development frontage of Imperial Avenue, east of 68th Street should be planted in a naturalized groundcover in the parkway, to reinforce the park-like setting of Encantada.
- Additional planting in new and existing medians should utilize the existing plant palette of *Platanus*. Species should be California Sycamore (*Platanus racemosa*) not London Plane Tree (*Platanus acerifolia*). Additional groundcover and shrubs should be low maintenance, drought tolerant and, to reinforce the sense of traveling along a valley floor. Riparian plant material such as *Ribes* and *Juncus* should also be used. Shrubs and groundcovers should be of a type that can move in the breeze and does not need to have its size controlled by hedging.
- Plant palette at plazas and parks should include a variety of low maintenance and low water plant materials with seasonal flowers and/or foliage color. To emphasize the more informal, town and country character of Encantada, plant palette should be naturalistic and include native species. Hedging and other formal landscape devices are inappropriate. Outdoors space definition, boundary articulation and landscape buffers should be achieved by naturalistic mass planting wherever possible.
- Landscaping, such as plant materials, paving, lighting, street furniture and signage should be used as a tool to unify public spaces and development.
- Deep well watering should be used on all trees planted in pavement to ensure deep root development and reduce the possibility of sidewalk heaving by roots.
- Proposed new medians should be planted in a similar manner to the enhanced existing medians.
- A paved maintenance strip should be maintained around the perimeter of all traffic medians. Maintenance strips should be of uniform width and not less than 18" including the curb.



- Median planting areas should be a minimum of 24” wide. If the median is too narrow to accommodate maintenance strips and minimum width planting areas, entire surface should be attractively paved. Medians should be designed to capture and allow urban runoff to infiltrate into the ground during dry weather to the maximum extent feasible to reduce urban runoff pollution. Where feasible, landscaped medians should be depressed and curb cuts established to permit urban runoff infiltration into the landscaped area.
- To highlight their distinct characters, the plant palette for parkways, plazas, parks and other public gathering spaces should vary between segments.
- Sidewalks should be of a single standard concrete mix so as to provide a uniform appearance throughout, except where designated as enhanced paving, such as crosswalks, plazas, parks, gateways, and enhanced street corners. Historic sidewalk stamps should be preserved and incorporated into new developments to the extent feasible.
- A simple, uniform score joint pattern that is coordinated with the location of tree grates, light poles, building entries and other design elements should be established to provide a cohesive appearance.
- Landscape buffers or screening elements shall be provided that separate public-right-of ways, alleys and adjacent properties from parking lots and help soften the visual impacts of parking lot edges.
- Where appropriate, new landscaping should complement existing landscape materials, location, and massing on adjacent developments.
- Use of landscaping is encouraged to define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities.
- Different landscape designs and plant materials should be used in the various courtyards and common open space areas of the development to create an individual identity for each space.
- Landscape designs that emphasize water-efficient plants are encouraged. Water-intensive landscaping, such as turf grass, should be concentrated in areas of active recreation or use.
- Vines and climbing plants on buildings, trellises, perimeter walls, and fences subject to graffiti are encouraged, both to provide an attractive appearance and to minimize graffiti.
- To prevent water damage to foundations and building facades, an “irrigation free zone” should occur at all building foundations by locating irrigation heads at least 12 inches from the face of any building. The planting root balls of spreading shrubs can be placed just outside this 12-inch zone and foliage can still spread into the irrigation free zone to soften building foundations.

- Hardscape materials should be consistent with the architectural design or style of the development. The use of interlocking pavers, scored concrete, or rough-textured concrete to define site entries is strongly encouraged. Stamped concrete or colored concrete is not recommended due to excessive maintenance and repair costs associated with its use.
- The use of dense plantings to establish a barrier adjacent to ground level multi-family dwelling units is encouraged. Where appropriate, the use of thorny plants as barrier plantings is encouraged to enhance security. Mature shrubs located adjacent to multi-family residential buildings should generally be lower than the bottom of windows to maintain open sight lines.

Lighting

- Pedestrian lighting oriented for the public right-of-way and commercial properties should compliment any existing lighting fixtures found within the medians. Differing solutions for different areas of the CPIOZ are encouraged.
- Wherever possible pedestrian and vehicular lights should use the same pole to minimize sidewalk clutter.

Security

- Crime Prevention Through Environmental Design (CPTED) strategies should be incorporated into the site design, whenever possible. Contact the City of San Diego Police Department, Neighborhood Policing Resource Team for more information.

Walls and Fences

- The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties.
- Natural materials, such as brick and stone, are encouraged for front yard retaining walls. If poured-in-place concrete is used, it should be treated with a decorative pattern or an exposed aggregate finish. Penetrable fencing material, such as wrought iron may be used in combination with retaining walls in front yards. To maintain the dwelling unit's strong visual connection with the street, retaining walls in front yards should not exceed two feet in height.
- Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance. Concrete capstones on stucco walls are encouraged to help prevent water damage from rainfall and moisture. Graffiti coatings are available in several different product types, including sacrificial coating and non-sacrificial coating. These should be used in graffiti prone areas.
- Individual dwelling unit patio and rear yard fences and walls visible from the development's open space should be no higher than 42 inches for security reasons. Outdoor privacy walls between units, however, may be higher. To increase privacy, it is encouraged that the privacy walls be solid.

Signage

- Wayfinding signage of a uniform size and graphic template should be used in the Skyline-Paradise Hills CPIOZ to identify neighborhood institutions, landmarks and nodes, roadways, transit connections, and major roadways.
- All signage should have white or light colored type on a dark background. Type style should be in a simple and legible style, sized for optimal readability.
- Wherever possible, wayfinding, street identification and regulatory signs should be clustered onto existing poles to minimize sidewalk clutter.
- Monument signs should be prominently located at neighborhood gateways.
- Monument signs should reflect the character of the neighborhood and be coordinated with wayfinding graphics.
- Monument signs should be distinct but have common elements to identify the Imperial Avenue Corridor west of I-805, Village Center at Market and Euclid, and Hilltop area.
- Signage contributes to a development's identity as a unique environment. Professionally designed, creative signage is strongly encouraged, especially for internal directions and building identification.
- Building numbers and individual unit numbers should be readily visible, in a consistent location, well lit at night, and compatible with the overall design of a development.
- Exterior signs should be located within the base of the building with concern for the appropriateness of location, size, color, and lighting.
- Sign types should fit within the architectural details of the building they are placed on.
- Pedestrian-level display window signs applied directly to the glass should consist only of lettering without an opaque background.
- Window signs should not obscure the display area. The color of letters should contrast with the display background. Light colored letters or gold leafed letters with dark borders are effective.
- For shops and businesses along Imperial Avenue, smaller pedestrian oriented window signs are encouraged.



Visible building numbers help visitors to easily locate units

- Projection signs should complement the architecture of a building in respect to colors, materials, and structure.
- All projecting signs should be externally lit. External light sources should be shielded from viewers on the street to prevent glare. Flashing or moving signs are strongly discouraged.

Sustainable Design

- Sustainable design features should be incorporated into all projects. The Conservation Element of the General Plan includes policies to implement sustainable design. Examples of features that should be considered include: using low impact development features such as porous asphalt or infiltration swales to reduce runoff pollution, minimizing energy use through innovative site design and building orientation that address such factors as sun-shade patterns, prevailing winds, landscape, and sun-screens; incorporating energy efficient appliances and lighting; reusing building materials and reducing construction and demolition waste, and using cool roofing materials or vegetated eco-roofs.

TRANSPORTATION ELEMENT

PRIMARY TRANSPORTATION GOAL

Provide a transportation system which maximizes access to community activity centers and to destinations within the metropolitan area and minimizes adverse environmental effects.

EXISTING CONDITIONS

Street System

Skyline Drive and Paradise Valley Road provide the major east-west access to and from the community. North-south access is provided primarily by Woodman Street and to a lesser extent by Reo Drive, Briarwood Road, Meadowbrook Drive and Cardiff Street. In addition to the surface street system, the community has access to the regional freeway system. There is direct access to the South Bay Freeway (SR-54) via Reo Drive, Woodman Street, and Manzana Lane. The existing traffic volumes, as of 1986, are shown on Figure 10.

The streets in San Diego are classified according to their function, width, and expected traffic volume, as follows: freeways, primary arterials, major, collector and local streets.

Freeways are designed to carry high volumes of traffic at higher speeds over longer distances. They are usually four lanes or more with access control and full grade separation at intersections. Freeways are under the jurisdiction of the state of California Department of Transportation (CALTRANS). State Route 54 (the South Bay Freeway), when fully improved, will serve this purpose for Skyline-Paradise Hills.

Primary arterials are usually four lanes or more and are designed to carry through traffic and provide a network connecting to the state Highway system. Access from abutting property is generally restricted. There are no streets in the planning area that are performing or classified as primary arterials.

Major streets are usually four lanes or more and are designed to carry through traffic without restricting access to abutting property. The location of recommended major streets in the planning area is shown on Figure 11.

Collector streets may be either two or four lanes. They are intended to provide for local traffic movement and access to abutting property, and to function as a feeder of traffic to the major street system. The locations of recommended two- and four-lane collector streets are shown on Figure 11.

Local streets are usually two lanes and provide direct access to abutting property. All streets not otherwise classified are local streets. Local streets are not shown on the Circulation Element map.

Route 4: Connects the northern portion of the community with downtown San Diego, Old Town, Clairemont, and many points in between, including Mesa Community College.

Route 11: Connects the northern portion of the community with downtown San Diego, Kensington, San Diego State University and intervening points.

Route 36A: Connects the extreme northern portion of the community with Lemon Grove, San Diego State University and intervening points.

Route 12: Provides service from the northeastern portion of the community to the Euclid Avenue Trolley Station.

Future improvements to fixed-route service include the extension of National City Transit Route 602 into Paradise Hills in September 1987.

Paratransit: DART

San Diego Transit Corporation currently contracts with private taxicab companies in order to operate a taxi feeder service within the community (Figure 12). DART (Direct Access to Regional Transit) is a demand responsive service available Monday through Saturday, 5:30 a.m. to 7:30 p.m. Residents call DART one hour in advance of their destination arrival time for a taxi ride to one of three locations where they can transfer to San Diego Transit, National City Transit, or Chula Vista Transit buses. DART can also be used for trips within the Paradise Hills and South Bay Terraces neighborhoods. Regular riders can subscribe to their service so that they do not have to call every day. DART currently carries approximately 200 riders per weekday.

San Diego Trolley

The Skyline-Paradise Hills community is served by the Trolley's Orange Line. The Orange Line operates on the San Diego and Arizona Eastern Railroad right-of-way adjacent to Imperial Avenue. Trolley stations are located at 62nd Street in the Southeastern San Diego community and Massachusetts Avenue in the city of Lemon Grove. Both of these locations are near the northern boundary of the community and provide additional transit service to the community. Additional stations are spaced at approximate 1-1/4 mile intervals.

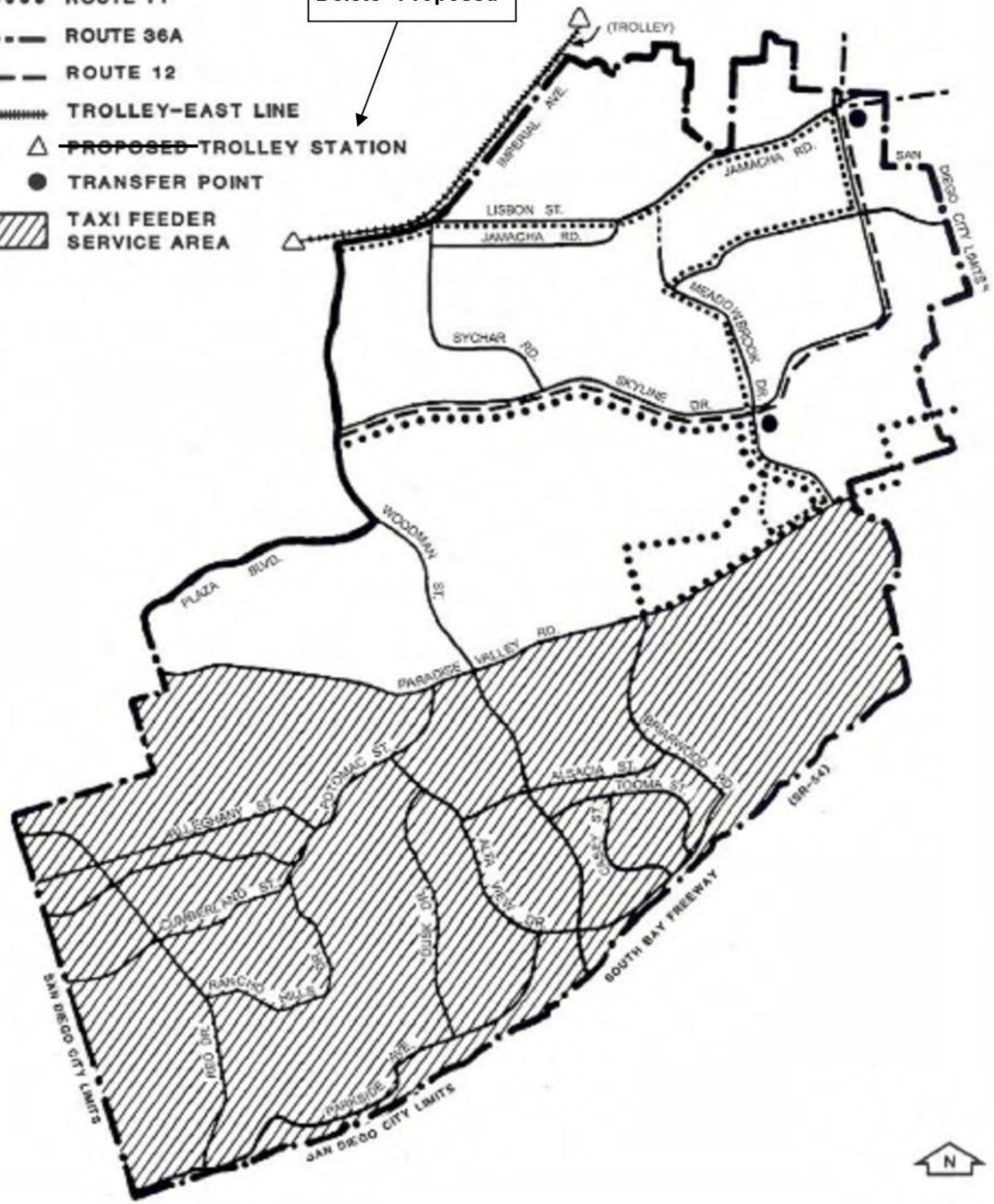
- ROUTE 4
- ROUTE 11
- ROUTE 36A
- ROUTE 12
- ===== TROLLEY-EAST LINE

△ ~~PROPOSED~~ TROLLEY STATION

● TRANSFER POINT

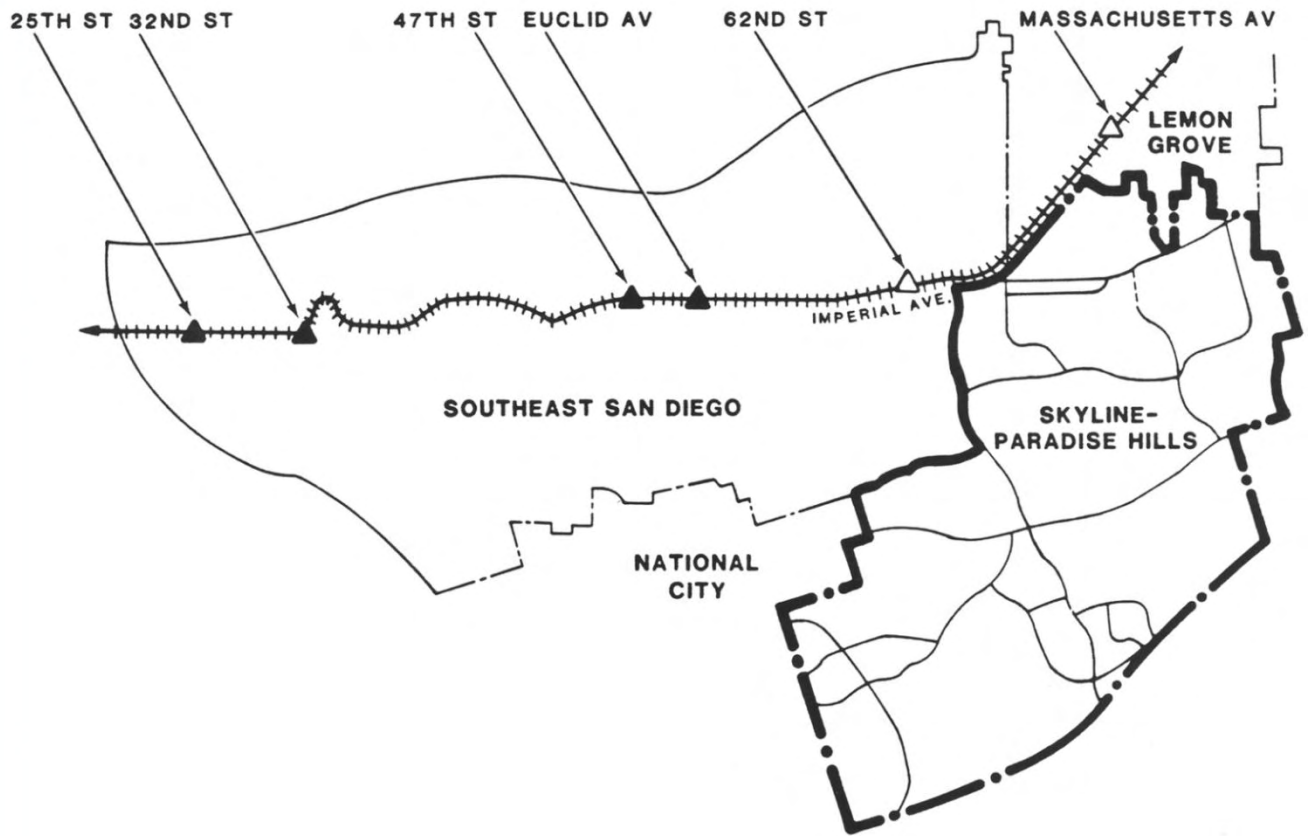
▨ TAXI FEEDER SERVICE AREA

Delete "Proposed"



Public Transit Routes **12**
 Sky-line-Paradise Hills Community Plan **FIGURE**

- ▲ EXISTING STATIONS
- △ PROPOSED STATIONS

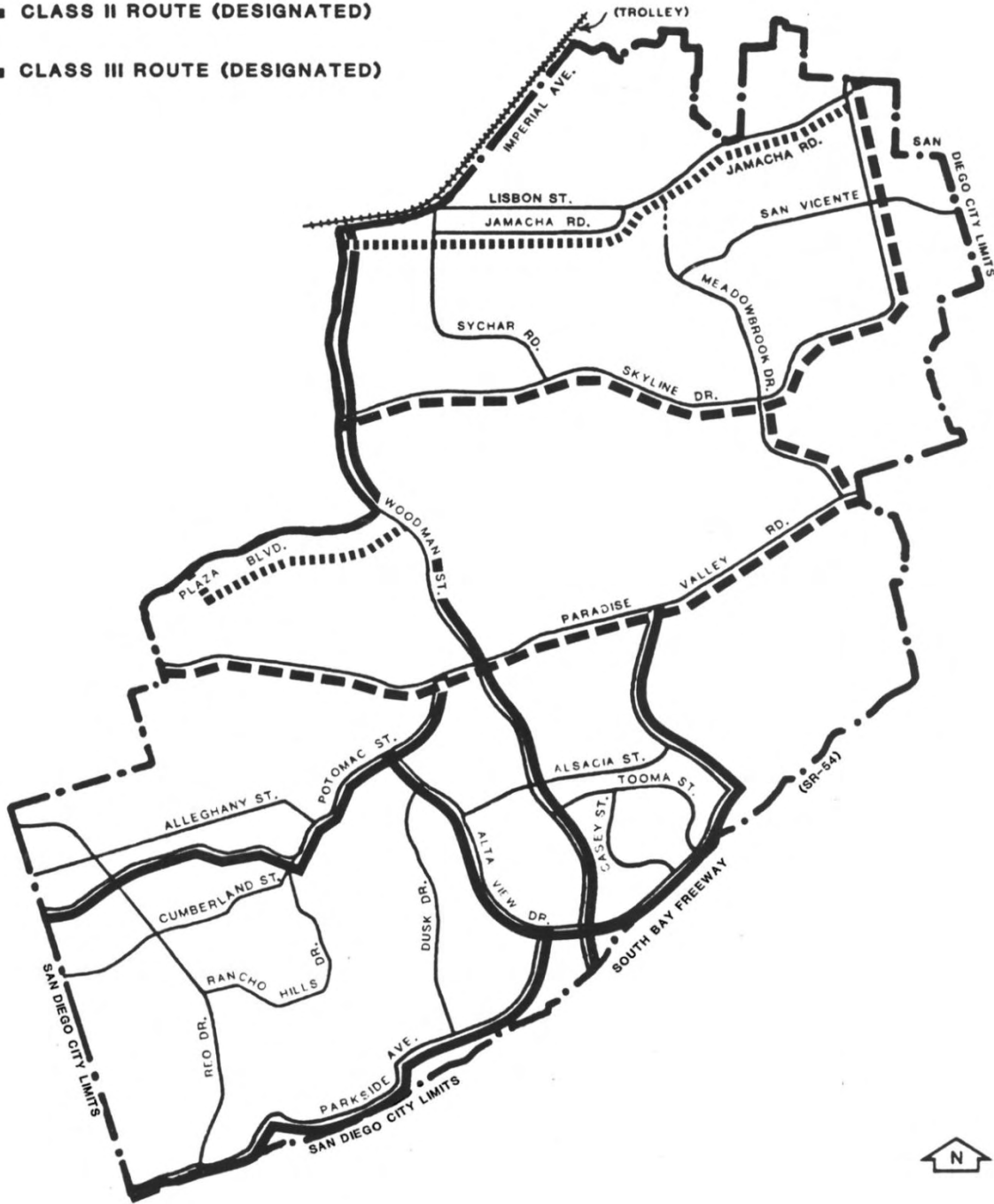


The San Diego Trolley-East Line Location and Stations

Skyline-Paradise Hills Community Plan

13
FIGURE

- CLASS I ROUTE (PROPOSED)
- CLASS II ROUTE (DESIGNATED)
- CLASS III ROUTE (DESIGNATED)



Bicycle Routes
 Skyline-Paradise Hills Community Plan

14
 FIGURE

Bikeways

The Bikeway Map, adopted by City Council in April 1982, designates a number of streets within the Skyline-Paradise Hills community that are to be improved with bike routes, however, none of these designated routes has been implemented.

Bike routes are classified into three types as shown on Figure 15:

Bike Path: A completely graded separated right-of-way designed for the exclusive use of bicycles.
(Class I)

Bike Lane: A restricted right-of-way for bicycles. Through travel by motor vehicles or pedestrians is not allowed, however, crossflows by pedestrians and vehicles are allowed. Vehicle parking is allowed between the curb and the bike lane.
(Class II)

Shared Bikeway: A shared right-of-way designated as such by signs placed on vertical posts or stenciled on the pavement.
(Class III)

Pedestrian Circulation

Within the community the necessity of pedestrian walkways is greatly dependent upon the character and design of each neighborhood. A number of areas throughout the community have sidewalks provided in a piecemeal fashion. Some are located in narrow public rights-of-way causing congestion of pedestrian and vehicular traffic and visual clutter from inconsistency.

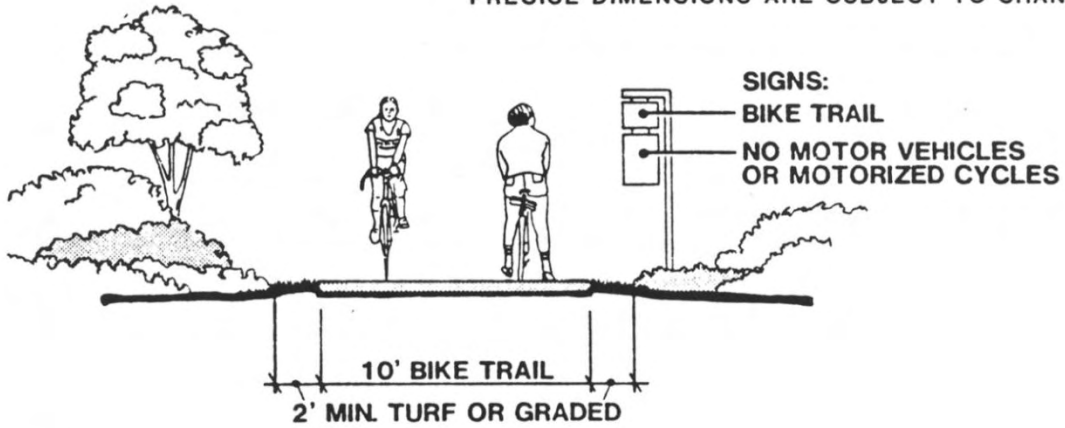
A lack of adequate pedestrian walkways is particularly noticeable at the Reo Drive and Meadowbrook/Paradise Valley Road commercial centers. Areas along the right-of-way that could be used for pedestrians are being utilized as parking lanes between the street and store frontage. Some areas of sidewalk paving are in need of repair.

Jamacha Road has insufficient walkways for pedestrian use. The narrow road combined with peak pedestrian times associated with Keiller Middle School hours creates congestion and potential safety hazards.

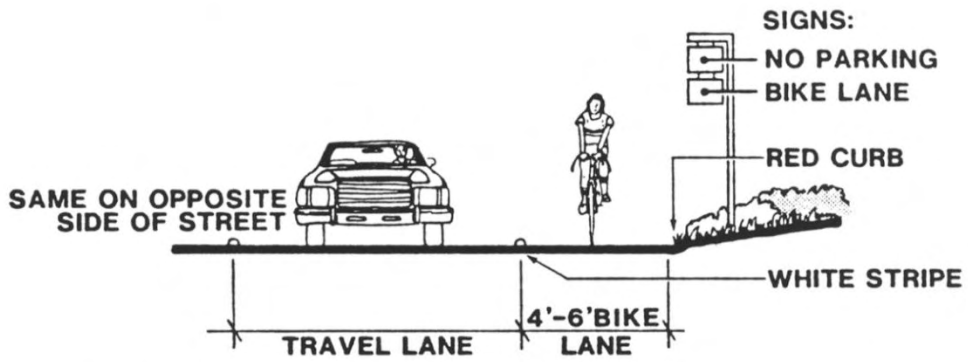
Objectives

1. Improve existing street systems in conformance with Council Policy 600-4 to accommodate residential and commercial growth.
2. Develop a system of bikeways to join parks and open space throughout the community.
3. Provide a safe and more accessible pedestrian circulation system, minimizing conflicts with vehicular traffic.

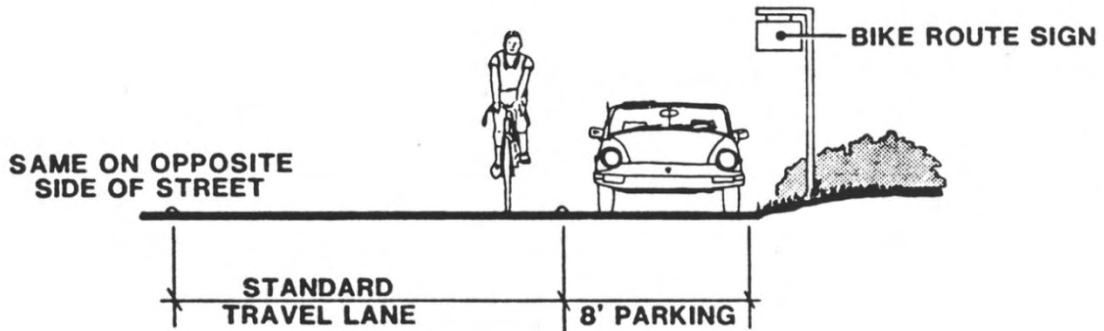
PRECISE DIMENSIONS ARE SUBJECT TO CHANGE



CLASS I Openspace



CLASS II Major Street



CLASS III Neighborhood Street



4. Provide an efficient and high level of public transit within and surrounding the community. Design and plan for land uses that will complement and make use of the new San Diego Trolley East Line.
5. Visually enhance transportation corridors to improve the community's image.
6. Provide an efficient and high level of public transit within and surrounding the community. Allow land uses that will complement and make use of the San Diego Trolley Orange Line.

RECOMMENDATIONS

Street System

The future travel forecast for Skyline-Paradise Hills has projected traffic volume increases for several streets within the community, however, no street facilities are recommended to be upgraded in classification. The travel forecast recommends widening those streets that are not yet fully improved and prohibiting on-street parking on some streets in order to accommodate the increased volumes. The recommendations resulting from the travel forecast are listed below.

1. Lisbon Street/Jamacha Road, between 69th Street and Meadowbrook Drive, currently varies from 25 feet to 40 feet in width. It should be widened to a four-lane collector street, 64 feet wide from curb-to-curb with a transition to two lanes east of Meadowbrook. This widening will require the acquisition of additional right-of-way.
2. Jamacha Road, between Meadowbrook Drive and Glencoe Street, should be improved to two-lane collector street standards, 40 feet wide from curb-to-curb. The current width varies between 25 and 40 feet.
3. Meadowbrook Drive, which currently ends at Blackstone Court, should be extended to Jamacha Road as a four-lane collector, with a left-turn lane and signal at Jamacha Road.
4. Skyline Drive should be widened to four-lane major street standards between 58th Street and 69th Street with left-turn lanes at the major intersections. The current width varies between 25 and 68 feet. The south side of Skyline Drive between Sienna Street and Deerock Place should be widened to four-lane major street standards with a center median as development occurs. The current street width is 32 feet.
5. Woodman Street should have a suitable transition from a four-lane major street with a 78-foot curb-to-curb width south of Skyline, to a two-lane collector street with a 40-foot curb-to-curb width north of Skyline Drive.
6. The south side of Paradise Valley Road, between Woodman Street and Zest Street, should be widened to major street standards, 82 feet from curb-to-curb. The current width varies between 65 and 82 feet.
7. Paradise Valley Road, between the westerly City limits and Potomac Street, should be widened to major street standards with an 82-foot curb-to-curb width. The current width varies between 48 and 82 feet. This widening should be coordinated with the city of National City to improve Plaza Boulevard/Paradise Valley Road within National City.
8. Briarwood Road, which currently ends at Alta View Drive, should be extended as a four-lane collector street, 64 feet from curb-to-curb, to connect with Briarwood Road south of SR-54 via an overpass. A freeway interchange at Briarwood and SR-54 is planned by Caltrans, although construction has not been scheduled.

9. Reo Drive should be extended at its northern terminus (in National City) to connect to Harbison Street. The section between Plumas Street and Harbison is recommended to be constructed as a four-lane major street, 68 feet wide curb-to-curb, by the city of National City.
10. Reo Drive, between Rancho Hills Drive and the South Bay Freeway (SR-54), should be widened to 68 feet from curb-to-curb with parking prohibited at intersections to provide separate left-turn lanes. The current width varies between 26 and 68 feet.
11. A new freeway interchange on SR-54 is planned by Caltrans to replace the existing intersection of Reo Drive and SR-54, although construction has not been scheduled. The new interchange would connect with the Valley Road interchange south of SR-54 in National City. The existing Reo Drive intersection should be maintained until the new facility is constructed.

These improvements have been determined by the City Engineering and Development Department to provide an adequate level of service and keep future traffic congestion to a minimum. Future congestion is anticipated on Potomac Street, between Alta View and Saipan, on Parkside Avenue between the Valley Road/South Bay Freeway interchange and Landscape Drive, and on Briarwood from Goode Street to the South Bay Freeway interchange.

Public Transportation

Public transit needs should continue to be monitored in order to provide adequate transit circulation within the community. Improvements to existing and future transit stops should include covered waiting areas and street improvements to minimize conflicts between buses or the trolley and other vehicular traffic movements.

Due to the existing inaccessibility of bus service to the area south of Paradise Valley Road and the steady increase in patronage for taxi-feeder service, continued operation of DART service is recommended. Future plans to expand DART include the addition of the area bordered by National City to the west, Plaza Boulevard to the north, Woodman Street to the east and Paradise Valley Road to the south.

An additional trolley stop should be considered along Imperial Avenue at 68th or 69th Street if conditions warrant as a result of land use intensification or development of a project with the ability to construct a transit station as part of the project. The specific proposals should be reviewed by the City and MTDB, based on standard criteria for such evaluations. The site evaluation criteria should include considerations such as the proposal's impact on the overall service of the line which may result in closing other stations in favor of the new one, the proposal's minimum effects on the existing transit line schedules and patronage, and the new station's financing by private development.

Bikeways

The bikeway system should be implemented as shown on Figure 14 to provide access throughout the community and to adjacent communities. In addition to those bikeways in the master plan, priority should be given to development of bicycle paths within the Encanto open space area, allowing alternative modes of transportation and passive recreational use of open space corridors.

In developing the bikeway system, consideration should be given to possible negative impacts on vehicular traffic lanes or on-street parking, as well as to any safety problems which may exist for bicyclists.

Pedestrian Circulation

Pedestrian activity should be encouraged through improvement of the quality of the walking environment. Street trees and increased landscaping, special lighting, seating areas, pedestrian-scale signage, special paving materials and transparent building facades are possible methods of orienting the street toward the pedestrian and are discussed more fully in the Urban Design Element.

Providing sidewalks for new development should be reviewed according to the type of development and surrounding neighborhood. Due to the semi-rural character of some neighborhoods, sidewalks may not be desirable. An alternate treatment may be preferred to the use of standard curbs, gutters and sidewalks, such as rolled curbs or sidewalks with more natural appearing surfaces. (See Neighborhood Element for additional recommendations.) Any new development or redevelopment/rehabilitation of the Reo Drive commercial area should be required to replace the sidewalks in the public right-of-way that have been covered with asphalt to accommodate parking.

PARK AND RECREATION ELEMENT

PRIMARY PARK AND RECREATION GOAL

Provide a system of fully developed parks and recreational facilities to meet the recreational needs of the community.

EXISTING CONDITIONS

The planning area is served by three community parks and six neighborhood parks as shown on Figure 16. These parks are population-based parks which are intended to serve the daily recreational needs of the surrounding community.

According to the General Plan, community parks should serve a population of 18,000 to 25,000 within an approximate 1-1/2 mile radius. Ideally, they should have a minimum usable area of 13 acres when located adjacent to a junior high school or 20 acres when not so located.

Neighborhood park facilities should serve a population of 3,500 to 5,000 within an approximate one-half mile radius. Ideally, they should have a minimum usable area of five acres when located adjacent to an elementary school or ten acres if not so located.

Table 5 shows how the existing park facilities compare with General Plan park standards based on population. According to General Plan standards, the existing population should be served by approximately three community parks and 14 neighborhood parks. The planning area is currently deficient in park acreage and in number of neighborhood parks based on General Plan standards, and will have a shortfall of approximately 11 neighborhood parks and 1.3 community parks when the community is built out.

General Plan standards are difficult to achieve in the urbanized areas of the City and should be considered guidelines only. As in other urbanized areas, new development in Skyline-Paradise Hills will not generate sufficient park fees to provide financing for acquisition and development of additional facilities to meet General Plan standards. If existing park deficiencies are to be mitigated, assessment districts must be considered, however, these must be initiated by the community.

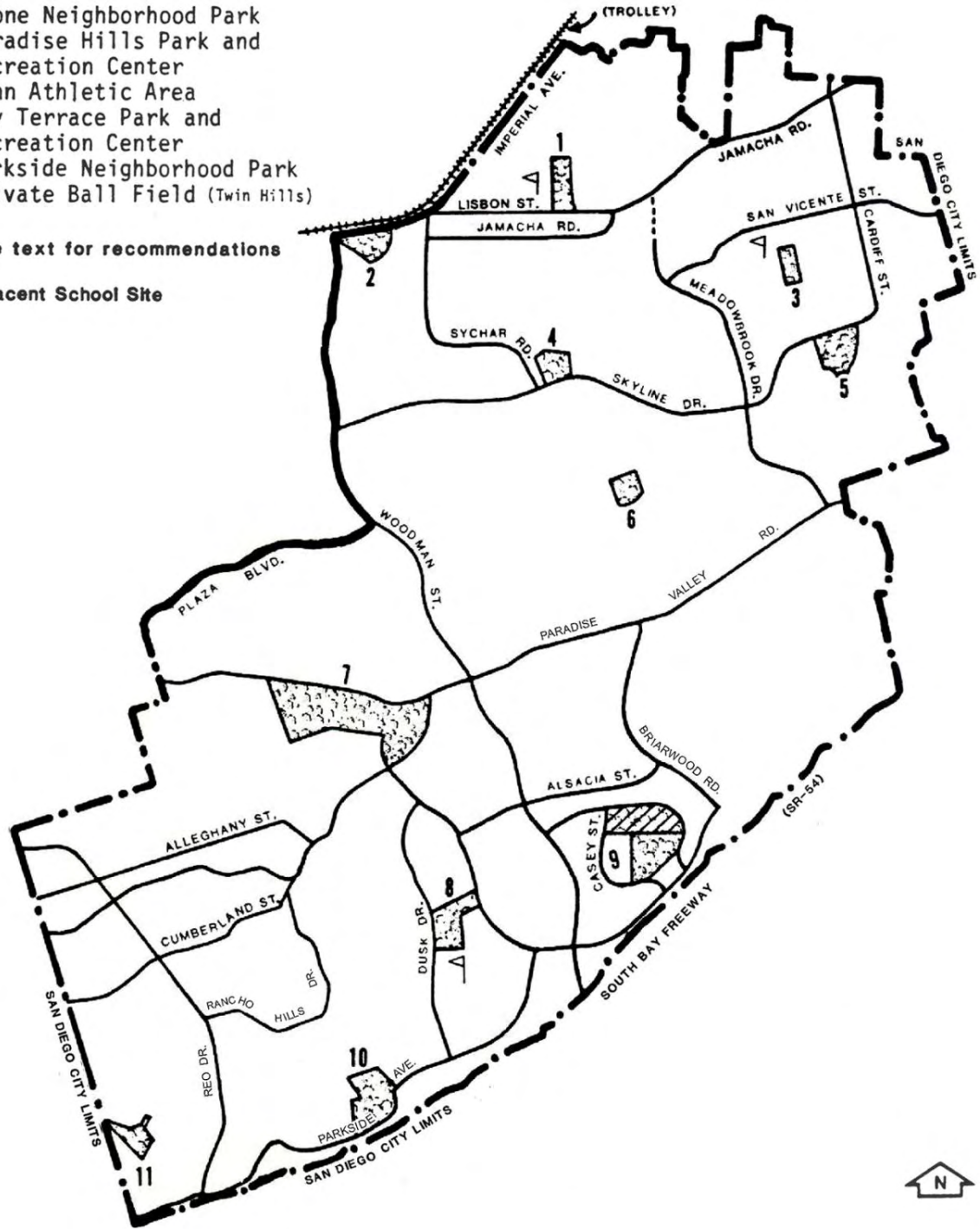
The General Plan addresses the problem of acquiring additional park land in urbanized areas:

“In older, already developed parts of the City, where recreation space is difficult to acquire, efforts should be directed toward providing staff and facilities which compensate for deficiencies in acreage. Land, equipment and supervision in varying proportions can still add up to recreational opportunity and service to the residents. If acreage is reduced, facility investment and leadership should be correspondingly increased.”

1. Keiller Neighborhood Park
2. Encanto Neighborhood Park
3. Lomita Neighborhood Park
4. Skyview Neighborhood Park
5. Skyline Park and Recreation Center
6. Boone Neighborhood Park
7. Paradise Hills Park and Recreation Center
- *8. Penn Athletic Area
- *9. Bay Terrace Park and Recreation Center
10. Parkside Neighborhood Park
- *11. Private Ball Field (Twin Hills)

* See text for recommendations

△ Adjacent School Site



Parks
Skyline-Paradise Hills Community Plan

16
FIGURE

**Table 5
COMMUNITY, NEIGHBORHOOD PARKS and JOINT-USE**

Park Facility	Population-based Size Requirement (Gross Acres)	Actual Area (Usable Acres)	Development Status
Community Parks			
Skyline P&R Center	10.51	8.41	developed
Paradise Hills P&R Center	40.84	14.29	developed
Bay Terrace P&R Center	12.09	9.67	developed
Neighborhood Parks			
Keiller*	5.77	4.04	developed
Marie Widman	3.80	2.77	developed
Lomita	4.15	2.91	developed
Skyview	4.88	4.88	developed
Boone Parkside Area	4.69	3.75	developed
Joint-Use Facility			
School of Creative and Performing Arts (Penn Athletic Area)	10.54	10.54	developed
Penn Elementary	2.34	2.34	developed
Zamorano Elementary	2.00	2.00	developed

* Park site is adjacent to school joint-use field.

The facilities available at the community and neighborhood parks are shown on Tables 6 and 7 respectively.

In addition to population-based parks within Skyline-Paradise Hills, Martin Luther King Community Park, which is located just outside the community on Skyline Drive, increases park availability to residents of the community. There is also a privately-owned little league ball field (Twin Hills Youth Park) in the southwestern portion of the community.

School sites in the community have the potential to serve as additional recreational facilities. The athletic field, courts, playgrounds, auditoriums and other meeting facilities could be used by the community after the normal school session has ended. Any use of school facilities must be coordinated through the school district, and limitations may be placed on the use of these facilities.

Two open space systems within the community also have the potential to increase recreational opportunities for residents. Paradise Canyon and the Jamacha open space system can be used for passive recreational purposes, such as hiking or bicycling, as recommended in the Open Space Element of this Plan.

**TABLE 6
COMMUNITY PARKS AND FACILITIES**

Name & Neighborhood Location	Total Acres	Facilities								Parking Spaces
		Rec. Bldg.	Play Field	Picnic Table	Tot Lot	Indoor Court	Outdoor Court	Trails	Pool	
Skyline P&R* Center (Skyline Neighborhood)	10.10		•	•				•	•	74
Paradise Hills P&R* Center ¹ (Paradise Hills Neighborhood)	40.43	•	•	•						26
Bay Terrace P&R Center (South Bay Terraces Neighborhood)	12.09		•	•	•				•	47
Martin Luther King ² (Southeast San Diego Community)	34.53		•				•	•	•	169

* Park and Recreation Center

1. 27 acres of this 40-acre park are currently undeveloped and serve as a transition area to the federally-owned, open space system located to the west of the park.
2. Facilities are planned and funded but not completed.

**TABLE 7
NEIGHBORHOOD PARKS AND FACILITIES**

Name & Neighborhood Location	Gross Acres	Facilities							Parking Spaces	Useable Acres	
		Play Field	Tot Lot	Picnic Area	Rec. Bldg.	Tennis Court	Club- house	Bsktball Court			
Boone (North Bay Terraces)	4.69									3.75	
Widman (Encanto)*	3.80	●				●	●	●	8	2.77	
Keiller (Jamacha)	5.77								0	4.04	
Lomita	4.15	●	●	●					●	0	2.91
Parkside (Paradise Hills)	5.48										4.38
Skyview (Skyline)	4.88						●		●		4.88

*25 percent is developed and a parcel under private ownership separates undeveloped from developed portions.

OBJECTIVES

1. Provide a park system consistent with General Plan standards to the extent feasible given existing constraints.
2. Coordinate the use of school recreational facilities for after normal hour usage.
3. Require the provision of private recreational facilities and usable open space in new larger residential developments.
4. Provide a safe environment in all parks to allow their use by the entire community.

RECOMMENDATIONS

1. The 10.54 acres, which are occupied by the School of Creative and Performing Arts (SCPA), formerly known as the Penn Athletic Area, are leased to the City of San Diego by the San Diego Unified School District. This lease has been renewed and is scheduled to expire in 2032. If no longer used as a school, this site should be considered for purchase by the City for the establishment of a neighborhood park.
2. Undeveloped neighborhood parks should be improved with playing fields, all-purpose courts and picnic areas as funds become available.
3. An increase in park fees for new development is recommended.
4. The sale of City-owned properties in the community which are not needed or are not suitable for public use should be explored as a method of obtaining funds for acquiring additional park acreage and/or additional staff and facilities to compensate for existing park deficiencies.
5. Because of the limited opportunities for acquisition of additional park sites, retention of the Twin Hills Youth Park as a neighborhood serving recreation facility is recommended. The park is encouraged to remain a privately-owned ball field; however, if the present owners decide to discontinue this use, the City of San Diego should consider purchasing the site.
6. All new multifamily residential developments should be required to provide private recreational facilities and/or usable open space areas within the development.
7. The Police Department and Neighborhood Watch organizations should provide regular patrols and surveillance over parks to ensure that they remain safe and free from vandalism.
8. In cases where parks are adjacent to school recreational facilities, coordination with the school district should be sought to allow the use of these facilities after normal school hours

9. In the event that any school sites are declared surplus, first priority should be given to acquisition or lease of the sites for park use.
10. Project First Class landscaping improvements should be targeted toward the approaches to the community parks (Skyline, Bay Terraces and Paradise Hills) to emphasize these parks as centers of community activity.
11. All City-owned park sites should be rezoned to an open space (OS) zone.

OPEN SPACE ELEMENT

PRIMARY OPEN SPACE GOAL

Provide an open space system which preserves existing canyons and hillsides and ensures open space accessibility.

EXISTING CONDITIONS

Paradise Canyon is one of the principal open space systems proposed for the Skyline-Paradise Hills community. It is located south of Skyline Drive, north of Paradise Valley Road, between Division Street and Meadowbrook Drive. Comprising over 45 acres, most of which is within the Hillside Review Overlay Zone, the open space consists of the valley floor and the steep southern slopes of the canyon. The canyon is relatively undisturbed. The City has acquired all land from Division Street extending 700 feet east of Woodman Street, consisting of approximately 30 acres (Figure 18).

The Jamacha open space system (the abandoned Encanto Expressway right-of-way) consisting of approximately 54 acres, is a second open space system within the community. This undeveloped canyon runs parallel to Jamacha Road from Encanto park on the west to Cardiff Street on the east. Single-family development lines the canyon's southern rim and the floor of the canyon along the foot of the northern canyon wall. Acquisition of this open space system is approximately 80 percent complete.

The slopes along the south side of Paradise Valley Road, east of the City limits are owned by the federal government and are a part of the open space system for naval housing. The City owns approximately 27 acres of undisturbed slopes on Paradise Valley Road which are part of Paradise Hills Community Park and serve as a transition area between the federal open space and the park.

A 16-acre site in the Hillsborough residential development, south of Paradise Valley Road and east of Briarwood Road, is maintained by a homeowners association as open space. The community also contains two linear open space parks. One of these greenbelts provides access to Parkside neighborhood park (not yet developed) and the other leads to Penn Elementary School. A third open space site provides a landscaped buffer between Bell Junior High School and a single-family neighborhood. The property developer has deeded these sites to the City and has contributed funds for the rehabilitation necessary to bring the areas up to City standards.

Views of undeveloped hillsides and canyons within the community as well as views toward the mountains to the east, the Pacific Ocean, San Diego Harbor and the City skyline are important assets to this community as they provide visual open space, and thus should be protected. Hillside and canyon areas not within the designated open space system have been identified as areas that require preservation to the extent possible through sensitive development. These areas have been included in the Hillside Review Overlay Zone. The

guidelines for hillsides and canyons outlined in the Urban Design Element of this Plan are intended to provide direction for any future development of these sites.

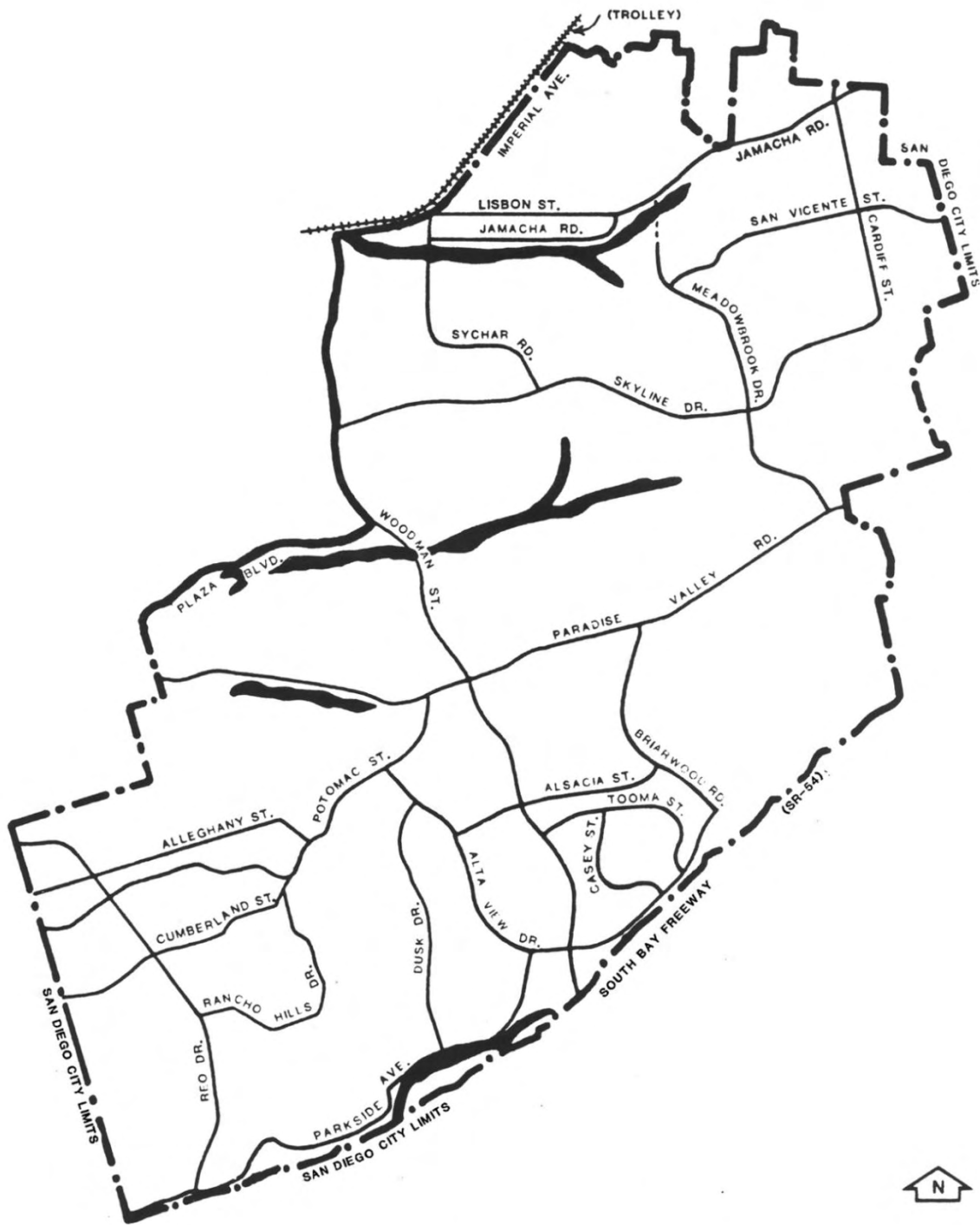
Four streambeds have been identified in the community. None are subject to the City's Floodway, Floodplain, or Floodplain Fringe zoning, however, all are subject to flooding, and have been identified by the City flood hazard maps as areas within the 100-year floodplain (Figure 17). These areas should be maintained as natural open space areas to be used as possible linkages connecting open space and recreational areas to one another and to residential and activity centers.

A local equestrian trail (The Encanto Trail) was proposed in the Equestrian Trails and Facilities Plan adopted by the City Council in 1975. The trail was proposed to extend north through the South Bay Terraces neighborhood and west through Paradise Canyon. The feasibility of implementing this trail should be studied when the equestrian trails plan is updated. The South Bay Terraces neighborhood is now an urbanized area that may no longer be suitable for equestrian trails.

Objectives:

1. Develop specified open space areas for passive recreational uses such as hiking or bike trails.
2. Provide a linkage system of pedestrian and bicycle facilities connecting parks and open spaces.
3. Ensure that development located adjacent to open space areas is compatible with and enhances open space areas.
4. Preserve visual and physical access to open space areas from public rights-of-way to increase passive recreational use.

100 YEAR FLOODPLAIN



Floodplains **17**
Skyline-Paradise Hills Community Plan **FIGURE**

RECOMMENDATIONS

1. Paradise Canyon is the community's highest priority in terms of retention. Those portions of the canyon not yet acquired should be retained for open space purposes through the planned residential development permit process or subdivision process and should be rezoned to R1-40,000. The canyon should remain in its natural state except for a five-acre parcel located north of Boone Elementary School which will be developed as a neighborhood park. Future development next to this open space system should be designed to ensure that the natural environment remains undisturbed.
2. The Jamacha open space system is on the Open Space Retention List as part of the Chollas Creek open space acquisition efforts. It is recommended that this open space be partially developed with a bicycle trail along the canyon floor. The trail should provide a link between the bikeways designated in the adopted Bikeway Map and connect recreational facilities in the community. Figure 14 shows the linkage of bicycle trails and this open space area.
3. The slopes on the south side of Paradise Valley Road between Potomac and Munda, which are owned by the federal government, should remain in their natural state.
4. The community's linear open space parks, although not part of a larger open space system, are a unique resource in this community as they provide a pedestrian linkage system to public facilities and, therefore, should continue to be maintained as open space.
5. Any development adjacent to open space areas should be designed in accordance with the guidelines outlined in the Urban Design Element of this Plan.
6. All slopes which meet the criteria of the Hillside Review (HR) Overlay Zone should be zoned HR and should be developed in accordance with the guidelines for Hillside and Slope Development contained in the Urban Design Element.
7. Areas proposed for open space designation in this Plan should be rezoned to R1-40,000 to preclude development which is inconsistent with the topography.
8. All City-owned open space areas should be rezoned to an open space (OS) zone. Paradise Canyon and the Jamacha Open Space System should be rezoned when the City's acquisition process has been completed. All existing and future open space easements should also be subject to an open space zone if brought under public ownership.

PUBLIC FACILITIES ELEMENT

PRIMARY PUBLIC FACILITIES GOAL

Establish and maintain a high level of public facilities and services to meet community needs.

OBJECTIVES

1. Provide public facilities and services in accordance with City standards.
2. Maximize the use of existing public facilities for community activities.
3. Increase safety through measures such as the addition of street lighting at appropriate locations.

DISCUSSION

Schools

Public education is provided by the San Diego Unified School District. Table 8 shows schools within the community, existing and projected enrollment figures, and operating and total enrollment capacities. Operating capacity represents the program demands on classroom configuration at the school. It takes into account magnet and other special programs which require smaller numbers of students per classroom. Total or as-built capacity represents the maximum use of space based on 30 students per classroom. This method disregards special program requirements and provides a maximum usage number for baseline purposes.

There are five magnet schools in the community. They are: Freese and Fulton Elementary Schools, Keiller Middle School, Bell Junior High School and Morse Senior High School. Magnet schools offer enriched or special programs and are attended by students outside the school's attendance area boundary. Encanto and Valencia Park Elementary Schools, located in the Southeast San Diego community, also serve the area.

In September 1986, two new schools, Bethune Elementary and Zamorano Elementary, were opened which alleviated over-enrollment in most of the community's elementary schools. Only Freese Elementary currently exceeds its operating capacity. However, according to enrollment projections, Bethune, Zamorano and Boone Elementary Schools are expected to exceed their total, or as-built, capacities by 1990.

Bell Junior High School currently exceeds its operating capacity based on the school's current programs. A site just north of Penn Elementary School has been reserved for an additional junior high school. The beginning of construction is anticipated in 1990-1991.

 **ELEMENTARY**

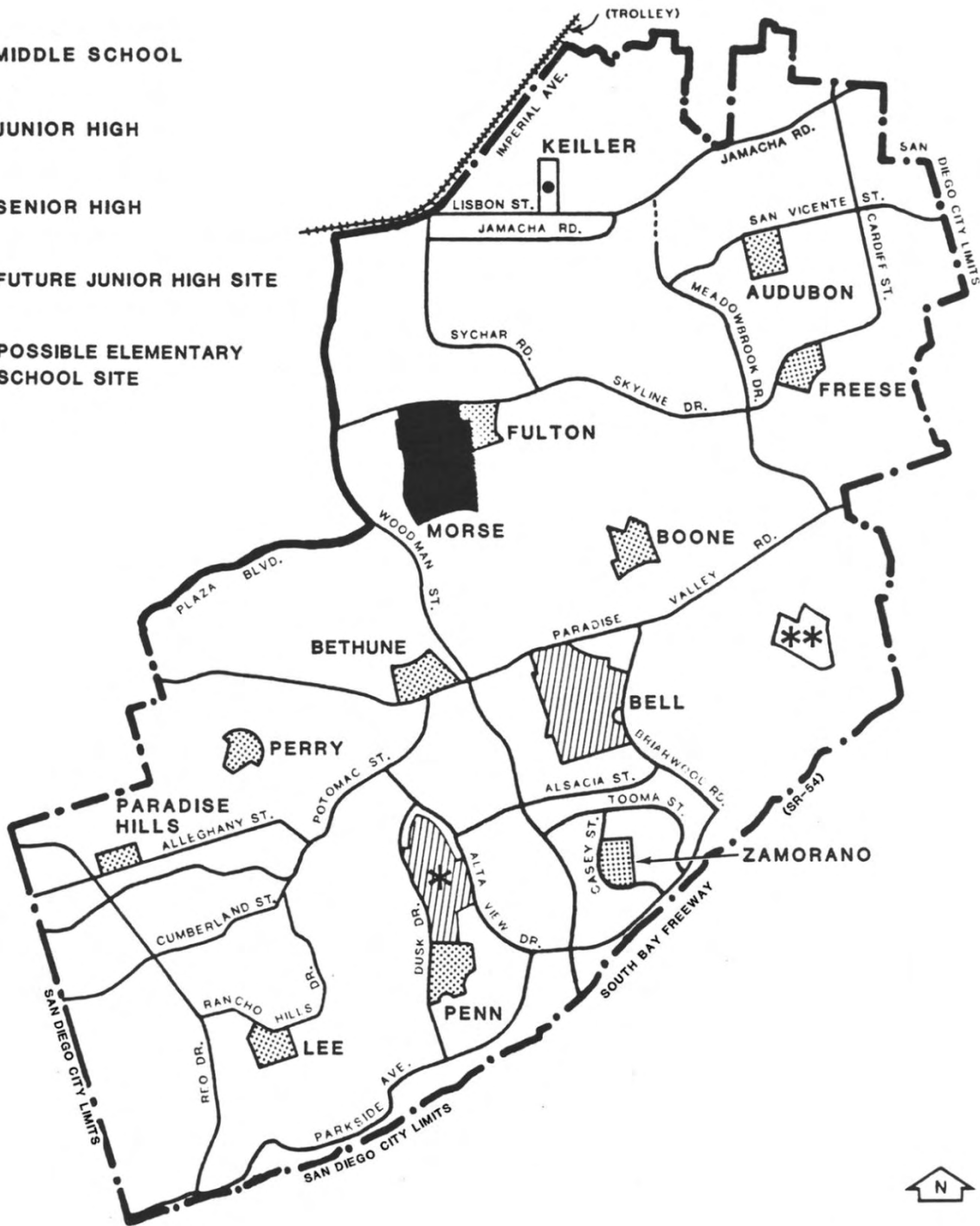
 **MIDDLE SCHOOL**

 **JUNIOR HIGH**

 **SENIOR HIGH**

 **FUTURE JUNIOR HIGH SITE**

 **POSSIBLE ELEMENTARY SCHOOL SITE**



Schools

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Skyline-Paradise Hills Community Plan

FIGURE

**TABLE 8
PUBLIC SCHOOL ENROLLMENT**

School	October 1986 Enrollment	Estimated Projected Enrollments		Capacity 1986	
		1987	1990	Operating	Total
Elementary					
Bethune	953	1,048	1,134	*	960
Freese	717	737	807	654	930
Robert Lee	816	835	909	816	930
Paradise Hills	962	988	1,106	990	1,170
Penn	899	939	1,014	1,170	1,050
Boone	981	1,140	1,190	1,044	1,110
Fulton	635	743	839	720	900
Audubon	773	757	889	810	900
Perry	742	773	842	1,080	1,020
Zamorano	936	1,104	1,114	*	960
Middle School (6th to 8th grade)					
Keiller	653	701	848	608	978
Junior High (7th to 9th grade)					
Bell	2,303	2,435	1,618	1,665	2,730
Senior High					
Morse	2,124	2,135	2,246	2,309	3,000

* Figures not available from the school district.

The San Diego Unified School District's Long-Range Facilities Master Plan, completed in January 1987, presents strategies and financing methods for accommodating almost a 40 percent increase in student enrollment throughout the district by the year 2000. The Plan recommends new school construction, multi-track year-round schools and double-session kindergarten as the primary solution strategies; additional recommended strategies include portable classrooms and boundary changes.

Multi-track year-round schools are recommended for all of the elementary schools in Skyline-Paradise Hills by 1991. Double-session kindergarten is also recommended for all elementary schools except Freese and Fulton, which are magnet schools. Keiller Middle School and Bell Junior High are recommended for multi-track year-round school beginning in 1988-1989. Morse High School is planned to accommodate student enrollment increases by converting from grades 9-12 to 10-12 with the ninth grade moving to the new junior high facility.

Alternative Uses for School Sites

School sites should be zoned at the density of surrounding residential development and should be placed in the Institutional Overlay Zone. This will ensure adequate review before the sites are considered for other uses. In the event that any school sites are declared surplus, first priority should be given to acquisition or lease of the sites for park use. If a site is found to be unnecessary or undesirable for park use or another public use, the site should be developed at the density of the underlying residential zone in a manner compatible with the surrounding neighborhood.

The Paradise Hills Elementary School site and the Audubon Elementary School site are currently zoned R-3000. These sites should be rezoned to R1-5000 so that in the event the sites are no longer needed for educational or other public use, they will be developed at a density compatible with existing neighborhoods.

An 18-acre site south of Paradise Valley Road and east of Briarwood Road is owned by the school district and has been reserved for a possible future elementary school site. Because the site lies partially on the former Sweetwater Landfill, it is recommended that this parcel be rezoned to R1-40,000. That area which is on the landfill site should remain undeveloped or used for passive recreational use only. If the School District determines that the site will not be used for a school, the portion of the site that is not impacted by the landfill should be developed with a clustered residential development. A rezone may be necessary to achieve this density depending on the amount of acreage available for development; however, a community plan amendment would not be required.

Police

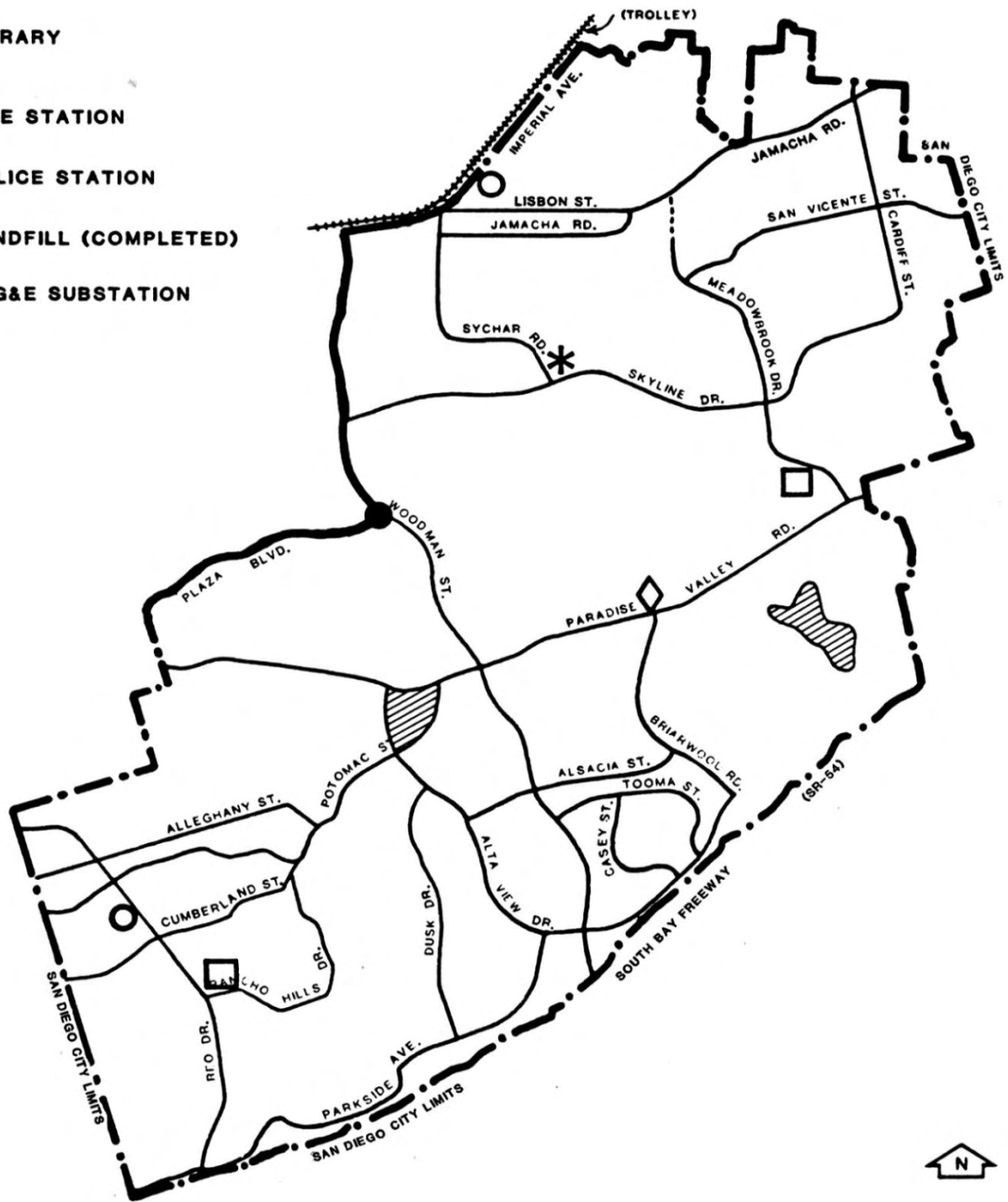
Police protection for the community is provided by the Southeastern Area Substation of the San Diego Police department, located at Skyline Drive and Sychar (Figure 20). Service to the community is in two police beats: Beat 411, the southern beat including Paradise Hills, South Bay Terraces and the southern half of North Bay Terraces; and Beat 412, the northern beat including Skyline, Lomita, Jamacha and the northern part of North Bay Terraces. During the day, there is one designated one-person patrol unit per beat. In the evening, the designated patrol increases to two-person coverage and the addition of two secondary units for each beat.

The Police Department heads a neighborhood watch organization called “Community Alert.” Its purpose is to involve residents with their own neighborhood in a self-protection program against crime through an unofficial watch program.

Fire Protection

Fire protection in the community is provided by Engine Company 32, located at 484 Briarwood Road. There are many areas (demand zones) that cannot be reached by Engine 32 in six minutes or less. The six-minute response time is the Fire Department’s citywide guideline for response to residential areas.

- POST OFFICE
- LIBRARY
- ◇ FIRE STATION
- * POLICE STATION
- ▨ LANDFILL (COMPLETED)
- SDG&E SUBSTATION



Public Facilities **20**
 Skyline-Paradise Hills Community Plan **FIGURE**

Due to the community's location on the City limit boundary, fire protection in the community is augmented by automatic aid agreements with five neighboring jurisdictions: Spring Valley, Lemon Grove, La Mesa, Bonita-Sunnyside and National City. Under these agreements, fire protection support is provided to an area by the nearest engine company, regardless of district boundaries.

Even with automatic aid from these agencies, the six-minute response time is exceeded. Providing a level of service that is consistent with the rest of San Diego will require the addition of at least one new fire station and possibly the relocation of Engine Company 32. The appropriate locations will be determined by a response time analysis of potential sites within the community, conducted by the Fire Department.

Any new fire station proposed by the Fire Department should be reviewed by the Planning Department for location, design issues and compatibility with the surrounding neighborhood.

Post Office

There are two postal substations within the community: one located on Reo Drive between Albemarle and Cumberland and one on Imperial Avenue at Lisbon Street. There is substantial patronage at this latter substation due to its accessibility to the Skyline community, neighboring Southeast San Diego and the adjacent commercial uses. Parking and traffic congestion in the parking lots and the adjacent streets is a problem. Any proposed relocation or expansion of the Imperial Avenue postal substation should be reviewed by the Planning Department. A location along the Trolley Corridor is recommended to minimize impacts to residential neighborhoods. Planning Department review is recommended to address issues such as compatibility with, and enhancement of, the Trolley Corridor, landscaping, minimizing impacts on pedestrian circulation, patron and service access, parking, lighting and noise impacts.

Recommendations for parking and circulation improvements for the Reo Drive substation are discussed in the Commercial Element under Reo Drive.

Libraries

Library service is provided by the Paradise Hills branch library, located at 5922 Rancho Hills Drive, and the Skyline branch library, located at 480 South Meadowbrook Drive. The Paradise Hills library offers 17,300 volumes (as of Fiscal Year 1986) and has 3,875 square feet of service area. The Skyline library offers 15,400 volumes and has 4,400 square feet of floor area.

Standards set forth in the General Plan recommend that branch libraries serve 18,000 to 30,000 residents within a maximum service area radius of two miles. Branch libraries should have an eventual capacity of 4.4 volumes or more per square foot of service area. The two branch libraries meet these criteria. The City should continue the provision of library facilities at the present level of service, with services expanded as the community reaches its buildout population.

Water and Sewer Service

The sewer trunk lines serving the community are located along Jamacha Road, Plaza Boulevard, Paradise Valley Road and Parkside Avenue. All sewage is processed at the Point Loma Treatment Plant.

A new trunk line to replace the trunk line in Plaza Boulevard, also known as the Highland Park Estates Trunk Sewer, is to be constructed in two phases. Phase I construction is scheduled for Fiscal Year 1987. Phase II design is planned for Fiscal Year 1993 with construction to commence in Fiscal Year 1994.

Gas and Electricity

San Diego Gas and Electric's (SDG&E) Paradise Substation is located near Plaza Boulevard and Woodman Street. Two 69,000 volt transmission lines are also located within the community and require unobstructed access along the lines for patrol, maintenance, and repair. The substation is indicated on Figure 20.

Landfills

There are two completed landfills in the planning area, which are illustrated on Figure 20. They are the Paradise Landfill (located at Paradise Valley Road and Potomac Street) and the Sweetwater Landfill (located south of Parkwood Drive east of Goode Street). Both contain normal refuse and trash (no hazardous substances).

The Paradise Landfill, completed in 1967, is presently the site of the Paradise Hills Park and Recreation Center. The landfill occupies 5.60 acres of the 13-acre property.

The Sweetwater Landfill was completed in 1960. Covering approximately 20 acres, the fill contains over one million cubic yards of refuse. A privately-owned and maintained open space area occupies the northern portion of this site. The San Diego Unified School District owns the southern portion of the site, which they have designated for a playing field for a possible future elementary school. This site should be rezoned to R1-40,000 as described in the discussion of school sites.

As with all refuse landfills, there is the likelihood of methane gas leakage and some ground settling. Due to the sensitivity of this land with respect to development, it is recommended that these areas remain undeveloped or reserved for passive recreational uses only.

Alternative Uses for Public Facility Sites

The Institutional Overlay Zone should be applied to all publicly-owned land designated for public facilities. This will ensure adequate review before the sites are considered for other than institutional or public use.

CULTURAL AND HISTORICAL RESOURCES ELEMENT

PRIMARY CULTURAL AND HISTORICAL RESOURCES GOAL

Preserve the cultural and historical resources of the Skyline-Paradise Hills community.

EXISTING CONDITIONS

There are eight documented archaeological sites in the community planning area. The most important sites (where artifacts such as blades, flakes, cobble tools, core tools and scraper planes have been found) provide evidence of the tool-making procedure and the methods of processing animal and plant materials used by an unidentified Indian culture group.

Three of these archaeological sites have been disturbed by either residential development or off-road activity.

There are three documented paleontological sites in the community. All of the specimens from these sites lived during the Pliocene Era, which began ten million years ago and ended one million years ago. These sites have yielded many specimens, including mollusks, sharks, manta rays, dolphins, baleen whales, a sea lion and many types of birds and bony fish. All three sites have been disturbed by residential development.

Within the planning area there are outcrops of the San Diego Formation. This formation has yielded fossil invertebrates and has a high potential for further marine vertebrate finds.

OBJECTIVES

1. Protect the resource value of archaeological artifacts and paleontological resources within the community.
2. Preserve buildings of architectural and historical interest in the community.

RECOMMENDATIONS

1. Developments that might impact archaeological or paleontological sites should be identified during the permit process. These impacts should be mitigated through the environmental review process.
2. Structures within the community that are considered historic should be reviewed for inclusion as a City landmark designation. These properties should take advantage of available benefits such as property tax or investment tax credits.