PLAN ELEMENTS

Social and Economic
Land Use
Residential
Commercial
Industrial
Open Space and Recreation
Transportation
Public Facilities
Urban Design

SOCIAL AND ECONOMIC ELEMENT

This element addresses issues associated with population, income and social and health services. The existing conditions are largely derived from the aggregated census data for the tracts and neighborhoods which make up the plan area. There appear to be three distinct social and economic subareas within the community. Generally, higher residential densities, older homes, lower incomes, lower educational attainment, and higher percentages of minority population are found in the area west of State Highway 15. Conversely, lower densities, new homes, higher incomes, higher educational attainment, and lower percentages of minority population are found in the portion of the community lying east of Euclid Avenue. In almost all respects, the area between the eastern and western subareas is also between them in terms of social and economic characteristics.

EXISTING CONDITIONS

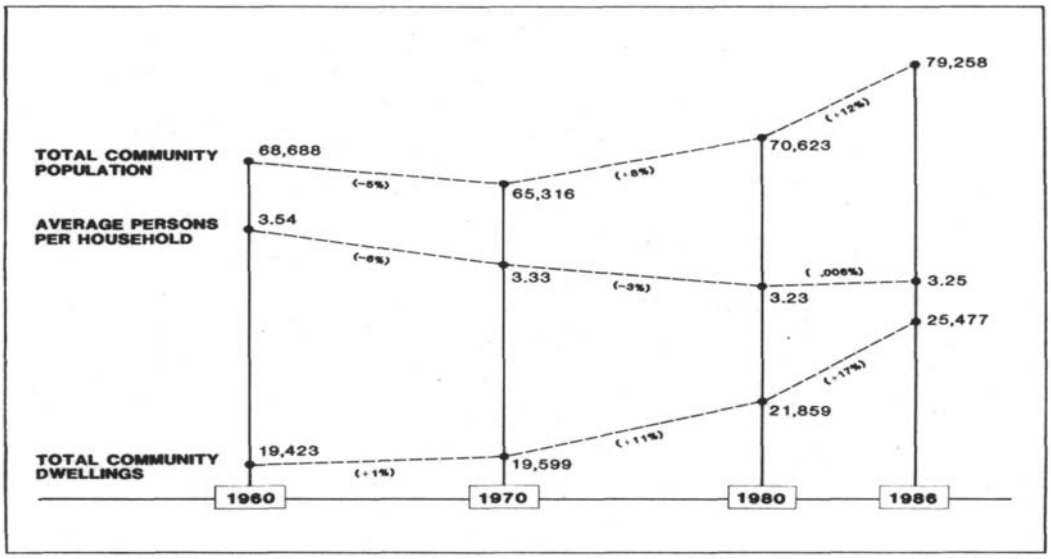
POPULATION:

While the number of dwelling units in the community has increased, Southeastern has experienced only a slight change in population during the last twenty years. During the twenty year period between the 1960 and 1980 censuses, the population of the City of San Diego has increased by over 52 percent. In that same period, the population of Southeastern increased a little under three percent. From a population of 68,688 in 1960, Southeastern has grown to a community of 70,623 as of the 1980 Census.

According to census data, the racial mix of the community has become markedly more nonwhite and Hispanic during the last twenty years. The white population of Southeastern has decreased by 54 percent since 1960, and 25 percent since 1970. Over the same twenty years, the black population has increased by 25 percent to comprise about 49 percent of the community population. However, it is interesting to note that the black population has also declined by about 11 percent over the last ten years. This appears to be largely a result of declining family sizes, as citywide black family sizes have decreased from 3.42 in 1970 to 2.85 in 1980. The largest gain in population was from other ethnic groups, which had less than five percent of the community's population in 1960 and only about seven percent in 1970. The remaining ethnic groups, of which the clear majority are Hispanic, now make up a little more than 28 percent of Southeastern San Diego's population. Most of the Hispanic population has settled in the south western portion of the community adjoining Barrio Logan.

The community is maintaining its character as the home of larger families in spite of regional trends of declining family sizes. According to the last three censuses, Southeastern San Diego has been characterized by a larger average family size than the regional average. Currently, the average family size in the community is 3.23 persons, which is well above the 2.53-person City average.

Table 1. Historical Population/Household Trends (1960-1980)



INCOME

Southeastern San Diego is a lower income community. Southeastern San Diego is one of eight communities found by the City's General Plan to be "lower income." In 1980, median family income in Southeastern San Diego was approximately 62 percent of the medium family income of the City as a whole. This "income gap" has expanded during the last twenty years, in that the 1960 census shows the median family income of the community to be about 80 percent of the citywide median.

Unemployment within the community is well above citywide rates. A major factor in lowering the median family income in the community is its higher than average unemployment rates. These rates, as measured for the fifteen neighborhoods which made up the community in the 1980 census, range from a low of 9.2 percent of the civilian labor force to a high of 21.1 percent. This range is between 1.3 and 2.3 times the citywide rate for the same period. The highest unemployment rates are found in the neighborhoods located in the western third of the community.

SOCIAL AND HEALTH SERVICES

The Southeastern San Diego San Diego Community contains an abundance of social service agencies. A total of more than 60 such agencies exist in the community, the majority of which serve the entire County. They are funded with money provided by churches, foundations, major fund-raising organizations and government grants. These agencies include the Neighborhood House Association, Youth Services, the Boy's Club, the Girl's Club, the Urban League, Emmanual House, St. Judes Nutrition Center, the YMCA, Harambee House and the Black Federation, and a large number of residential care facilities.

A number of regional and neighborhood health centers are located in the community. These include the San Diego Physicians and Surgeons Hospital and the Comprehensive Health

Center in the western portion of the community and the Southeastern San Diego Medical Center and the Community Medical Center in the eastern portion of the community. The lone acute care facility among these is Physicians and Surgeons Hospital. In 1979, this facility had 189 acute care beds; it was reduced to 111 beds by 1982, then to 78 by 1983. Employment at the hospital is also down from 344 in 1980 to 260 in 1984.

Social and Economic Objectives

1. Achieve an economically and ethnically balanced community.

2. Provide housing for all family sizes, particularly larger families.

3. Increase job opportunities and resources within the community.

4. Provide adequate health care for all residents of the community, while reducing the impacts of social service facilities intended to serve the population at large.

Social and Economic Recommendations

1. Provide a variety of residential density ranges in order to establish a range of housing types to accommodate various living styles and family sizes (see Land Use Element).

2. With the exception of senior citizen housing projects, residential projects should be designed to provide open play areas or tot lots, bicycle access and storage facilities and pedestrian access to schools.

3. Designate sufficient amounts of industrial and commercial land to support job generating functions (see Land Use Element).

4. Encourage lot consolidation in some of the industrially designated areas to promote job producing commercial and industrial land uses.

5. Encourage development and redevelopment of industrial and commercial sites through the active planning and marketing of the Redevelopment Agency.

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LAND USE ELEMENT

INTRODUCTION

This element of the plan evaluates the location and extent of the use of land in the community. The element is broken into three sub-elements which state findings about the three main uses of land: residential, commercial and industrial. Other major land uses are discussed in other sections of the plan.

The Southeastern San Diego community consists of almost 7,200 acres of land. A third of this total is used for right-of-ways and easements for freeways, streets, drainage facilities and other public improvements. Approximately 3,044 acres of the remaining land, or 63.8 percent of the entire community, is devoted to residential use. Vacant land is the next largest land use category, containing almost 800 acres. Commercial, industrial and public uses comprise the remaining land area and total less than 1,000 acres. Although the existing zoning of the community approximates these acreages and percentages, it is important to note that a considerable intermixing of land uses is allowed by the City's zoning code. Thus, some land uses are not located in the zones that they would be traditionally associated with, often to the detriment of the community. Figure 5 indicates total acres of each land use by zoning and by actual use.

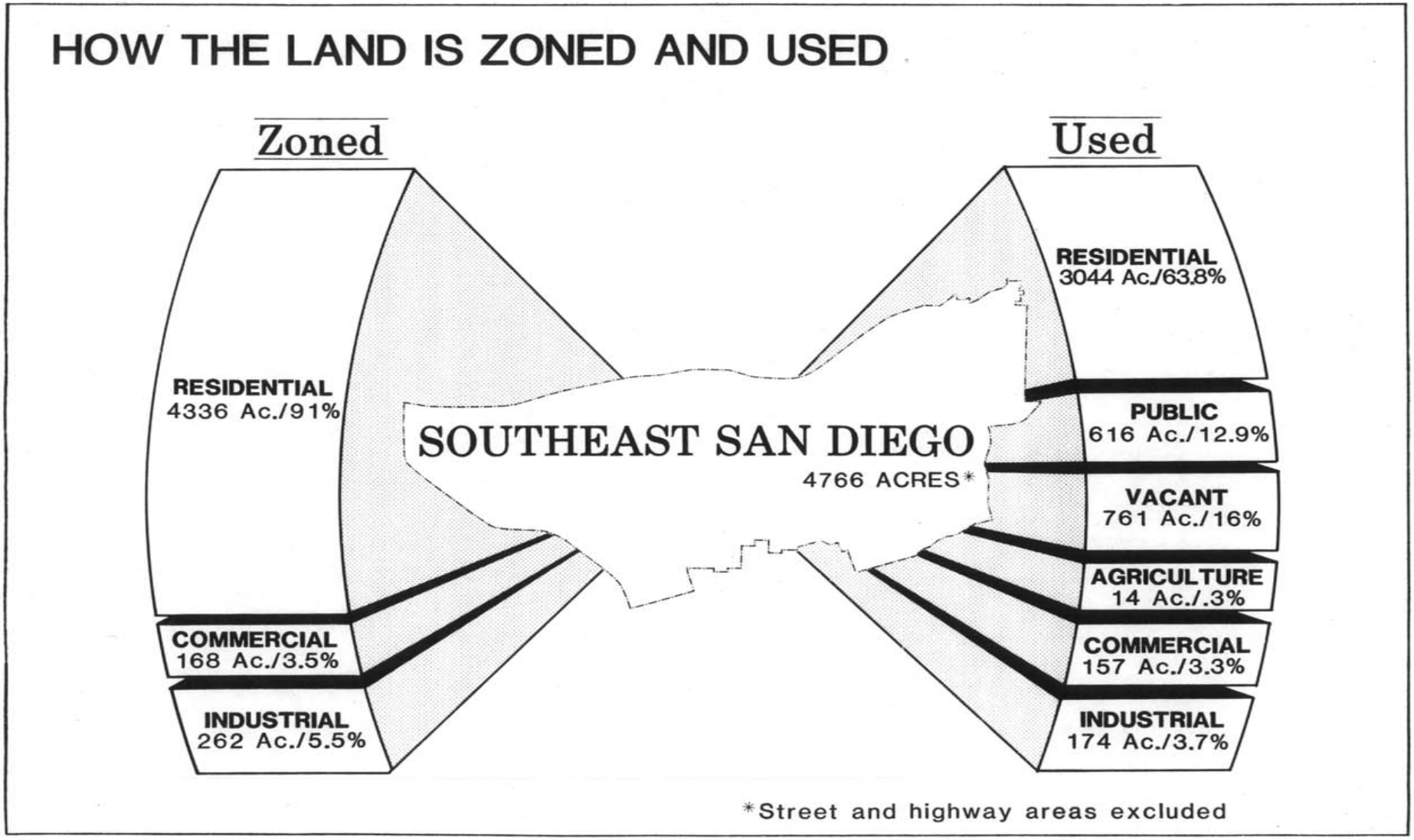

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FIGURE 5

RESIDENTIAL ELEMENT

EXISTING CONDITIONS

The Southeastern San Diego community is predominately a single-family residential community. The Housing Element of the General Plan indicates that Southeastern San Diego has an above-average concentration of detached single-family housing. Approximately 55 percent or 2,606 acres of the community is zoned for multi-family use is actually used for single-family housing. The spread of low density, single-family uses into higher intensity zones has given the community its character of low density and low profile in architectural scale. Table 2 indicates residential zoning and actual land use within the community.

Table 2. LAND USE IN RESIDENTIAL ZONES (IN ACRES)

	Total Zone (AC)	Single-Family	Multi-Family	Comm.	Indus.	Public	Agricult.	Vacant Land
R1-40000	120.23	---	---	1.34	2.75	116.14	---	---
R1-20000	238.99	160.38	14.45	---	---	3.64	.54	59.80
R1-15000	35.20	25.18	2.64	---	---	.55	---	6.83
R1-10000	344.14	236.01	15.64	---	34.00	---	.21	58.28
R1-6000	443.88	250.17	67.77	---	3.63	18.14	---	104.17
R1-5000	1422.99	868.94	58.57	10.17	.38	130.04	12.59	342.30
R-3000	1273.40	522.43	353.79	12.98	10.88	245.66	---	127.66
R-1500	327.69	90.65	138.15	6.17	1.61	65.37	.20	25.54
R-1000	122.32	44.55	54.13	7.39	1.46	---	---	4.33
R-600	2.16	---	2.16	---	---	---	---	---
R-400	33.18	9.57	11.14	.50	2.32	1.02	---	8.63
RV	1.11	.43	---	.51	---	---	---	.17
Total Acres by Land Use	4365.29	2208.31	718.44	38.96	57.03	580.56	13.54	737.71

Much of the residential development in the community is located in commercial and industrial zones. 68.3 acres or approximately 12 percent of the commercially and industrially zoned land is used for residential development. The City Zoning Ordinance allows residential development in many of its less restrictive commercial and industrial zones. These zones are located primarily in the central and western areas of the community plan area. The mix of residences with commercial and industrial uses in the western portion of the community is a development pattern that predates zoning. Using a community-wide average of 8.07 units per developed residential acre, it can be estimated that about 620 dwelling units are located in nonresidential zones.

Because many historical and high-quality residential neighborhoods are located in zones which would allow greater density or different uses, preservation of these areas is threatened. Some residential areas, by virtue of their overall appearance or historical significance, are strong candidates to be conserved from demolition and redevelopment. Because some of these areas are presently zoned for higher uses, there is a significant potential for future developments to replace these existing uses.

Due to the underutilization of available density in multi-family zones and an inventory of vacant land in the single-family zoned areas, the community has a substantial available zoning capacity for new residential development. As of 1987 there were 25,477 dwelling units in the community. Approximately 8,600 dwelling units, which would be allowed by the

multi-family residential zoning in the community, are currently preempted by single-family homes. An additional 4,600 units could be constructed on currently vacant lands in areas zoned for single-family dwellings.

Maintenance of housing stock varies throughout the community, and ranges from poor to very good. At the time of the 1975 special census, the last date for which the information was gathered citywide, the percentage of "sound" housing stock varied between 64.5 percent and 98.2 percent of the dwelling units for the thirteen census tracts which make up the Southeastern San Diego community. Three of the thirteen tracts had a percentage of "sound" housing above citywide rates. The other ten tracts, however, had "deteriorating" or "dilapidated" housing in excess of the citywide norms. While there are examples of excellently maintained homes in all parts of the community, the highest percentages of unsound housing are found in the western census tracts. These tracts also contain some of the oldest houses in the community, many dating back to before 1900.

Much of the community is within or proposed to be under regulation of the Redevelopment Agency. Figure 7 shows areas that are included. See the redevelopment discussion in the background section of this plan.

Many of the City's affordable housing projects are located in the community. According to the 1980 census, Southeastern San Diego had 6.4 percent of the City's total dwelling units. The General Plan Housing Element states that the community should receive a 5.6 percent allocation of lower income housing units. Between 1983 and 1985, 12 percent of the City's Affordable Housing Density Bonus Units (a program whereby projects are granted additional density over zoning for the provision of low and moderate-income housing) were in the community.

Mobile home parks in the community offer an alternative housing opportunity. The Southeastern San Diego community contains three mobile home parks containing 577 spaces. Two of the parks, the El Rey at 47th Street and Castana Street and the Summit Mobile Home Park at 63rd Street and Imperial Avenue have Mobile Home Overlay Zone designations which require specific discontinuance procedures prior to the sites being used for another purpose. The Acacia Imperial Mobile Home Park at 54th Street and Imperial Avenue is located adjacent to an area zoned for industrial use and is not covered by an overlay zone.

Southeastern is an established, stable community in terms of length of residence and household ownership. According to the 1980 census, the majority of the community's households have been in the community over five years. The stability of households has a strong correlation to the percentage rate of home ownership. The highest ownership rates are in the eastern portion of the community, while neighborhoods in the western portion tend to have a far higher concentration of rental units. The General Plan Housing Element indicates that Southeastern has an above-average number of rentals; however, recent trends in the community are toward a higher rate of ownership, for example, in the last twenty years the ratio of ownership has declined in the city as a whole from 52.7 percent to 49.1 percent. In the same period, home ownership has increased from 45.6 percent of the Southeastern households to the 1980 level of 47.5 percent. The trend between 1970 and 1980 was probably due to the development of a number of new, single-family sale housing developments primarily in the eastern portion of the community.

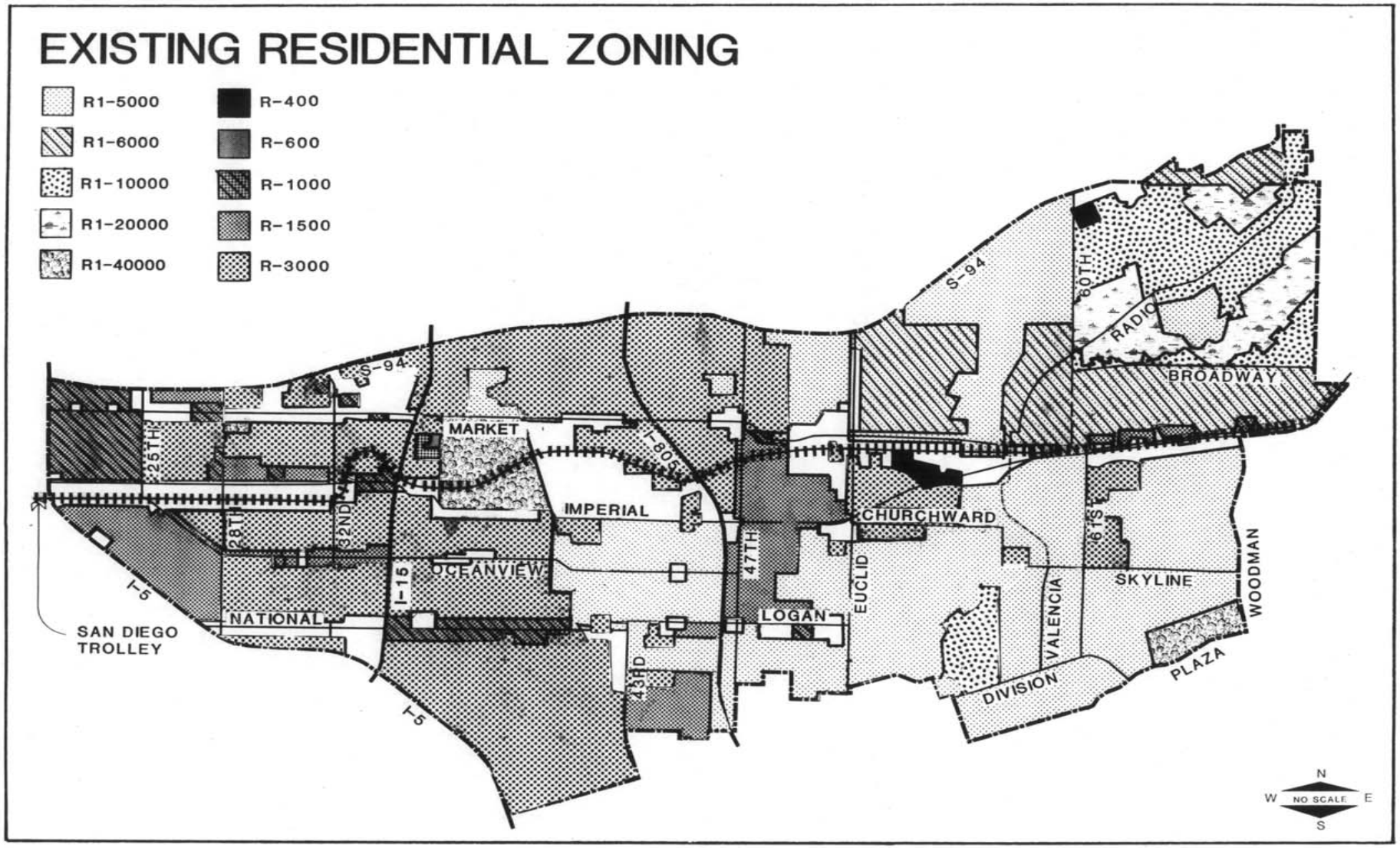

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FIGURE 6

RECOMMENDED RESIDENTIAL LAND USE

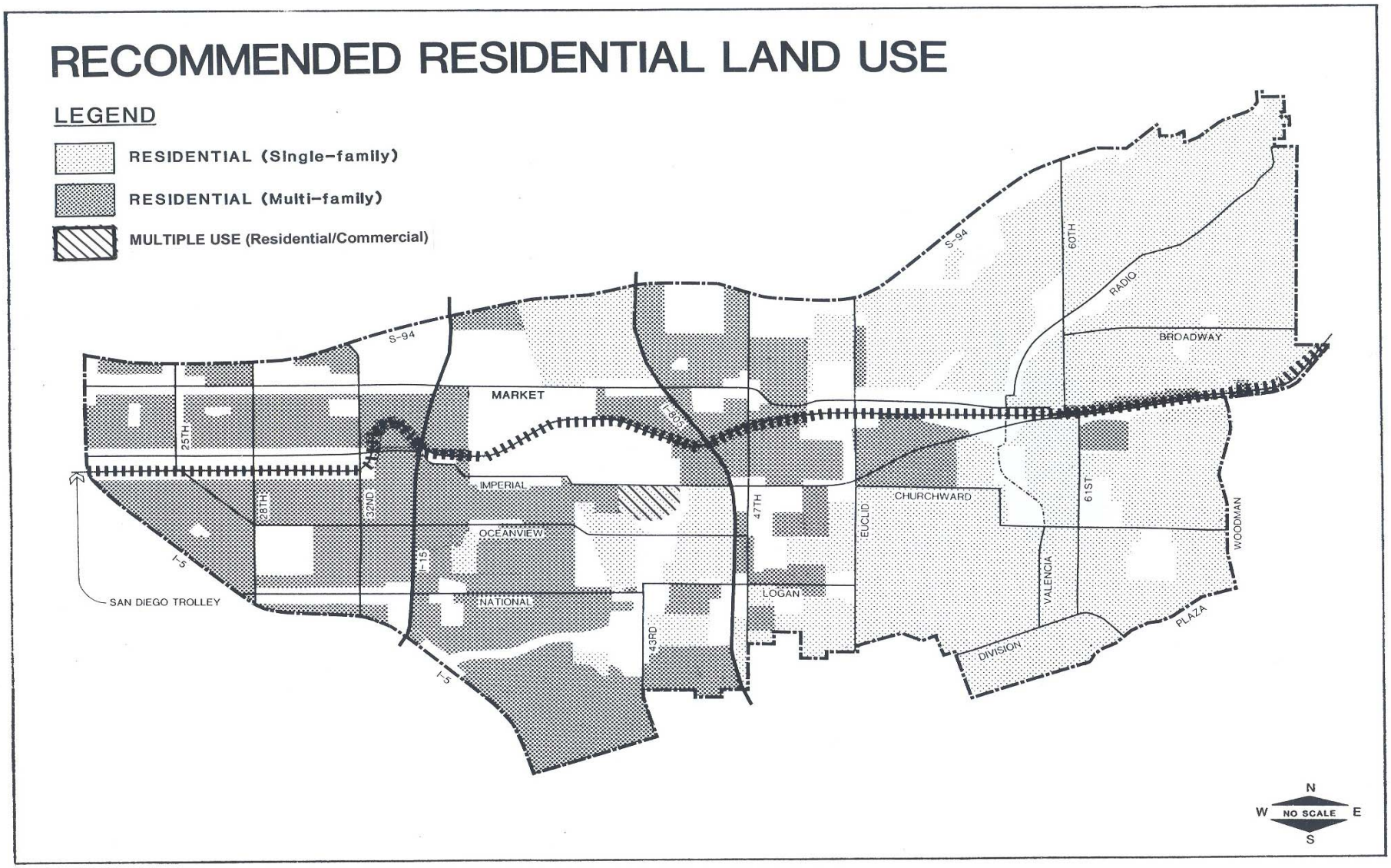

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FIGURE 7

Residential Objectives

1. Respect the housing character, scale, style and density of existing residential neighborhoods.

2. Preserve, restore and rehabilitate residences and/or neighborhoods with historical significance. (Information on historic structures and districts is detailed in the Neighborhood Element of the Plan.)

3. Encourage and accommodate orderly new development that is consistent with the community goals and objectives.

4. Require high quality developments in accordance with the design guidelines as established within the plan and as recommended by Project First Class.

5. Maintain or increase the level of owner occupancy in the community to increase maintenance of properties and to increase pride in individual neighborhoods.

Residential Recommendations

1. <u>Residential Density Designations</u>

   a. To maintain the scale and spacing of development, approximately 30 percent of the community should be developed as "very low" (0-5 du/ac) or "low" (5-10 du/ac) density residential as shown on the community plan map (Figure 47) and Figure 7.

   b. Areas designated for 10-15 dwelling units per acre generally coincide with areas presently zoned R-3000. This density is recommended for a majority of the central and western subareas, where the existing land use is typically 12-15 units per acre. In order to maintain the low visual scale of the community, the 30-foot height limitation of the R-3000 Zone should be adhered to.

   c. Provision of higher density residential use should not conflict with existing low scale, low density areas. Portions of the plan area are designated for densities of up to 30 dwelling units per acre. The areas designated for these densities include parts of Shelltown, and Southcrest, the northern portion of Lincoln Park, and along portions of Naranja Street, Imperial Avenue, National Avenue, and Market Street. This plan has designated areas for this density to reflect existing development, provide incentives for redevelopment and to take advantage of access to the trolley corridor. The development of higher density residential development should be restricted to these areas (Figure 7).

   d. Preserve the existing low residential densities in areas where a low density residential development pattern already exists and where the existing zoning is Rl-5000, Rl-6000 Rl-10000 or Rl-20000.

The community plan designations for land use could result in a total of 29,000 to 31,000 dwelling units or a decrease of about 18 percent in the existing zoning capacity.

Zoning changes are recommended for many of the neighborhoods in the community. These recommendations are illustrated and discussed in detail in the Neighborhood Element of this plan.

The existing very-low density and low density residential areas shown on Figure 7A – "Protected Single-Family Neighborhoods" are characterized by traditional single-family development such as detached housing units on individual lots. These areas should have single-family zoning (SF-40,000, SF-20,000, SF-10,000, SF-8,000, SF-6,000, SF-5,000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas that could result in construction of any type of residential structure other than traditional single-family residences, with one dwelling unit per lot, should be denied.

The existing low-medium density multiple family areas, and two areas currently designated as medium density multiple family areas shown on Figure 7B – "Special Character Multi-family Neighborhoods," are characterized by single-family detached housing units on the front portion, and additional units on the rear portion of individual lots. Many of these areas are also characterized by a high concentration of historically significant sites. These areas should have a low-medium density multi-family plan designation (10 to 17 dwelling units per acre). The character of these neighborhoods should be protected by tailored design regulations as recommended by the Urban Design Element.

2. Design Review and Development Regulations

   a. Design review of large multi-family residential development is recommended. These projects should be reviewed for conformity to the Urban Design Element of this plan. Smaller scale, multi-family projects could be regulated in a ministerial manner if sufficient criteria are provided to ensure substantial landscaping, adequate facilities such as trash enclosures, usable open space and lighting and visually pleasing architectural patterns.

   b. The review of discretionary projects which are located in the more urbanized portions of the community and ministerial development regulations should stress the "fit" of the project with respect to scale and conformity into the existing or imminently expected pattern of development. This proposal is not intended to preclude the development of larger-scale projects, but is intended to ensure that the scale of the project will conform with neighboring uses where desired and improved neighborhood aesthetics.

   c. Site design review should seek to minimize the amount of grading to produce building pads, maintain solar access to the site and neighboring sites, coordinate the proposed development with surrounding development, create buffers between dissimilar uses where appropriate, and improve general neighborhood aesthetics.

   d. Slopes and open space within or abutting public or private development should be retained and integrated into project design. Development on steep slopes in Hillside Review Areas proposed by this plan should minimize the amount of grading and, to the

PROTECTED SINGLE FAMILY NEIGHBORHOODS

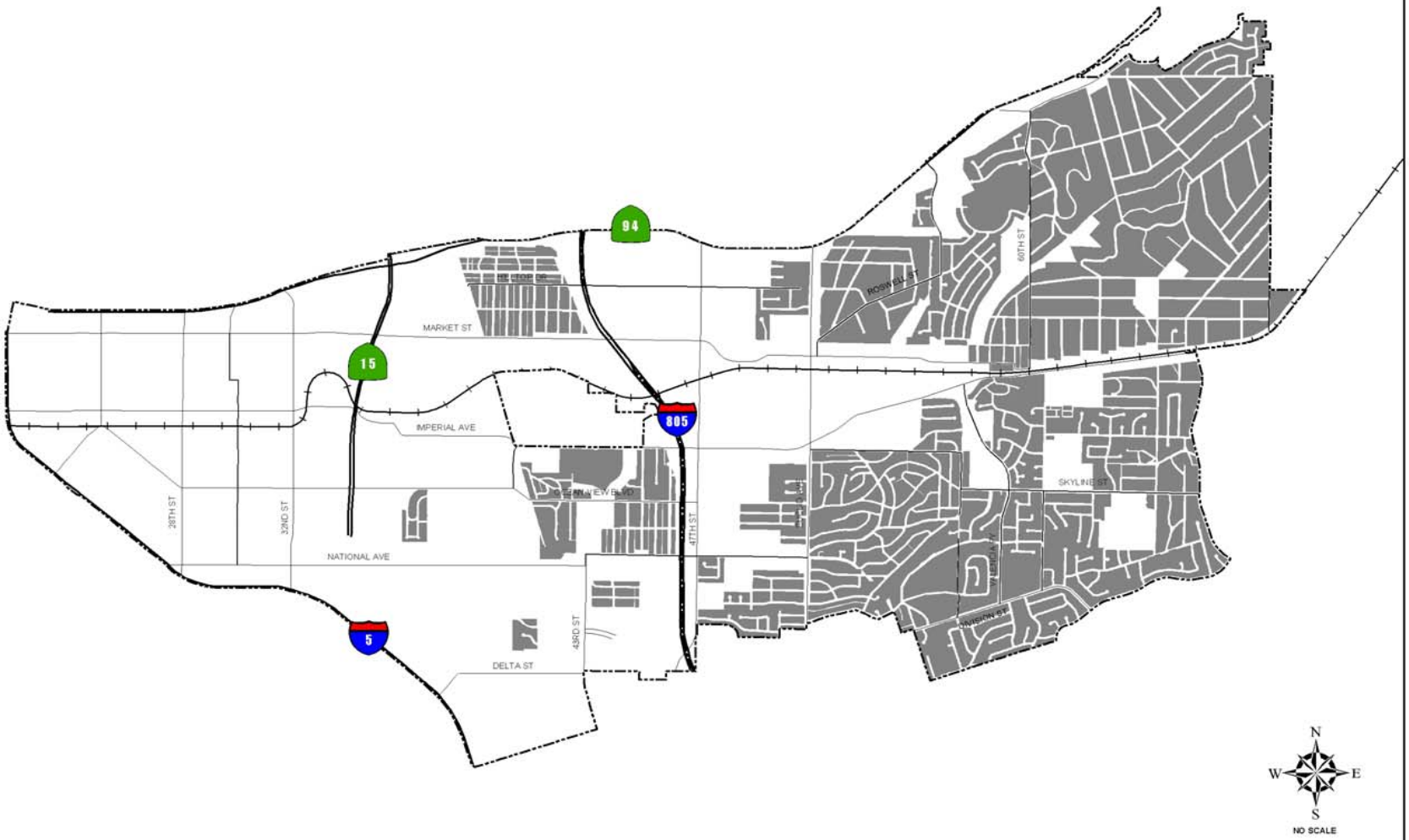

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FIGURE 7A

SPECIAL CHARACTER MULTI-FAMILY NEIGHBORHOODS

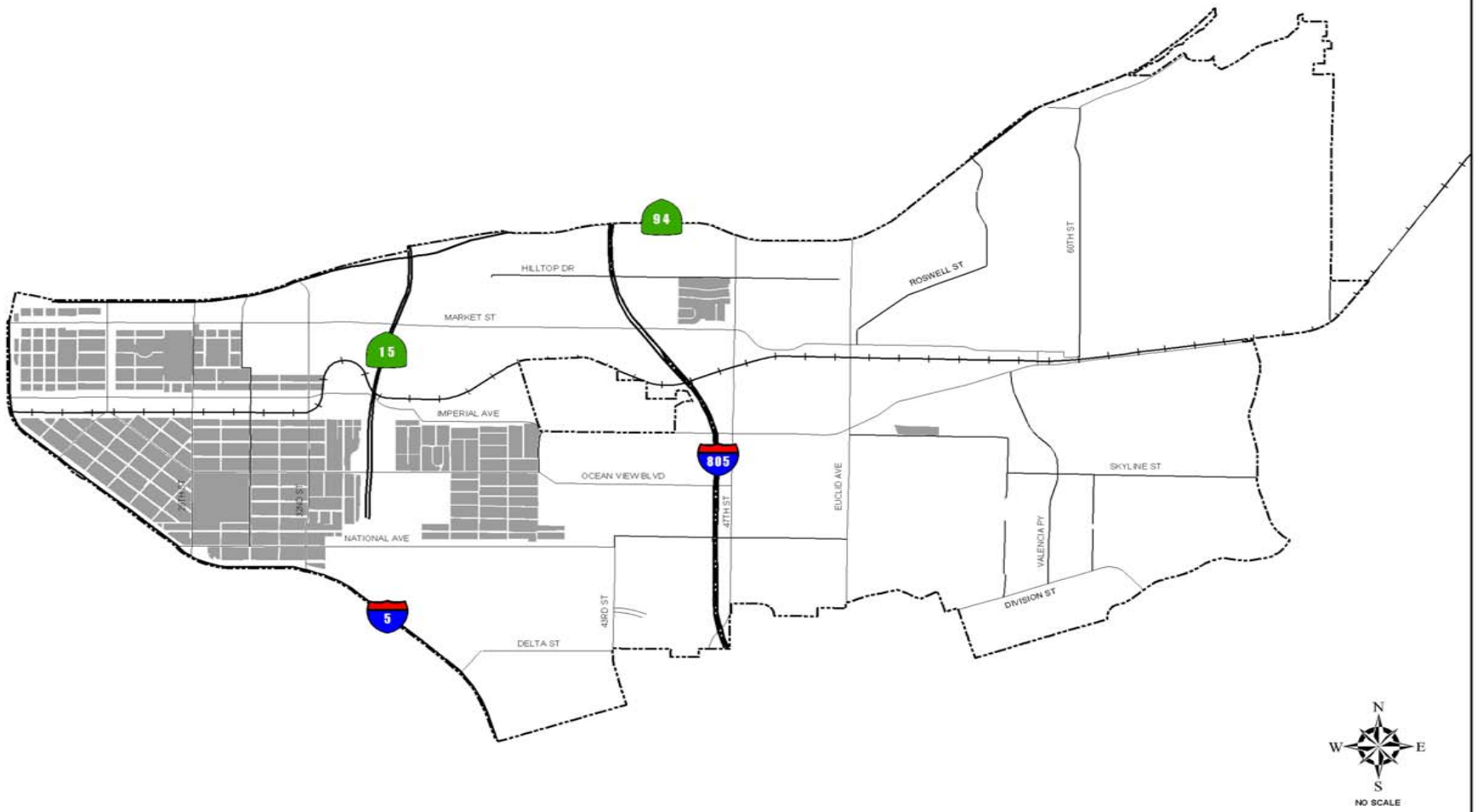

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FIGURE 7B

extent possible, retain open space in a natural state. Similarly, natural drainages should be improved using natural channels rather than concrete structures.

e. To maintain the character of existing neighborhoods, lot consolidations should be limited in the Memorial, Logan Heights, and Sherman Heights neighborhoods, to only vacant sites and lots with derelict buildings. Lot consolidations should limit parcels to 100 feet of street frontage in the medium density areas and 60 feet of street frontage in the low-medium density areas.

f. New development should be of the highest quality with attention to aesthetics, usability, and safety, as stated above and as addressed in detail in the Urban Design Element.

   1) Attention to building bulk and scale is important and building articulation and architectural detail should be required for all projects.

   2) Site designs should integrate existing street and sidewalk patterns, and should orient towards the street.

   3) Usable open space areas should be provided.

   4) Parking areas should be unobtrusive and well-landscaped.

   5) Curb cuts should be minimized to maintain on-street parking and reduce paved areas.

   6) Trash enclosures should be well-planned and screened.

   7) Lighting should be oriented to increase safety and serve the pedestrian.

3. Historic Sites. Within residentially zoned historic areas or sites located in Sherman Heights and other neighborhoods of Southeastern San Diego, the use of public funds should be limited to rehabilitation and restoration efforts on private residences and not for demolition and redevelopment projects. Wherever possible and aesthetically desirable, adaptive reuse of existing structures should be explored.

4. Rehabilitation Funding. Community Development Block Grant Funds, together with Capital Improvement Program funds, and Housing Commission Rehabilitation Programs should be directed towards target areas of active rehabilitation in order to coordinate and stimulate private rehabilitation efforts. Funding for active rehabilitation should be allocated on a priority basis in order of: 1) owner-occupied single-family, 2) rental single-family and 3) multiple-family. Rehabilitation funding should especially be focused on structures of historic significance in Sherman Heights. These funds should also be used for public facilities upgrading and historic street treatments in support of private rehabilitation efforts.

5. Move-Ons. Because a disproportionately large number of the City's move-ons are located in the community and the appearance of these projects in this community, move-ons should be carefully regulated, even to the point of requiring discretionary review of all proposals.

6. Landscaping. The landscaping requirements for new residential projects should result in substantial landscaping, particularly as viewed from public rights-of-way.

7. Mobile Home Parks. Existing mobile home parks at Summit and El Rey should be retained through the existing mobile home park overlay zone. The Acacia Imperial Mobile Home Park is designated for industrial development and may be redeveloped.

8. Housing Commission. The Housing Commission should maintain an active role in improving residential neighborhoods by:

   a. Requiring owner-occupancy housing rather than rental housing as part of agreements for affordable housing density bonuses, until such time that more than the citywide rate of ownership exists among assisted or bonus housing projects.

   b. Promoting for-sale, moderate-income housing projects, including first-time buyer programs.

   c. Initiating self-help rehabilitation training services for those residential areas which seek assistance through other Housing Commission programs.

   d. Targeting housing rehabilitation loans for the following areas:

      - historically significant structures in Sherman Heights;

      - the Shelltown neighborhood;

      - the area north of Hilltop Drive in the Chollas View Neighborhood;

      - the area south of Hilltop Drive, north of Guymon Street, and between 47th and 49th Streets in the Chollas View neighborhood;

      - the rehabilitation of architecturally significant buildings in the Grant Hill and Logan Heights neighborhoods.

   e. Coordinating with SEDC whenever a rehabilitation project is located in an adopted redevelopment area.

9. Rental Assistance. Rental assistance programs should be directed at existing or rehabilitated dwelling units rather than new units in order to maintain low rent levels while improving conditions.

10. Redevelopment Agency. The Redevelopment Agency should continue to initiate self-help rehabilitation training services to assist residents in areas lying within SEDC projects.

11. Code Enforcement. An ongoing program of code enforcement has been implemented and should be continued, involving both the Planning and Building Inspection departments. Concentrated efforts are particularly needed in the western subarea, Chollas View, and Shelltown.

12. Infill Development. Small development in clusters or grouped around courtyards are recommended infill developments for Grant Hill, Lincoln Park and Emerald Hills along Euclid Avenue. (See the Neighborhood Element for more recommendations on each neighborhood.)

13. School Sites-Alternative Use. School sites should be zoned at the density of surrounding residential development to assure that the sites will be developed at a density compatible with existing neighborhoods in the event that the sites are no longer needed for educational or other public facility uses. The playground portion of every school site should be considered for public park purposes.

14. Single-Room Occupancy Projects. A procedure should be developed to permit single-room occupancy projects only after discretionary review.

15. Residential Care Facilities. Reviews of conditional use permit 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 elevation of possible impacts to the surrounding single-family neighborhoods. Additionally, residential care facilities should not be approved for more than six persons in a single-family zone or more than twelve persons in a multi-family zone.

16. Panhandle Shaped Lots. In areas where lots are large enough to split into two or more parcels according to the square footage designations of the zone care should be taken to avoid disruption of the surrounding character of the neighborhood and to avoid poor design. The 50-foot minimum frontage requirement should be met so that homes will face the street for safety and for aesthetic considerations. Long steeply sloping driveways should not be approved in most cases.

17. Manufactured Housing. Manufactured housing should be regulated to the extent legally feasible to assure that it is of the same quality and will contribute to the value of the surrounding neighborhood to the same degree as new standard-construction (stick-built) housing products.

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COMMERCIAL ELEMENT

EXISTING CONDITIONS

The Southeastern San Diego community has few community commercial facilities and has few definable commercial centers which could serve as community focal points. The central focal points of many communities in San Diego are established by their commercial centers. Southeastern San Diego does not enjoy this feature because the strip nature of most of the commercial land use in the community does not lend itself to centralized commercial activity. Currently, there is only one such shopping center which is the five-acre Otto Square on National Avenue near State Highway 15. Markets, pharmacies and other convenience stores are provided by small neighborhood commercial centers ("corner markets") or strip commercial facilities located throughout the community (Figure 8).

There are few available vacant commercial sites usable for community commercial development within the community. Although the community has approximately 171 acres that are zoned for commercial use, few sites are large enough for community commercial development. Most of the available parcels are 10,000 square feet or less in size and would require consolidation with neighboring parcels to accommodate commercial development (Figure 8).

In the western portion of the community, commercial development is characterized by discontinuous strips of small storefronts interspersed with residential units and vacant parcels. These commercial properties are difficult to patronize for motorists in that they front on busy streets and for the most part do not have off-street parking. In addition, the kinds of goods and services available and the distances between establishments make them less efficient to the shopper than a consolidated commercial center, and are too spread out for pedestrians.

Access and land use patterns in the community conspire to thwart commercial functions. Street patterns which were severed by the construction of freeways and cemeteries in the community make access to a number of neighborhood commercial areas difficult. Because shopping within the community often entails an indirect automobile trip, it is often perceived by residents to be easier to get on the freeway and leave the community. This, coupled with the fact that many goods are simply not available in the community, means that significant neighborhood shopping dollars escape the community to be spent elsewhere.

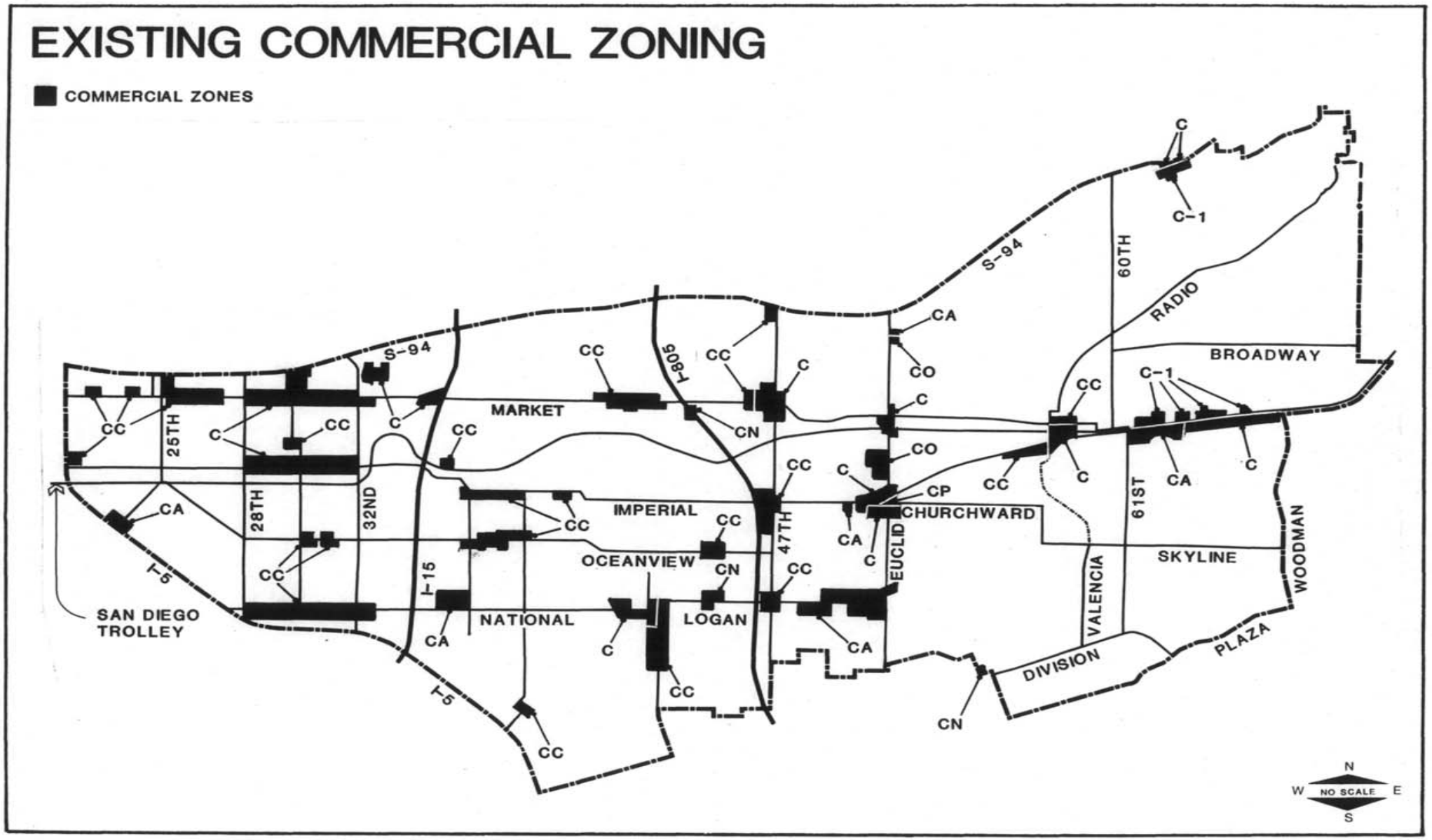

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FIGURE 8

RECOMMENDED COMMERCIAL DESIGNATIONS

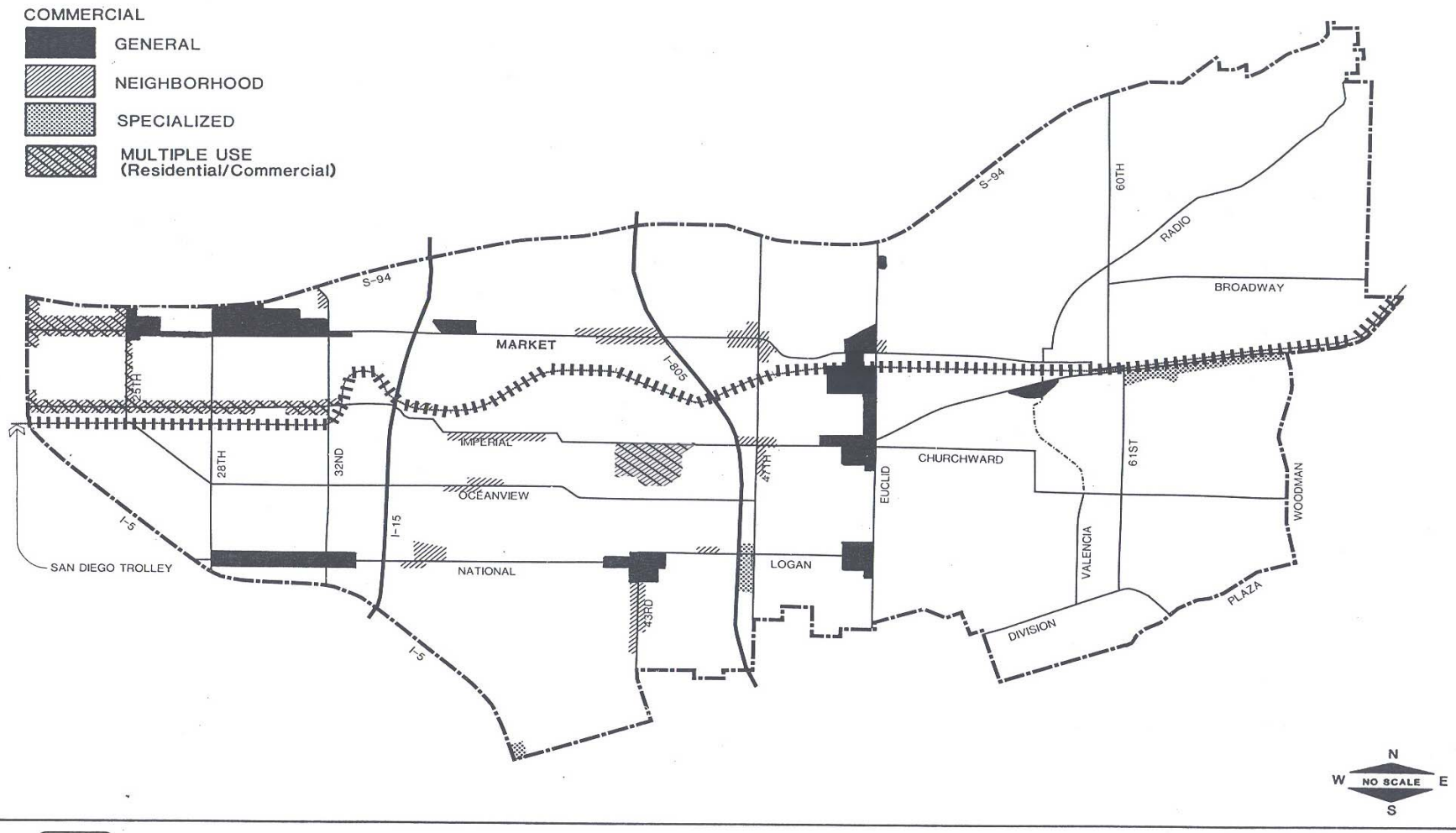

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FIGURE 9

Commercial Objectives

1. Provide attractive quality community and neighborhood commercial facilities that offer a variety of goods and services to meet community needs.

2. Rehabilitate existing commercial centers and improve both vehicular and pedestrian access.

3. Preserve, restore and rehabilitate commercial buildings of historical significance or interest.

4. Enhance the perception of safety through the use of crime-deterring materials and design, including the thoughtful use of landscaping, screening materials, lighting and building siting, and materials and parking locations.

5. Improve vehicular and pedestrian access to commercial sites, and ensure adequate and aesthetically pleasing parking facilities.

6. Limit the establishment of new retail liquor sales outlets in neighborhoods experiencing a high level of crime.

Commercial Recommendations

1. Community Commercial Shopping Facilities. In order to provide community-shopping facilities, four community commercial centers have been designated. These include:

   a. Southcrest East (along 43rd Street south of National Avenue)

   b. Otto Square (National Avenue between 35th Street and 36th Street)

   c. Gateway Center East (northeast corner State Highway 15 at Market Street)

   d. Market Creek Plaza (between Euclid Avenue and 47th Street, off Market Street and behind trolley station.)

   The four community commercial centers total 74 acres. All are located within redevelopment project areas to facilitate the assembly of property. The Redevelopment Agency should assist in the assemblage of these parcels and should assist in establishing these centers as community focal points. Design controls should also be established for these centers.

   Land uses or development other than for community commercial purposes should not be permitted at these locations.

2. Lot Consolidation. The regulations of the planned district or similar zoning regulations should encourage the consolidation of parcels for commercial development to create more viable businesses to serve the community.

3. Vehicular Access. Transportation system improvements are proposed in the transportation element of this plan to alleviate breaks in the existing transportation and street system. The implementation of these improvements will improve vehicular circulation and access to commercial centers.

4. Pedestrian Access. In areas where pedestrian activity is desired, development regulations should require that buildings be located along or near the street property line and parking should not be permitted between the building and the street. Amenities and project features such as street trees and building transparencies should be required. For projects oriented to vehicular access, pedestrian access should nonetheless be provided through clearly identified and pleasant walkways.

5. Design Review and Development Regulations. Several commercial areas within the community need special design treatments. These areas are specifically identified in the Neighborhood Element of this plan.

   a. Design review and regulations should address how the commercial project fits into the existing or expected pattern of development, including building scale, height and setbacks.

   b. Commercial signage should be regulated to enhance the overall area.

   c. The provision and maintenance of adequate landscaping should be assured through legislation. In larger areas, such as redevelopment project areas, a landscaping theme should be formulated and applied to all parcels within the project.

   d. Site design review should seek to minimize the amount of grading to produce building pads, maintain solar access to the site and neighboring sites, coordinate the proposed development with surrounding development, create buffers between dissimilar uses where appropriate, and improve general neighborhood aesthetics.

   e. Slopes and open space within or abutting public or private development should be retained and integrated into project design. Development on steep slopes in Hillside Review Areas proposed by this plan should minimize the amount of grading and to the extent possible retain open space in a natural state. Similarly, natural drainages should be improved using natural channels rather than concrete structures.

   f. Landscaping and screening should be required for auto-related uses.

   g. New commercial development should be of the highest quality with attention to aesthetics, usability and safety:

      1) Building setbacks should be required which maintain a consistent street pattern.

      2) Landscaping should be required between buildings and the parking areas.

3) Parking areas should not dominate the streetscape but should be located and screened so as to promote easy access.

4) Curb cuts should be minimized to increase opportunities for landscaping and on-street parking. Curb cuts should be prohibited and alley access encouraged to the extent feasible on the commercial portions of Commercial Avenue, Market Street, Imperial Avenue and 25th Street.

5) Uniform or coordinated signage, lighting and screening treatments are desirable within a complex and along strip commercial districts.

6. Historical Conservation. In historic preservation areas, any structures of significant historic value should be preserved through private rehabilitation efforts, aided wherever possible by available public funding sources. City funds, including Housing Commission bonding or funding and Redevelopment Agency funding, should not be used to support the demolition or "ground-up" redevelopment of historic sites. Wherever possible and aesthetically desirable, adaptive reuse of existing structures should be explored along 25th Street. As discussed in the Neighborhood Element of this plan, an historic district should be established for Sherman Heights.

7. Recommended Rezonings. Changes in zoning regulations are recommended to encourage commercial development in site specific areas for the purposes of providing employment opportunities and economic revitalization. These areas are discussed more fully in the Neighborhood Element of this plan.

8. Commercial Revitalization.

a. The creation of Business Improvement Districts is encouraged in the Mountain View neighborhood along Oceanview Boulevard and Imperial Avenue, in the Grant Hill commercial areas, in the Lincoln Park commercial areas, and in the commercial corridor east of Gateway Center East Industrial Park in the Mount Hope neighborhood and National Avenue west of State Highway 15. Low interest rehabilitation loans should be targeted to those areas where business owners have organized and are willing to commit funds to improvements. Recommended improvements or programs include:

1) Street, curb, sidewalk and transit improvements.

2) Planting programs along the right-of-way and on private property (see the Urban Design Element).

3) Design assistance to individual owners.

4) Low interest loans or rebate programs for exterior rehabilitation and landscaping.

5) Coordinated signage, lighting, and colors.

b. Publicly sponsored redevelopment, with an emphasis on rehabilitating existing commercial buildings, is provided for in the Preliminary Dells Imperial Redevelopment Plan and the Central Imperial Redevelopment Plan. The community plan recommends that priority be given to redevelopment efforts along Imperial Avenue from 25th Street to State Highway 15.

c. Logan-Euclid Professional Business Association. This area should be given priority for landscaping improvements and other assistance because of the owner's willingness to invest. This area could serve as a model for a joint public/private revitalization project. The traffic island here could be landscaped.

9. Public Parking. Public parking lots are needed in areas of higher density or more intense commercial activities, such as Imperial Avenue between 25th and 30th, and 63rd and 66th Streets. The funding of these parking areas and their maintenance could be obtained through Business Improvement Districts or Special Assessment Districts. These parking areas should be highly visible from the public streets to increase safety and should be well-lighted and landscaped. In addition, the Euclid Trolley Station should be expanded to the west if this additional area is determined to be needed by MTDB.

10. Alcohol Sales - Conditional Use Permit. The Alcohol Beverage Conditional Use Permit pilot program for new liquor licenses or a change in license should be continued. The number of commercial establishments selling alcoholic beverages in Southeastern San Diego should be reduced in neighborhoods experiencing high level of crime.

11. Multiple-Use. Areas designated for multiple use (commercial/residential) should be established along major streets near residential areas as illustrated in the Neighborhood Element of this plan (p. 157-315), and in redevelopment areas. Areas designated for multiple-use may be developed commercially or residentially. Careful site planning will be required to provide a buffer area between residential and commercial development. This blending of uses will act as a buffer between the commercial and residential zones, can aid in the preservation and re-use of historically significant structures and allows for development flexibility to create new opportunities for redevelopment. All other commercially designated areas should not be permitted to develop residentially to assure that needed commercial services are provided.

12. Urban Plazas and Landscaped Settings. Create urban plazas in park-like setting along Chollas Creek from Imperial Avenue near Interstate 805 on the north to National Avenue on the south which consist of landscaping, enhanced paving, and a location for public art.

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INDUSTRIAL ELEMENT

EXISTING CONDITIONS

As is the case with commercial land, there are few large industrial parcels in Southeastern San Diego. Private industrial users have been unable to assemble land in large enough parcels for efficient operation and successful industrial growth necessitating Redevelopment Agency intervention to provide such assemblages. Much of the land assembly which has been done to date has been accomplished through the redevelopment process in the SEDC Gateway Projects and in the Market Street Industrial Park.

Rezonings in the 1970s, aimed at upgrading uses and providing industrial sites have not resulted in a change of uses. "Strip" industrial zoning in the western portion of the community has resulted in access problems and conflicts with adjoining uses. These strips are located along Imperial Avenue between Interstate 5 and 22nd Street, and along Commercial Street between Interstate 5 and Bancroft Street. In these strips, there is a mixture of residential and industrial uses which is permitted under the current industrial zoning. These areas were chosen for industrial development in part on the basis of the existence of railroad tracks within Commercial Street; however little use has been made of this advantage. The expected development has not materialized since the adoption of the community plan in 1969, as residences have not given way to industrial development. The industrial activities present in these areas are typified by warehousing, distribution and automobile dismantling. These uses hire few people, are environmentally incompatible with adjacent development and are aesthetically unpleasant.

Though industrial areas are not the sole source of needed jobs, Southeastern San Diego does not have a large enough industrial land inventory to generate employment for its residents. At present, Southeastern has about 180 acres of industrial zoned land. At the gross employment density of 15.7 jobs per acre calculated by SANDAG, this means a total industrial land employment of less than 3000 jobs. Thus industrial employment opportunities in the community equal about 12 percent of the community's 25,000-person civilian labor force. The regional average for industrial employment is about 15 percent. The creation of industrial centers throughout the community in compact sites will produce the greatest amount of employment potential while locating jobs near residential population bases.

Industrial Objectives

1. Decrease land use conflicts between industrial and residential or commercial development.

2. Increase employment opportunities in the community.

3. Provide new, high quality office and industrial park development within the community.

4. Promote the redevelopment or rehabilitation of existing industrial facilities.

5. Decrease crime and crime-related aesthetic impacts (such as graffiti and barbed-wire fencing).

EXISTING INDUSTRIAL ZONING

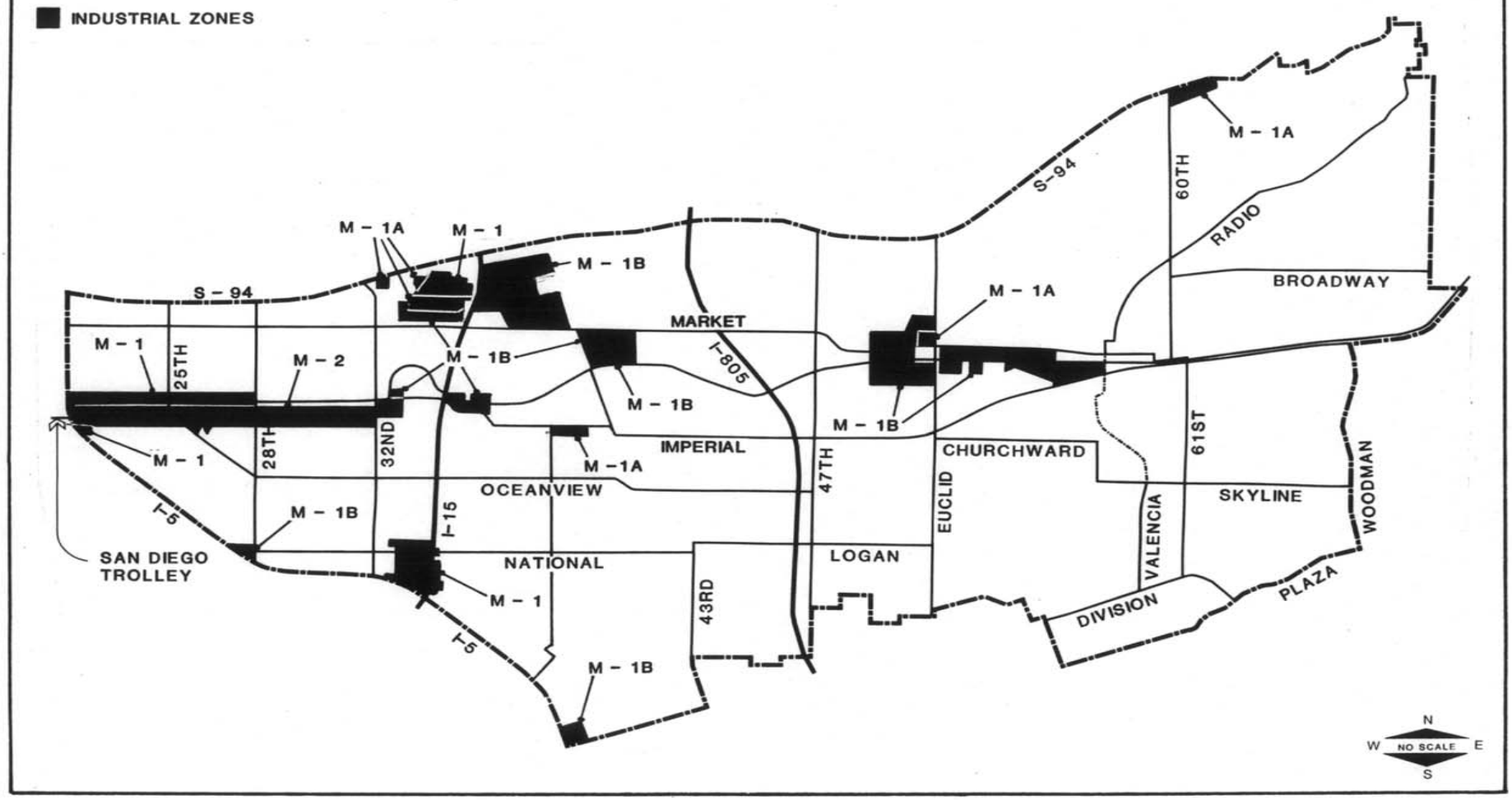

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FIGURE 10

RECOMMENDED INDUSTRIAL DESIGNATIONS

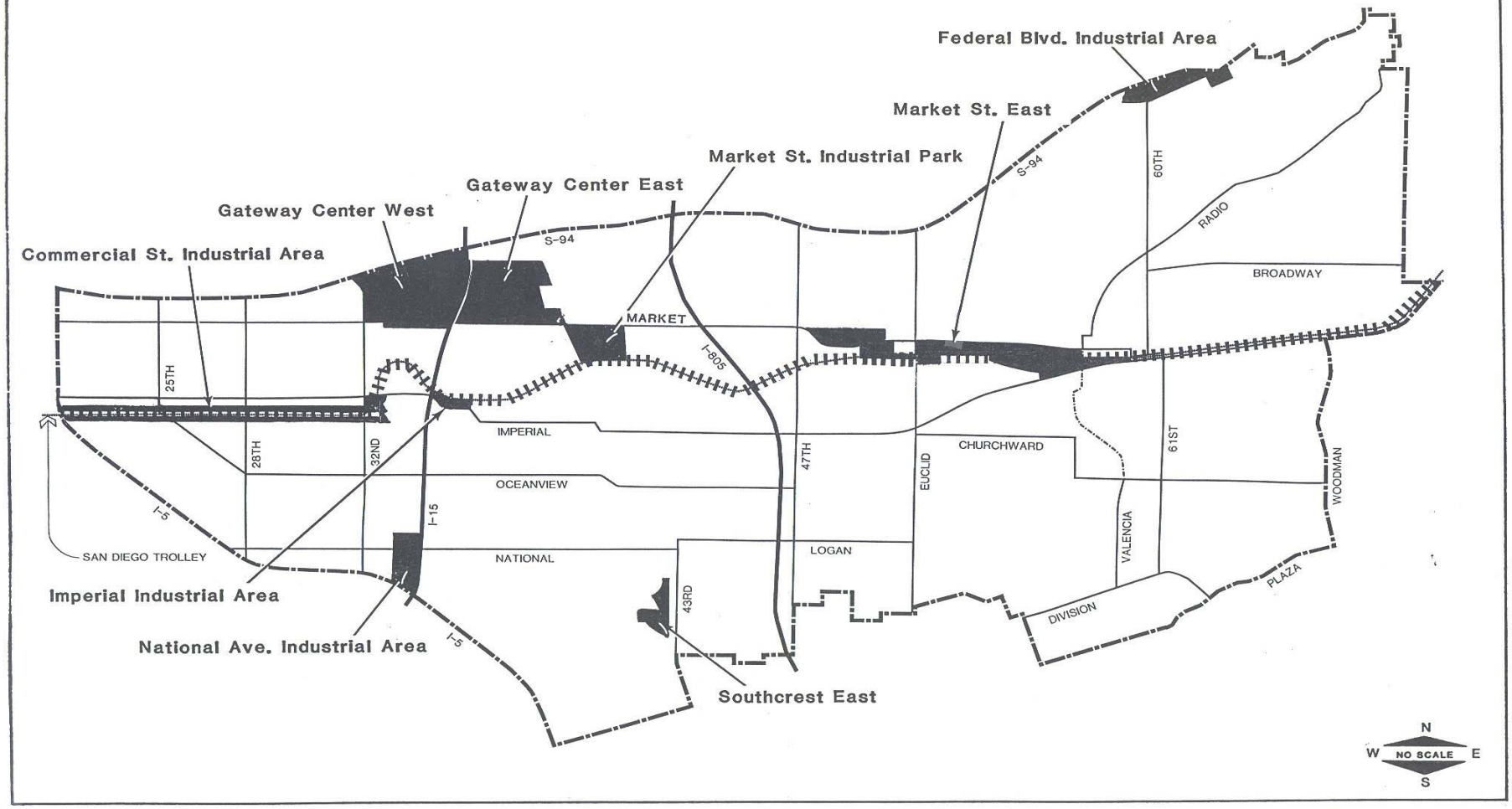

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FIGURE 11

Industrial Recommendations

1. Proposed Industrial Sites. The community plan land use map will provide for a slight increase in the total of industrial land use acreage allowed by existing zoning. Industrial sites in the community plan are designated in six consolidated industrial development centers. These include:

    1. Commercial Street (Interstate 5 to approximately Bancroft Street);

    2. National Avenue (33rd Street to State Highway 15);

    3. Southcrest East (41st Street to 43rd Street);

    4. Market Street East (Market Street generally from 49th Street to Merlin Drive, with the exception of the intersection Market Street and Euclid Avenue);

    5. Gateway Center West (32nd Street to State Highway 15);

    6. Gateway Center East (State Highway 15 to Boundary Street);

    7. Market Street Industrial Park (Market Street from Boundary Street to 41stStreet);

    8. Federal Boulevard (just east of 60th Street to the City Limits);

    9. Imperial Avenue (State Highway 15 to 36th Street).

    Most of the industrial centers listed above lie within the Redevelopment Agency project areas. The Redevelopment Agency should provide assistance for the assembly of land parcels in these areas. The Redevelopment Agency involvement should also assist in the application of design review for industrial parks at these centers.

2. Lot Sizes. The industrial centers listed above should be designed to allow the assembly of large parcels for major industrial users.

3. Use Restrictions.

    a. Industrially designated areas should be reserved for industrial and/or office park uses and should not be pre-empted by commercial or residential uses. This should be implemented through zoning or planned district regulations.

    b. Auto dismantling, junk yards, outdoor open storage and recycling industries should be prohibited in the Southeastern San Diego community. Compliance with this restriction should be required within ten years of adoption of the applicable zoning regulations.

4. Development Standards and Rehabilitation. Special development standards should be required to improve the aesthetic and environmental quality of industrial developments, including appropriate screening of equipment, improved roof treatments, prohibition of toxic materials, increased landscaping and attention to signage and building designs and colors. Provisions are also needed for the active upgrading of existing structures. Additional guidelines are included as part of the urban design section of this plan.

   Full compliance with the standards developed for these industrial areas should be required of all existing industrial properties within ten years of the approval of the standards by the City Council.

5. Defensible Design. Crime-related problems should be decreased through the careful selection of building materials and design, landscaping and lighting.

6. Multiple-Use Strips. The commercial/residential/industrial strips along Imperial Avenue should be given an incentive to redevelop with residential and commercial uses through the regulations of a planned district ordinance. This district should encourage the relocation of industrial uses from these corridors and into consolidated industrial centers. Additionally, the district should require that nonconforming uses be discontinued, establishing a schedule by which nonconforming uses will result in conformance within ten years of the adoption of the ordinance. (See 3.b. above.)

7. Recommended Rezonings. Changes in zoning regulations and in permitted uses in industrial zones are recommended to encourage industrial development in site specific areas for the purpose of providing employment opportunities in the community. These areas are discussed in the Neighborhood Element of this plan.

8. Toxic Materials Control. Ensure that a toxics disclosure statement is made for all industrial and heavy commercial uses. Identify the land uses involving hazardous materials and prepare an ordinance that will limit and control these uses.

   Take action to limit toxic materials storage at existing sites where such storage exists.

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OPEN SPACE AND RECREATION ELEMENT

Open space serves as visual relief to urban development, adding character and identity to a community and its individual neighborhoods. The overall goal of this plan is to provide and enhance a community-wide system of open space and recreational areas which link public, private, passive and active uses.

EXISTING CONDITIONS

PARKS

As summarized in Table 3, and illustrated on Figure 12, Southeastern San Diego has four community parks, ten neighborhood parks and six "mini-parks." In addition, two park sites just outside the community increase park availability to residents of the community.

According to General Plan standards, neighborhood parks should serve about 5,000 people within a half mile radius and should be ten acres in size, or five acres when located adjacent to a school. Six of the ten neighborhood parks in Southeastern are located adjacent to schools. Using the General Plan standard for sizes, three of the neighborhood parks are well above the size standards and five are smaller in size than recommended by the General Plan. However, six mini-parks in the community supplement the neighborhood parks and two neighborhood parks are located just outside the community.

Community parks are recommended by the General Plan to serve up to 25,000 people within a radius of 1½ miles. Optimally, these parks should be 20 acres in size, or 13 acres if located next to a junior high school.

Of the population based parks in the community, four are located adjacent to schools, increasing the recreational value of both the school and park site. By combining schools with parks at Kennedy Elementary, Gompers/Wright Brothers Junior/Senior High Schools and Memorial Junior High, both the City and the school district have achieved land and facility cost efficiencies in providing recreational facilities.

SANDAG population projections indicate a year 2000 population of 74,500 in the community plan area. Thus, Southeastern currently has sufficient park site acreage through the year 2000. However, the ultimate possible population of 90,628 based on family size projections (3.09 in 2000) and total dwelling units (29,213 units) allowed by this community plan, will require additional park acreage after year 2000.

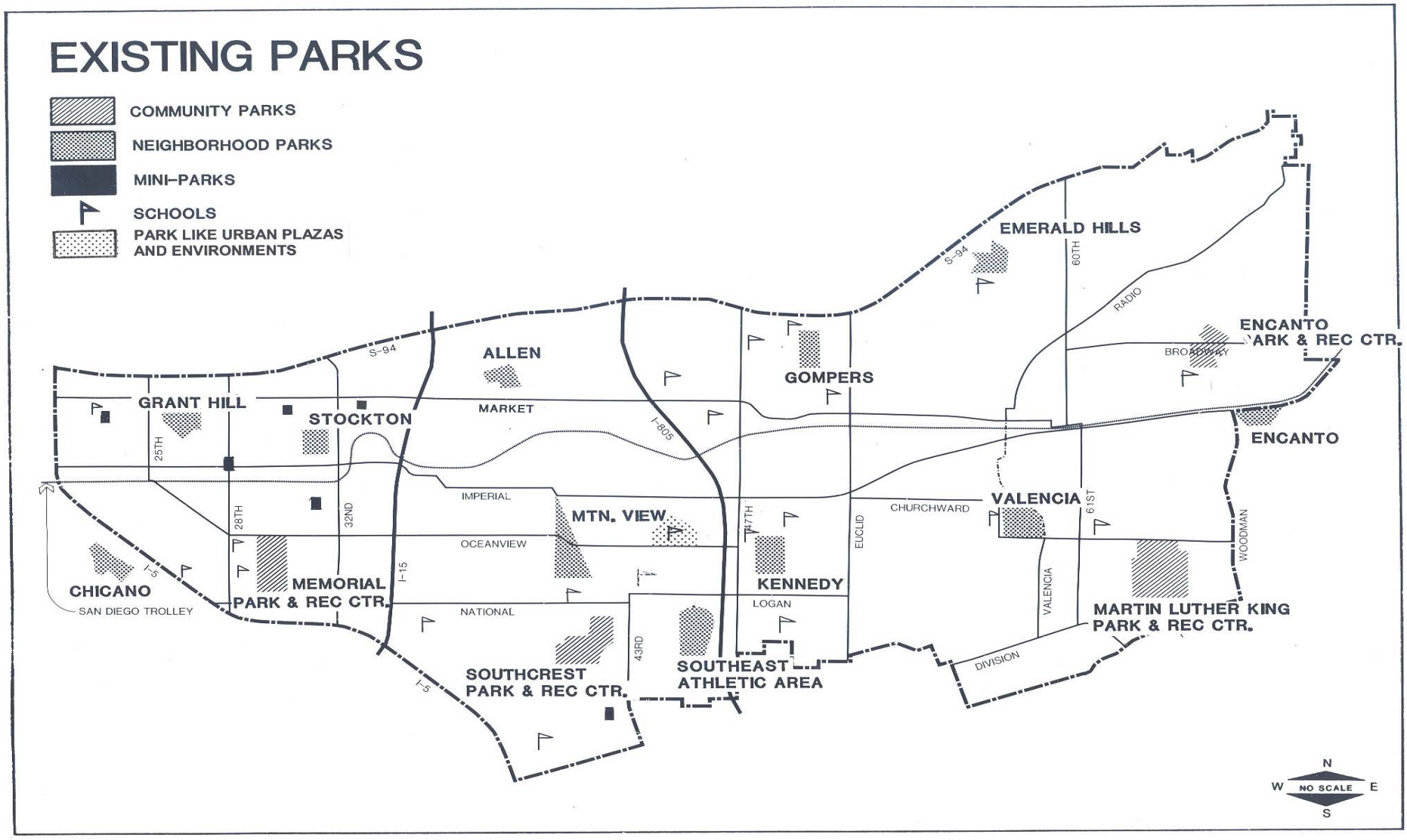

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FIGURE 12

Table 3. POPULATION-BASED PARKS

Name	Existing Acres	Status
Community Parks		
Encanto	8.87	Developed
Martin Luther King	34.53	Partially Developed
Southcrest	17.61	Developed
*Memorial	17.94	Developed
Neighborhood Parks		
Mountain View	10.20	Developed
Dennis V. Allen	5.18	Developed
*Samuel Gompers	4.82	Developed
*J.F. Kennedy	3.60	Developed
Southeastern Athletic Area	17.96	Developed
Emerald Hills	9.59	Developed
*Valencia Park School	8.00	Developed/School Site
*Stockton School	3.60	Developed/School Site
*Kennedy School	3.10	Developed/School Site
Grant Hill	2.66	Developed
**Encanto	3.51	Partial Development
**Chicano	7.82	Developed
Mini-Parks		
"J" Street	.22	Developed
"L" Street	.15	Developed
22nd Street	.11	Developed
30th Street	.23	Developed
41st Street	.16	Developed
Clay Avenue	.16	Developed

* Site utilized or adjacent to school fields.

** Site outside of, but adjacent to, community plan area.

The Subdivision Map Act

The Subdivision Map Act was amended in 1965 to permit cities and counties to require the dedication of land or the payment of fees for park purposes. The cities and counties were also required to have park standards in an adopted general plan before they could avail themselves of the act. The City of San Diego adopted population-based park standards in the 1967 Progress Guide and General Plan. The standards are applied when community plans and subdivision plans for newly urbanizing areas are reviewed. They cannot be retroactively applied to urbanized community planning areas. The population-based park standards are used here for comparison purposes only.

CEMETERIES

The community contains three major cemeteries which add greatly to the landscaped open areas in the community. The three cemeteries constitute an important asset in the community which will increasingly be recognized and appreciated. In particular, Greenwood sets a high standard in landscaping and maintenance and is readily visible from many sections of the community. As such, it represents a major landscaped feature.

HILLSIDE, CANYONS AND CREEKS

Hillside areas exist throughout the community, lending topographic relief to developed areas. As illustrated on Figure 13, areas throughout Southeastern San Diego contain slopes in excess of 25 percent. Although several areas are designated with a Hillside Review Overlay Zone, that designation is recommended for all undeveloped slopes in excess of 25 percent.

A number of prominent canyons and hillsides in the community serve a passive open space function. Those areas are considered to be significant and are shown on Figure 13. In the western portion of the community, a significant opened space slope is formed by the south face of Grants Hill, mid-way between 25th and 28th streets. In the central areas, major slope areas include the frontage of State Highway 94, the gap through which Market Street enters the subarea from the west, slopes in the southern portion of Mount Hope Cemetery, and a canyon north of Otto Square. In the eastern subarea, slopes of community significance extend along the frontage of State Highway 94 between Euclid Avenue and 60th Street. Other major slopes include Radio Canyon, the south slope of Encanto Creek drainage and the south-facing uplands on the north side of Market Street between 51st and Pitta Streets. Finally, three canyon features have been identified in the southeastern portion of the community, near the border of the community with Skyline Hills.

Radio Canyon is a highly valuable natural open space area. This canyon, in the eastern subarea, contains the Radio Drive branch of Chollas Creek and is a lushly vegetated natural feature.

Chollas Creek System is an important runoff drainage system for the community. The branches of Chollas Creek form a drainage which carries storm runoff from most of the community. Although much of the system is channelized, numerous areas are subject to flooding during heavy winter storms.

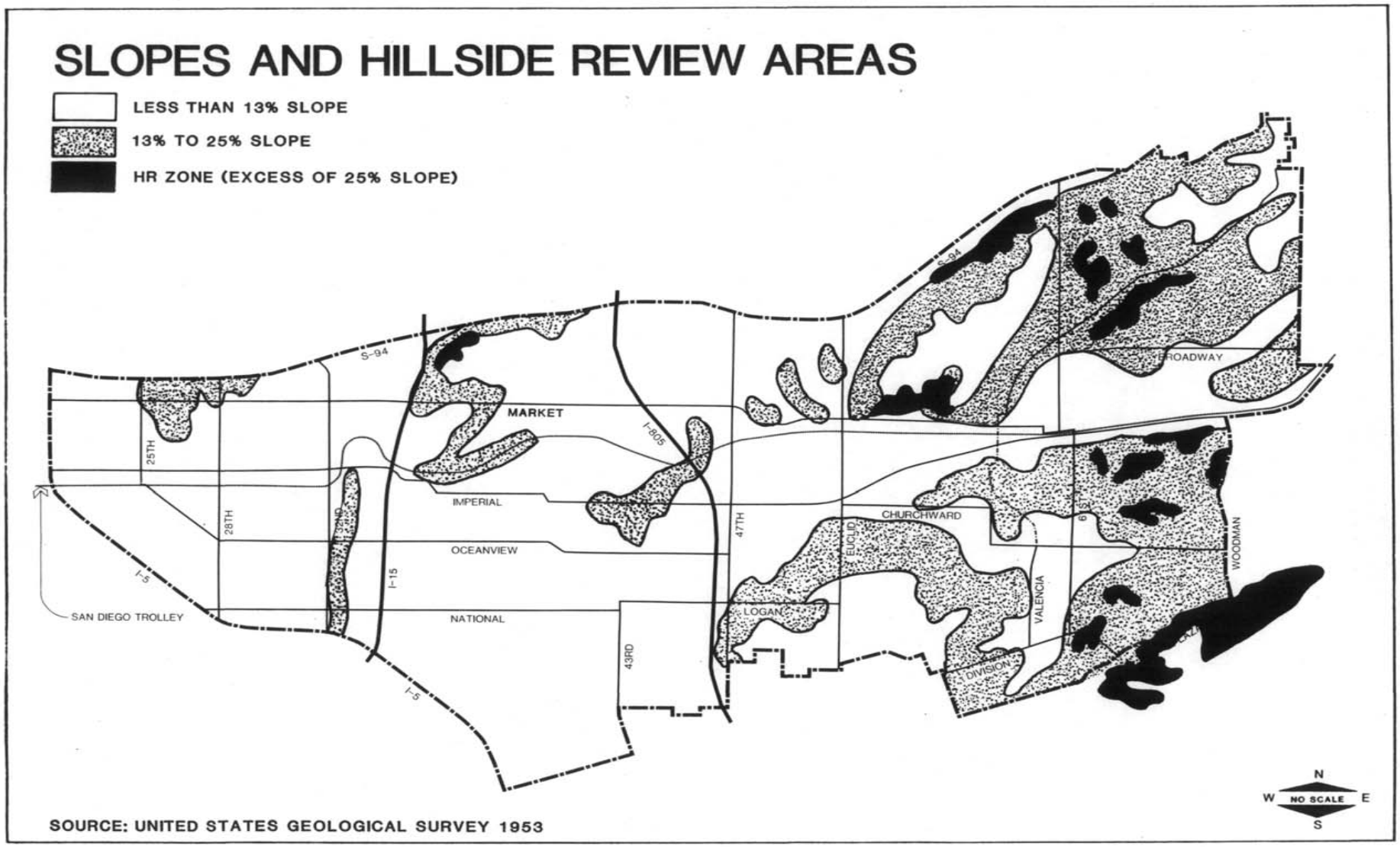

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FIGURE 13

Open Space and Recreation Objectives

1. Maintain and improve existing parks by improvements to landscaping, lighting, signage, walkways and play facilities.

2. Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur.

3. Increase private recreational opportunities areas in new residential developments.

4. Maintain and enhance the community's cemeteries as unique landscaped areas of visual significance to the community.

5. Preserve hillsides, canyons and drainage areas in their natural state to the extent possible.

6. Increase the opportunities for the public enjoyment of open space areas, including limited access to Radio Canyon and Chollas Creek.

7. Achieve a more connected system of active and passive open space.

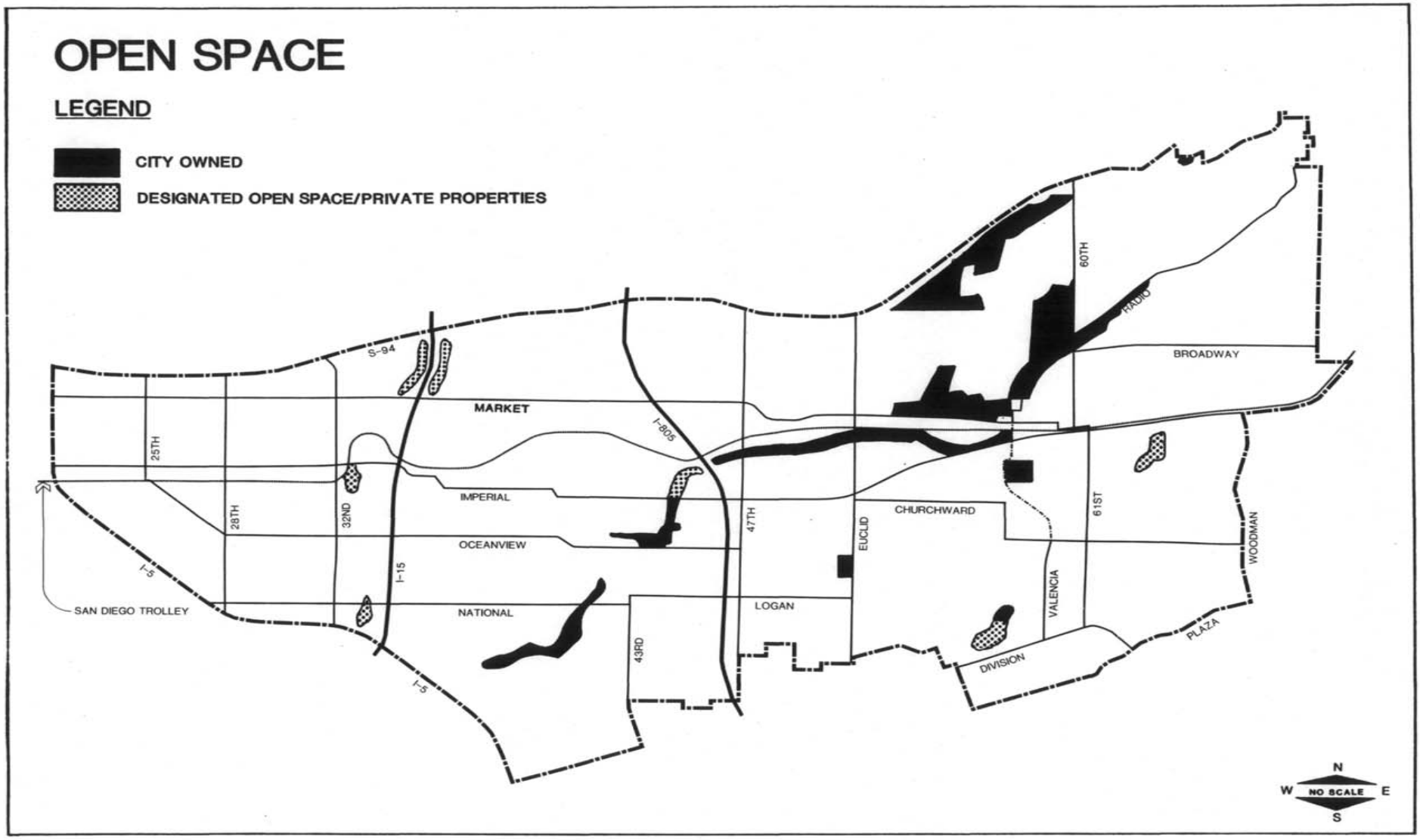

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FIGURE 14

Open Space and Recreation Recommendations

1. Acquisition of New Parks. Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur. If any school sites are found to be no longer needed as school facilities, the playground portion should be considered for public park purposes.

2. Park Improvements. Priority should be given to Memorial Park, Mountain View Park and Encanto Park for park improvements. Memorial Park should be developed as a center of excellence, given its location adjacent to two schools, and the Boy's Club. Improved landscaping and public art are recommended. Mountain View Park should also be improved to serve as an attractive community focal point as it is near an elementary school and the Neighborhood House. Improved plantings could link this park with the Neighborhood House and National Avenue. Encanto Park has the potential to be an important park center as it is along the trolley line and could be linked to the Encanto Boy's Club.

3. Park Expansion. As an alternative to the above, the expansion of the joint use of school sites for public park purposes could be used to meet a portion of future park needs. Another alternative would be the expansion of existing park sites onto neighboring vacant lands or the vacating of adjacent streets to expand park sites.

4. Recreational Facilities in New Development. All new multi-family residential development should be required to provide recreational facilities or landscaped areas for recreational use. This recreational area could be met by providing either private or shared open space areas consisting of balconies, tot lots, recreational buildings, outdoor recreational courts or usable lawn.

5. Mount Hope Cemetery. Upgrade the maintenance of the Mount Hope Cemetery, particularly along the San Diego trolley tracks. Landscaping should be added along Market Street and 36th Street, and the south side at Market Street Industrial Park.

6. Special Regulations for Hillsides. All of the slopes identified on Figure 13 should be protected by special zoning regulations equivalent to the City's Hillside Review Overlay Zone to minimize grading and erosion and to preserve the natural topography to the extent possible, provided that these slopes meet the criteria of the HR zone.

   Additionally, certain hillside and canyon areas identified in the community land use map should be zoned for very-low density development (one unit per 40,000 square feet) to preserve the integrity of the open space area. Development should not be permitted unless slope alteration has been minimized to the extent feasible. See the Urban Design Element (pages 144 to 148) for more specific development recommendations for hillsides and slopes.

These areas include but are not limited to:

- the areas currently zoned Rl-10000 in the Valencia Park neighborhood;

- the vacant area currently zoned Rl-10000 and fronting on 60th Street in the Emerald Hills neighborhood;

- the northwestern corner of the Broadway Heights neighborhood currently zoned for agricultural use;

- the vacant parcels in Encanto and Broadway Heights with slopes greater than 25 percent.

7. Acquisition. This plan recommends the development of a more connected active and passive open space and recreational system throughout the community, as illustrated on Figure 14. This open space and recreational system should be achieved through the hillside regulations discussed above and through the designation and acquisition of open space lands. In particular, the plan recommends the following;

   a. Radio Canyon. Radio Canyon should be given a high priority for open space acquisition in Southeastern. Although the intended acquisition of Radio Canyon is basically complete, additional segments may be acquired in accordance with Council direction and the Council-approved Open Space Retention List.

   b. Chollas Creek. The remaining natural portions of Chollas Creek should be planned as a linear park with bicycle and pedestrian paths along a natural or landscaped creek bottom. Concrete channelization shall be forbidden. Public access to the creek should be provided from and through private development and public rights-of-way along the creek. Funding for acquisition, improvements and maintenance should be from an assessment district or similar means. (See the Southcrest section of the Neighborhood Element.)

   c. Valencia Canyon. Valencia Canyon is in the process of being acquired for open space by the City. The canyon should be rezoned to Rl-40000 or an equivalent zone that would serve to preserve the canyon as open spaces.

   d. Emerald Hills. The City should retain the city-owned open space areas in Emerald Hills to preserve the natural canyons from development.

8. Public Views. Care should be taken to maintain and enhance views to designated open space areas from public rights-of-way. These views should be considered in the review of discretionary permits.

9. Highway Rights-of-Way. The Caltrans-owned highway rights-of-way of State Highway 15, State Highway 94, and Interstate 805 should be landscaped to provide an aesthetically pleasing landscaped corridor through the community. Trees, as well as flowering plants and native or drought tolerant vegetation should be planted in these highway rights-of-way.

Irrigation systems to maintain total plant coverage should be installed. Non-landscaped highway rights-of-way should have the highest priority for landscaping. The implementation of this recommendation for action by Caltrans should be actively pursued by the City so that the freeway system can provide a more scenic entry to the community.

10. Street Landscaping. Landscaping improvements are recommended for all major streets within the community including but not limited to Market Street, Imperial Avenue, National Avenue, Logan Avenue, 25th Street, 43rd Street, and Euclid Avenue. Non-major streets for which landscaping is recommended include 28th Street, 32nd Street, and Skyline Drive. Recommended landscaping improvements along public streets, including guidelines and a list of high priority locations, are addressed in detail in the Urban Design Element, with supplemental recommendations in the Neighborhood Element of this plan.

11. Creeks. Preserve creeks and drainage areas in their natural state. The Chollas Creek system is an important linear open area resource. Guidelines for development along a portion of Chollas Creek and for a bike and pedestrian path are contained in the Southcrest section of the Neighborhood Element. All creeks in the community should be made available for passive recreation where safe. (See guidelines contained in the Urban Design Element of this plan.)

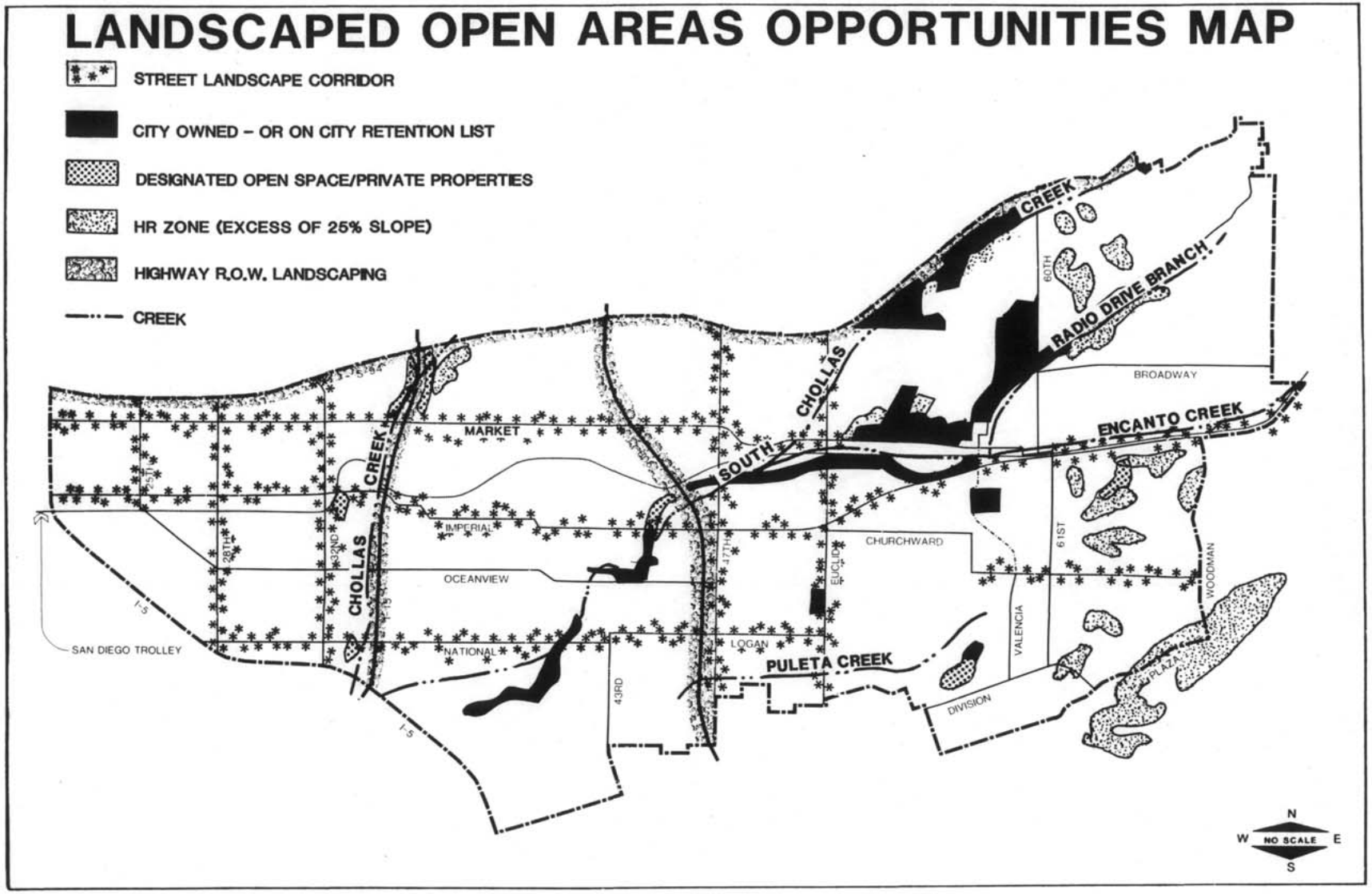

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FIGURE 14a

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TRANSPORTATION ELEMENT

Unless access can be provided to it, land is useless. Because of this simple fact, the transportation of people and goods in a community is one of the most important elements of a community plan. While recognizing that automobile transportation is the single most important component of Southeastern San Diego's transportation system, this element comments on a number of issues outside the simple provision of streets and highways. In order to look at the whole community transportation system, this element is divided into sub-elements dealing with automobile circulation, parking, public transportation, freight transportation, bikeways and pedestrian facilities.

AUTOMOBILE CIRCULATION

Existing Conditions

As is true of the entire region, Southeastern San Diego is highly dependent on the automobile for transportation. In Southeastern San Diego, about 90 percent of the trips taken are by car, either by drivers or passengers. Because of this, the adequacy of streets and roads is important to the residents of the community.

In terms of regional access, Southeastern San Diego is particularly well served by State Highways and Interstate Freeways. Interstate 5, Interstate 805 and State Highway 15 connect to areas north and south of the community, while State Highway 94 is one of the region's most important east-west connections. In all, the community is tied into this freeway system at a total of 18 interchange points. Further, the presence of no less than four major freeway junctions in the community indicate that the community is a key "crossroads" location in the regional system.

Virtually all parts of Southeastern San Diego have good connections to Centre City via major east-west streets. Market Street, Island Avenue, National Avenue, Imperial Avenue and Commercial Street all connect the community to downtown. Of these streets, Imperial Avenue and Market Street serve an important purpose of tying the eastern and western portions of the community. Shorter east-west streets serving an important function in the community include Oceanview Boulevard and Logan Avenue.

Several major and collector streets in the community are currently carrying traffic volumes in excess of the City's design standards. These streets include:

Churchward Street (from San Jacinto to Las Flores)
Crosby Street (from Interstate 5 to Commercial)
Division Street (from west City limit to 61st)
Federal Boulevard (from SR-94 to east City limit)
Imperial Avenue (State Highway 15 to 38th)
Market Street (from Interstate 5 to 43rd)
National Avenue (from Interstate 5 to 43rd Street)
Oceanview Boulevard (from 28th to 40th)
Skyline Drive (from 58th to Woodman)
28th Street (from National to SR-94)
43rd Street (from Division to Interstate 805 ramps)

Some major and collector streets in the community have accident rates which exceed citywide averages. The City average accident rate for major streets is 6.32 per million vehicle miles. The following major streets in Southeastern San Diego exceed this rate:

Euclid Avenue (from Imperial to SR-94)
Imperial Avenue (from Interstate 5 to Euclid)
Logan Avenue (from 43rd to Euclid Avenue)
Market Street (from 19th to 28th)
Market Street (from 30th to lona)
National Avenue (from Interstate 5 to 43rd)
43rd Street (from Delta to National)
47th Street (from Alpha to SR-94)

The citywide average accident rate for collector streets is 8.08 per million vehicle miles. The following collector streets in Southeastern San Diego exceed this rate:

Oceanview Boulevard (from 25th to 32nd)
Oceanview Boulevard (from 36th to 40th)
Olvera Avenue (from Euclid to Skyline)
25th Street (from Imperial to SR-94)
30th Street (from National to SR-94)
32nd Street (from Interstate 5 to SR-94)

Many street segments in Southeastern San Diego vary in improved width or are not fully improved within their right-of-way. Because the development of the community has taken place over a long span of time, differing street improvement standards have been required of subdividers. This has resulted in street improvements which vary markedly along the route of a road. In some cases development of fronting property has not occurred, or only one side of the road is improved to full standards. These conditions have lead to "bottlenecks" in the flow of traffic through the system. Prime examples of such "bottlenecks" include: Imperial Avenue between State Highway 15 and 40th Street, Market Street east of Euclid Avenue, and Oceanview Boulevard between 45th Street and 47th Street.

In the central subarea, north-south access is cut north of Imperial Avenue by cemeteries and freeway alignments. Between State Highway 15 and Interstate 805, there is no north-south connection north of Imperial Avenue. A barrier to such connection is formed by Mount Hope and Greenwood Cemeteries, which span nearly the entire distance between the freeways. The single penetration of this barrier occurs at 36th Street, which lies within one block of State Highway 15 on the west and forms a very circuitous route between Market Street and Imperial Avenue.

In the eastern subarea, access to many neighborhoods is hampered by a lack of direct north-south routes. Generally, the easternmost north-south access is provided by Euclid Avenue. Other north-south routes, such as 60th Street, 69th Street, Valencia Parkway and Woodman Street aid in providing access to Imperial Avenue for some parts of the Encanto highlands. However, many through trips are forced onto a circuitous, discontinuous and confusing pattern of local streets.

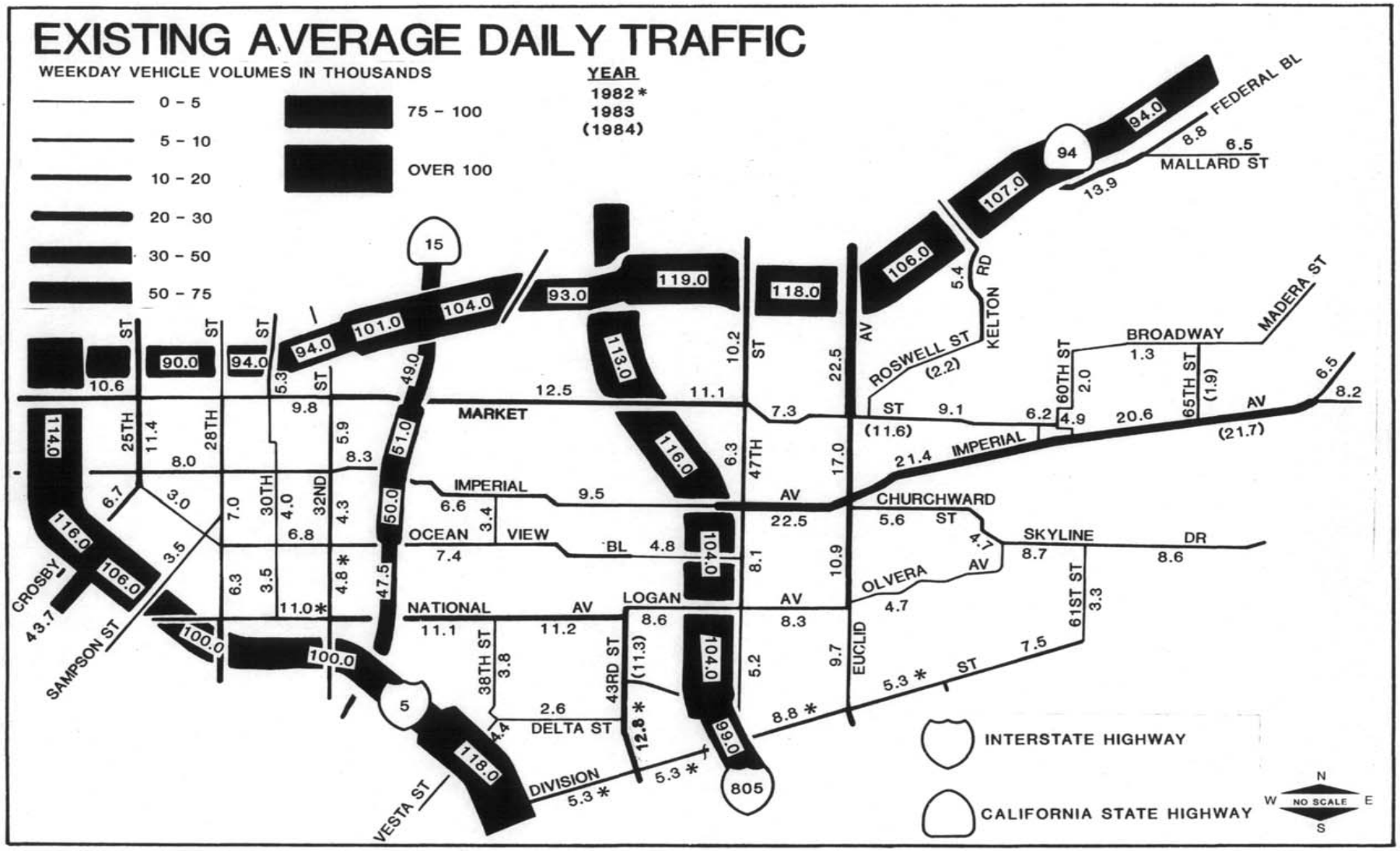

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FIGURE 15

FUTURE AVERAGE DAILY TRAFFIC AND STREET CLASSIFICATION

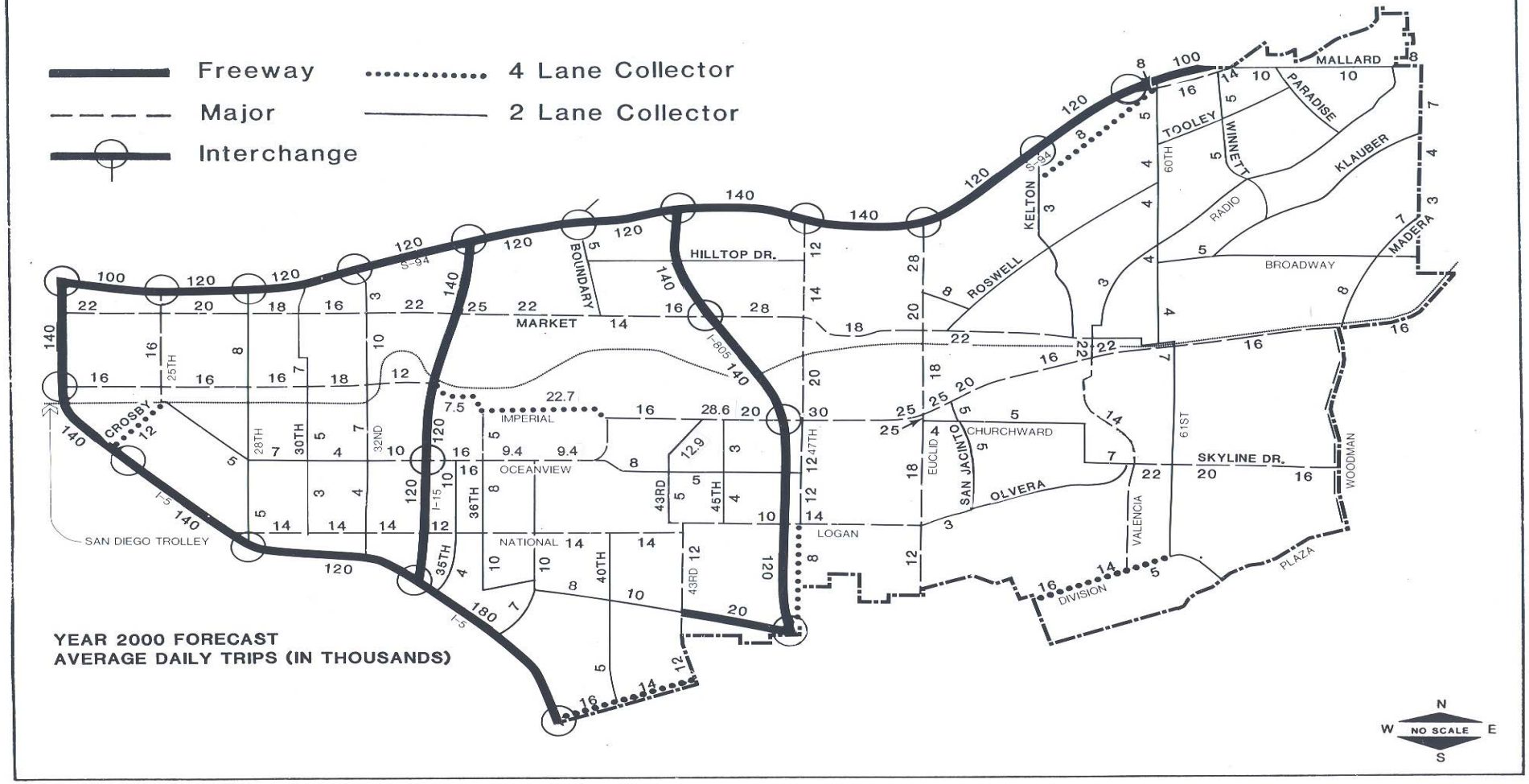

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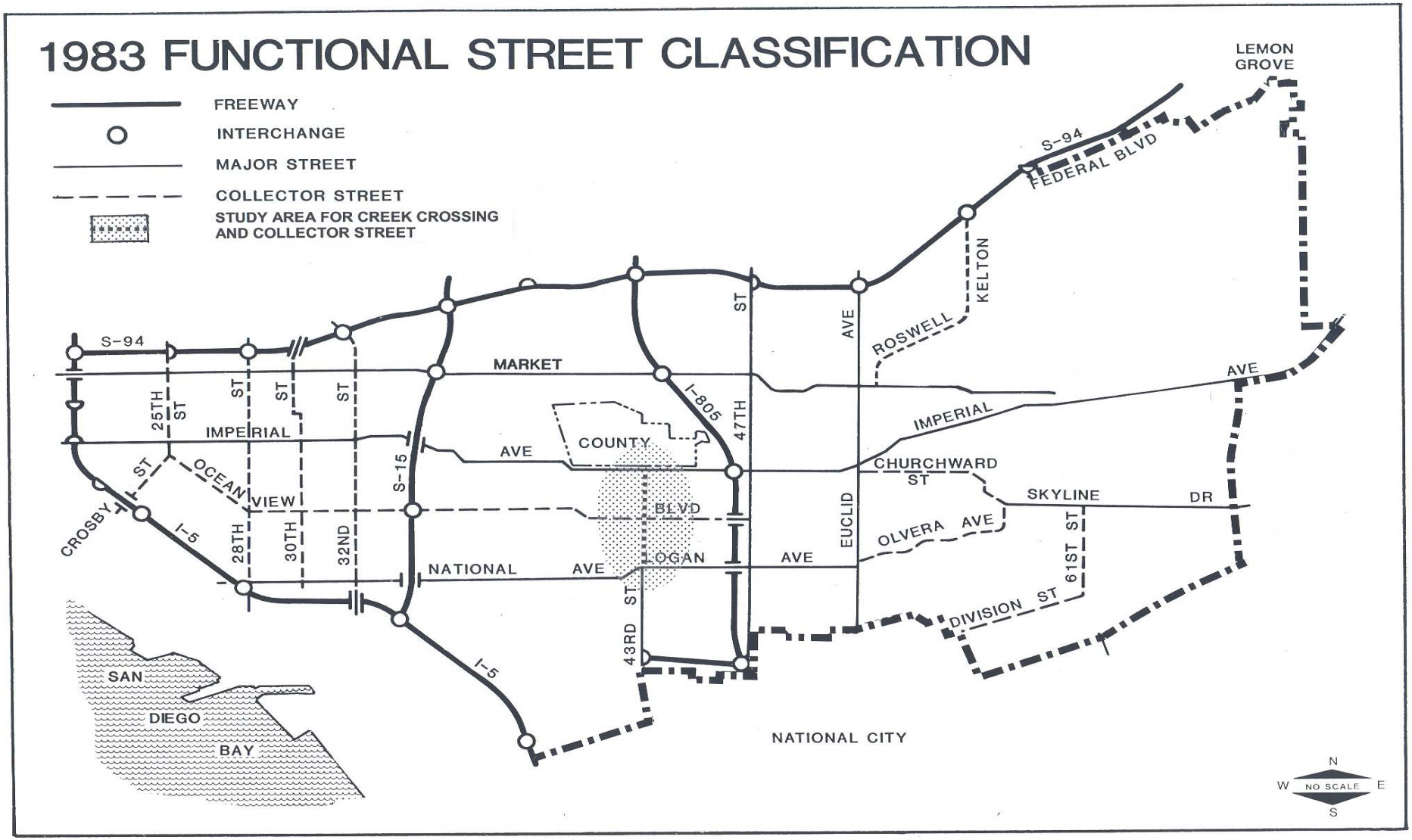
FIGURE 16



SOUTHEASTERN SAN DIEGO

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FIGURE 17

Automobile Transportation Objectives

1. Minimize the effects of freeways on adjacent development and do not encourage the addition of freeways as the community is well served by freeways.

2. Implement physical and operational improvements to the street system to meet the City's design standards and to reduce accidents.

3. Fully improve streets to reduce or remove "bottlenecks."

4. Improve north-south vehicular access in the community to the extent feasible.

5. Improve the appearance and safety of the major street corridors through improved lighting, repair and maintenance and through a landscaping program.

Automobile Transportation Recommendations

1. **Land Use Locations**. The land use proposals of this plan utilize the community's location relative to several freeways as a positive factor by locating employment and commercial opportunities near these facilities.

2. **Freeway Access**. The City should pursue state funding for the missing westbound to southbound ramp between State Highway 15 and Market Street.

3. **Functional and Operational Improvements**. Proposed street classifications and functional improvements are illustrated on Figure 17. Both recommended functional and operational improvements are discussed below:

   Major Streets

   Valencia Parkway (formerly Radio Drive) should be built in phases as a four-lane major street from Division Street on the south to Market Street on the north.

   Skyline Drive should be a four-lane major street with a median (or left-turn lanes at all intersections) east of Valencia Parkway to accommodate a forecast volume of 22,000 vehicles per day.

   Woodman Street should continue to be planned as a four-lane major street between Division Street and Skyline Drive. Between Skyline Drive and Imperial Avenue, it should be classified as a two-lane collector street with an appropriate transition north of Skyline Drive from four lanes to two lanes.

   47th Street should be improved to become a four-lane major street from Market Street to Imperial Avenue, in order to adequately handle the 20,000 weekday trips expected in the year 2000. This should require widening, additional right-of-way and some prohibition of parking.

Those portions of Division Street lying within the City of San Diego should be improved to become a four-lane collector street to accommodate a year 2000 traffic volume of 16,000 weekday trips.

Market Street should be improved to become a four-lane major street with a median or left-turn lanes to all intersections from State Highway 15 to Valencia Parkway due to the 28,000 trips per weekday projected in the year 2000. This should be accomplished by widening the roadway east of Euclid Avenue and by restriping the roadway west of Euclid Avenue. This widening east of Euclid will require additional right-of-way.

National Avenue should be widened to become a four-lane major street between State Highway 15 and 43rd Street to accommodate 14,000 expected weekday trips for the year 2000. At selected intersections this will require the prohibition of parking to create room for left-turn lanes.

Federal Boulevard should be improved to become a four-lane major street in order to handle future volumes as high as 16,000 vehicles per day. This should be coordinated with improvements to Federal Boulevard by the city of Lemon Grove.

OTHER STREET IMPROVEMENTS

Imperial Avenue, between State Highway 15 and 40th street should be reconstructed as a four-lane collector street. West of 32nd Street, Imperial Avenue should be a four-lane major street.

For continuity between the two community plan areas, Crosby Street should be improved to a four-lane collector street in Southeastern San Diego and Barrio Logan.

Imperial Avenue. South 41st Street and Interstate 805 should be reconstructed as a four-lane connector collector street with landscaped center median. In addition, the Imperial Avenue bridge crossing Interstate 805 should be enhanced with decorative lighting or artistic enhancements to announce the commercial development along Imperial Avenue.

Logan Avenue should be restriped for four through-lanes east of 43rd Street when traffic volumes so warrant. The Engineering and Development division will monitor traffic volumes on this length so that improvements will be made as soon as they are needed.

Oceanview Boulevard should be improved to accommodate four travel lanes from 32nd Street to 40th Street because of volumes of over 16,000 vehicles per day forecast for this section.

A large projected increase in weekday traffic volumes on Federal Boulevard and State Highway 94 makes it necessary to construct a Federal Boulevard extension from the intersection of 60th Street and Federal Boulevard on the east to Kelton Road on the west. This construction will provide access to State Highway 94 (at Kelton Road) or to the section of Federal Boulevard west of Kelton for westbound Federal Boulevard traffic. As a

result, the Federal Boulevard interchange with State Highway 94 will have less congestion than if the Federal Boulevard extension is not built. Roadway improvements should be coordinated with channel and open space improvements to Chollas Creek.

The missing two gaps of 69th Street (between Broadway and Madera, Mt. Vernon, San Miguel and Federal) should not be completed. Instead, 60th Street should be completed as a two-lane collector between Imperial Avenue and Federal Boulevard to accommodate between 4,000 and 5,000 weekday trips.

A street in the 43rd - 45th Street corridor from the intersection of Oceanview Boulevard/San Pasqual Street on the south to Market Street on the north has been tested by the Engineering and Development division. A portion of this street already exists between K Street and Market Street. Due to legal and financial constraints, that portion of 43rd Street between K Street and Imperial Avenue was deleted from the project. Funding for that portion of 43rd Street between Logan Avenue and Imperial Avenue (CIP 52-311) has been deferred from FY 1984-86 to beyond 1990 due to the unavailability of CDBG funding.

43rd Street or San Pasqual should be extended to connect to the existing end of 43rd Street at Oceanview Boulevard to Imperial Avenue (as shown in Figure 38 and contained in the Southcrest Redevelopment Plan). This connection will improve north-south circulation, enhance the visibility of the educational and Cultural Complex and streamline an existing circulation system bottleneck. Additional study of this proposal should be undertaken to consider alternatives which may result in a less expensive solution based on a reduced need to acquire private property.

43rd Street should be improved to four through-lanes from Logan Avenue to Division Street with left-turn lanes at selected intersections in order to adequately handle 12,000 weekday trips. These lanes should be accommodated by selective widening within the existing 80 foot right-of-way, or by the prohibition of parking and restriping the existing roadway.

Boundary Street should not be extended north of Hilltop Drive.

The traffic circle at Imperial Avenue and 36th Street should be improved to provide a safer intersection.

4. Street Improvements. Special attention should be given to the poor condition of public streets throughout Southeastern San Diego. Potholes, cracked pavement and damaged sidewalks are commonplace. Additionally, a regular, more frequent street sweeping schedule is needed to improve the appearance and safety of the streets. Lincoln Park and Shelltown are in immediate need of improved lighting and street repair, while Sherman Heights is in need of improved lighting and litter control.

5. Street Widenings. Street widenings and related improvements should have high design standards. The Planning Department should review all Capital Improvements Projects and a landscape architect should be consulted when needed to improve the aesthetics and cohesiveness of the improvements.

6. Street Landscaping. Recommended landscaping improvements along public streets are addressed in detail in the Urban Design Element.

   a. The policy of limiting landscaping in medians should be re-evaluated so that landscaping can be permitted wherever safety factors permit it.

   b. In addition to improved landscaping, the existing maintenance problem of the five-foot city-owned strip along the streets between the sidewalk and the property line should be resolved, either through the formation of a Landscape Maintenance District or through a clarification of encroachment permit requirements and planting standards.

   c. Leftover small parcels along major streets and near freeways should be conveyed to adjacent owners with deed restrictions to maintain the areas as open space (especially along Euclid Avenue).

7. Street Lighting. Street lighting should be upgraded to meet the citywide standards of Council Policy 600-4 in areas where illumination is not currently provided at these levels. In addition, decorative pedestrian-oriented lighting should be installed in a dark, high crime residential streets and along major commercial and transit corridors to encourage pedestrian use. White light shall be required to permit better sighting and recognition along major commercial and transit corridors to encourage pedestrian use and to provide additional safety.

PUBLIC TRANSPORTATION

EXISTING CONDITIONS

Public transit is well utilized by Southeastern San Diego residents. Transit ridership in Southeastern San Diego is high when compared against regional averages. Currently, 2.3 percent of the person trips made in Southeastern San Diego are made by transit, compared to 1.5 percent for the region as a whole. During peak hour, buses on parallel routes with headways between buses as short as 10 minutes carry load factors of as much as 33 percent above the seating capacity of the buses.

Southeastern San Diego is served by a number of bus routes, most of which follow the east-west surface street pattern. Seven bus routes serve the community, most of which make use of the major east-west streets to downtown and further destinations. However, north-south transit connections, as well as connections to parts of the City other than downtown are difficult.

As Table 4 indicates, service to most of the region is achieved via downtown, which often makes bus trips circuitous. The only north-south streets which have appreciable bus service are Euclid Avenue and 47th Street. An additional express route, No. 130, is proposed for the community in the MTDB Short-Range Plan (RRTP) for 1987 to 1991. This north-south route would connect Bonita on the south with the University Town Centre on the north.

Table 4. PUBLIC TRANSIT ROUTES

Bus Route #	Connecting	Community Streets Served
*3	Southeastern San Diego to Uptown (via Downtown)	Oceanview, 25th, Market Street
*4	Lomita to Clairemont (via Downtown)	Imperial
*5/105	College Area to University City (via Downtown)	47th Market Street Way
*11	Southeastern San Diego to Mid-City (via Downtown)	Logan, National
12	Valencia Park to Lomita Village	Euclid, Olvera, Skyline
13	Bayfront to Grantville (via East San Diego)	47th, Logan, 43rd
16/116	Mission Village to College Grove (via Downtown)	Market Street, Rosewell, Kelton, 60th, Broadway, Klauber, 69th
San Diego Trolley	Stations	
(Euclid Line)	25th and Commercial 32nd and Commercial 47th and Market Street Euclid and Market Street	

* - Designates Lift-Equipped Service
Existing bus routes are illustrated on Figure 18.

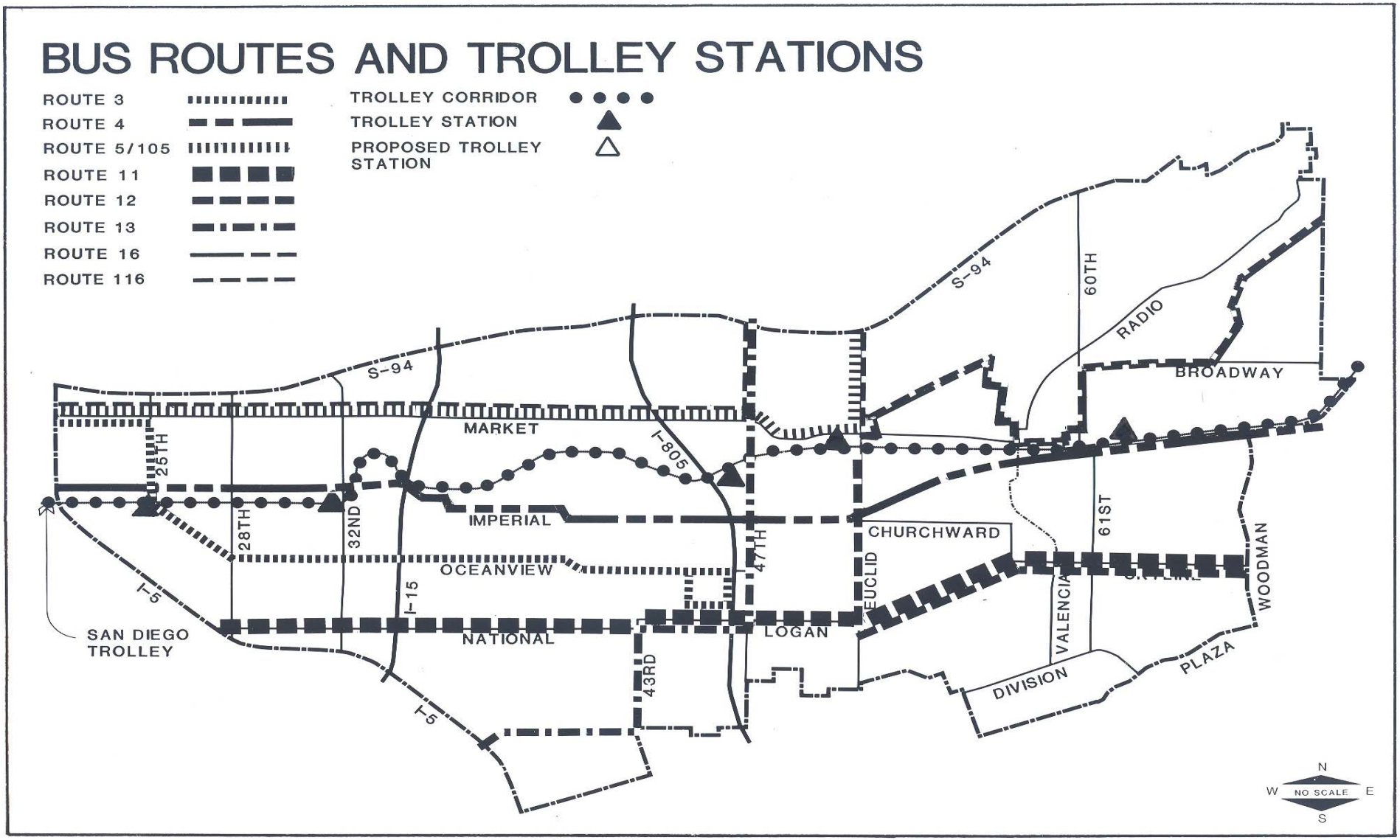

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FIGURE 18

The East Line extension of the San Diego Trolley is a major transit facility in the community. The proposed East Line would connect downtown and the present south bay line with the East County cities of Lemon Grove, La Mesa and El Cajon. The alignment of the trolley follows the existing tracks of the San Diego and Arizona Eastern branch line. The alignment follows Commercial Street in the western part of the community, passes through the Mt. Hope and Greenwood cemeteries in the Central Subarea of the community, and parallels Market Street and Imperial Avenue in the Eastern Subarea. The East Line west of Euclid Avenue was recently completed and is now operating. An extension eastward from Euclid Avenue to El Cajon is currently under construction. Ridership projections indicate that Southeastern San Diego community stations will generate a considerable portion of the daily riders of the line. Because the line will parallel existing bus service in many respects, it is likely that some restructuring of bus service will result from its implementation to provide feeder service.

The East Line Trolley stops have the potential to modify land use characteristics in their neighborhoods. By providing direct non-auto access to a number of locations in the community, the trolley represents a possibility for joint use projects. Regardless of the uses at the station sites, the trolley will represent a new means of commuting to and from the community and will draw new customers into the commercial areas near the line.

Public Transportation Objectives

1. Maintain high public transit accessibility to downtown, as is currently promoted by the existing east-west bus route structure.

2. Improve the frequency and level of transit service, and the quality of transit facilities to meet the demands of the community.

3. Fully utilize the potential of the East Line Trolley to revitalize and redevelop land adjacent to the trolley line and to maximize the use of public transportation.

Public Transportation Recommendations

1. Bus Route 130. The MTDB should begin service on the proposed Route No. 130 as soon as possible.

2. Bus Route Adjustments to the Trolley. Continue to assess the re-routing of bus routes to coordinate with rail transit. This will include the timing of bus routes to allow convenient transfer to the trolley.

   The MTDB should consider strengthening the north-south system of bus routes as feeders to the trolley. Expanded north-south service could be accomplished through the reassignment of those bus routes which would be redundant to trolley service (i.e., Express Route No. 90). The MTDB will be studying Route No. 90 in fiscal year 1987-1988.

3. Development Incentives along the Trolley Line. In the vicinity of trolley stops, the Planning Department and the MTDB should pursue joint use projects. These projects

should be encouraged through the use of increased allowable densities, provided that certain design standards are met. Bonus densities should be limited to multiple-use areas along Imperial Avenue.

The City should assist in the formulation of a long-term joint agency agreement between SEDC and MTDB to market sites in the trolley corridor for joint development.

4. Trolley Stations. The locations of the four Euclid-line trolley stations have been set and are illustrated in Figure 19.

   At the 47th Street trolley station, access ways should be designed to provide safe pedestrian movement between the trolley station and nearby housing areas.

   At the Euclid Avenue trolley station, the attendant park and ride facility should be expanded to the west.

   At the 62nd Street (Encanto) trolley station, commercial uses which serve trolley riders should be encouraged on the south side of Imperial Avenue. In addition, bonuses in commercial development intensity should be allowed within 1,000 feet of the station along the south side of Imperial Avenue frontage. These bonuses should only be allowed where a relationship between the trolley and the use of the land is established (i.e., employer transit use programs).

5. Potential Future Trolley Stops. The following sites should be considered for their future potential as Trolley stops; 28th Street, 36th Street, 43rd Street, the Potter Tract in the general location of Radio Drive, 65th Street, and 68th Street. These locations should be considered when and if conditions warrant as a result of land use intensification or redevelopment. The specific proposals should be reviewed by the City and the MTDB Board, 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 a new one, the proposal's effect on the existing transit line schedules and patronage, and the financing of the new trolley stop by private development.

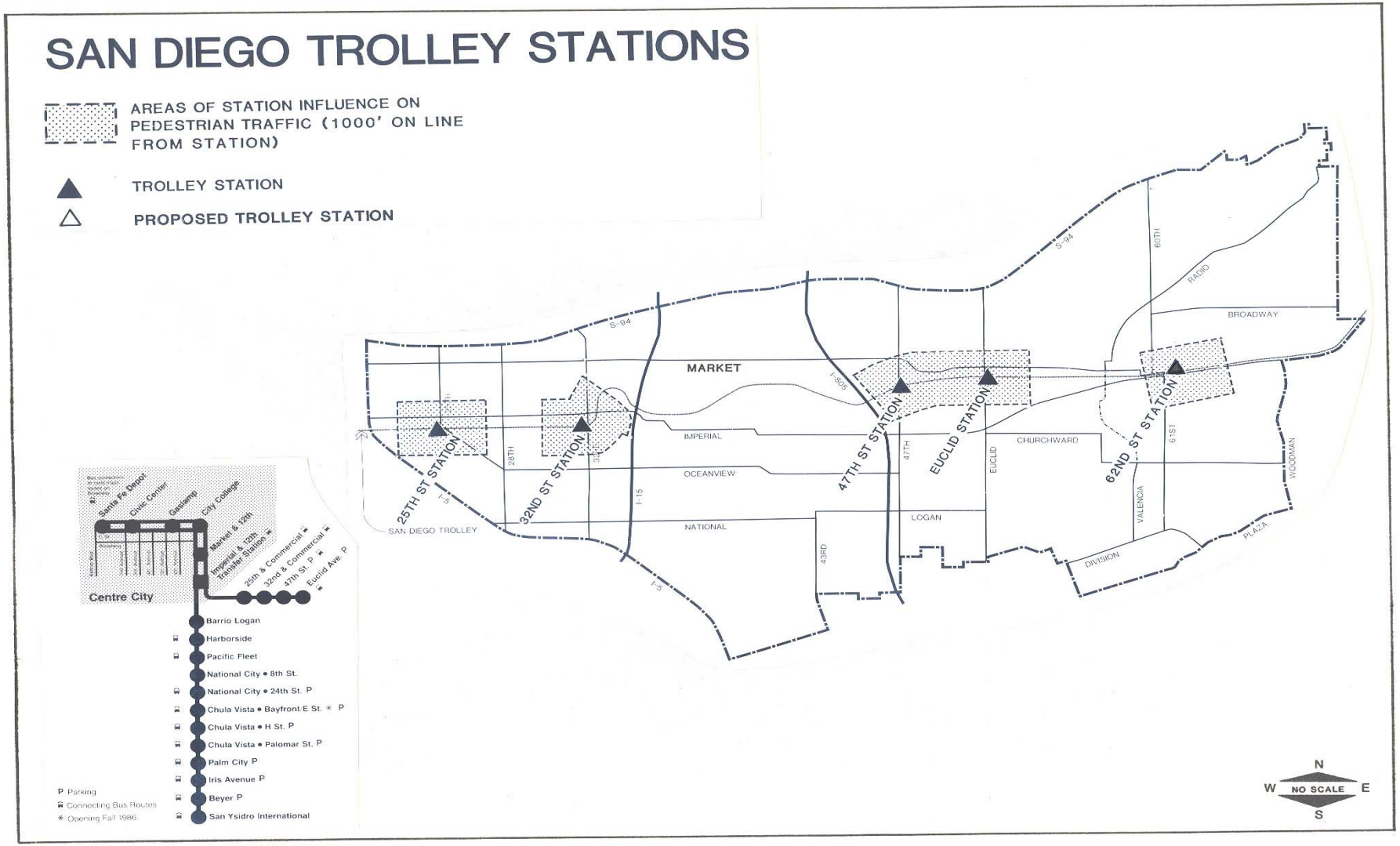

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FIGURE 19

FREIGHT TRANSPORTATION

EXISTING CONDITIONS

Although underutilized in the recent past, rail freight service has the potential to carry a significant amount of industrial and commercial materials to and from Southeastern San Diego. In spite of the fact that it lies close to almost every existing industrial area in the community, the railroad line that will be the trolley line has not historically been utilized to move significant amounts of freight into or out of the community. The advent of the trolley will not eliminate this opportunity. It is proposed by the MTDB that a limited nighttime service be offered using the trolley rails.

Commercial and industrial areas generate truck traffic which often impacts residential neighborhoods and community circulation. There are several reasons for this:

- Strip industrial and commercial areas do not provide for off-street loading and parking areas;
- The easiest routes to freeway interchanges often pass through residential areas;
- In the past, industrial areas have not been separated from residential areas, or residences were allowed by zoning to be located within industrial areas; and
- Specific truck routes or truck prohibited routes have not been designated.

Freight Transportation Objectives

1. Maintain freight transportation by rail to the extent feasible in the community.
2. Minimize impacts of freight transportation on vehicular circulation and nearby land use.

Freight Transportation Recommendations

1. Freight Movement on the Trolley. As is currently the case with the South Line, MTDB should be encouraged to set aside operating hours for freight movement on the East Line. This form of freight delivery should be promoted as an asset to industrial and commercial centers near the trolley line in the same fashion as East Line passenger service.
2. Truck Routes. The City prohibits trucks, by Council resolution on certain roads. Truck routes are not designated, but trucks may only travel on roads that have not been identified for prohibiting heavy equipment traffic.
3. Land Use Designations. The basic concept of this community plan, which gathers industrial and commercial centers near freeway access points, discourages strips which currently account for much of this problem.

BICYCLE/PEDESTRIAN TRANSPORTATION

EXISTING CONDITIONS

Pedestrian access throughout Southeastern San Diego is readily available by means of sidewalks along public streets; however, these walkways are not being used to their full potential in some areas because of a lack of attention to the aesthetics and perceived safety of the walking environment.

Because of relatively high transit usage in the community, walking access to transit stops and the spacing of stops to facilitate walking access, is critical. A high percentage of bus patrons in Southeastern San Diego get to the bus by walking – most do not park and ride. Because of this, it is critical that the location of stops be made in a fashion that encourages pedestrian access.

Surface street access to the San Diego Bay, Balboa Park, and downtown offer excellent opportunities for recreational and commuter bicycle routes. On-street bicycle routes, called "Class III" bike routes, have been designated for portions of 28th Street, "L" Street, Oceanview Boulevard and Alpha Street. Two "Class I" bikeways, which are entirely separated from the street, are located parallel to Interstate 805 between Hilltop Drive and the railroad tracks, and parallel to State Highway 94 between Kelton Road and 60th Street. The linkages via 22nd and 28th connect to Balboa Park on the north while the link using Vesta connects indirectly to the Bay via Harbor Drive.

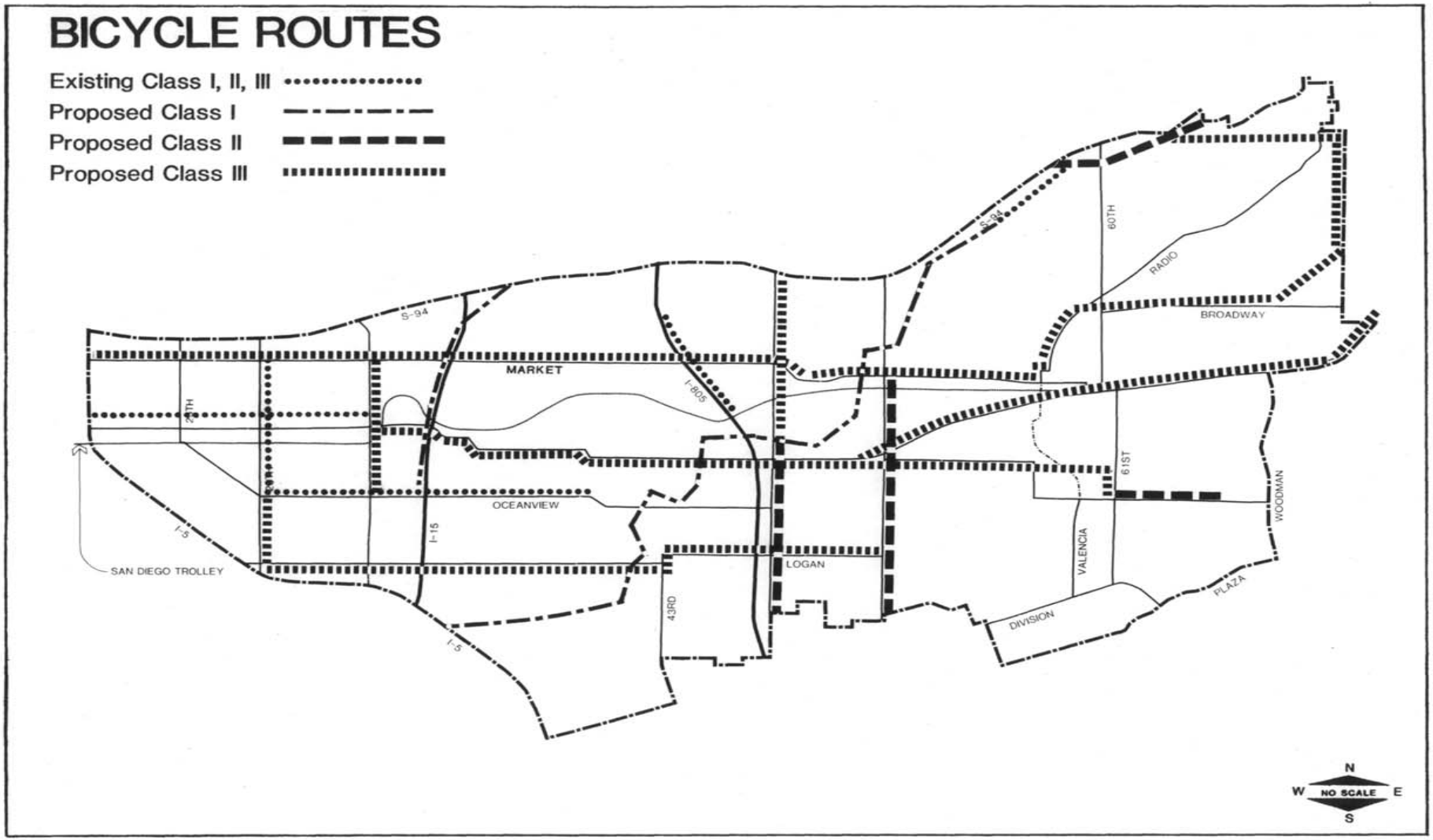

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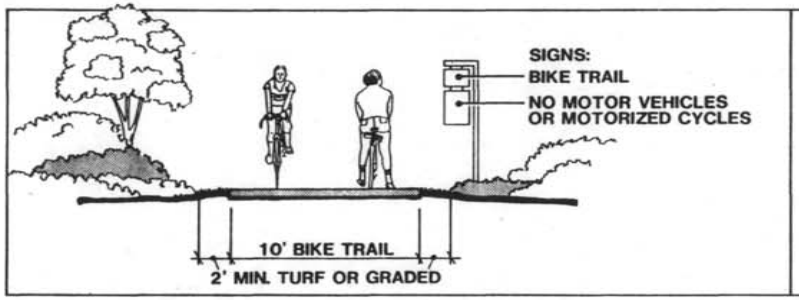
FIGURE 20

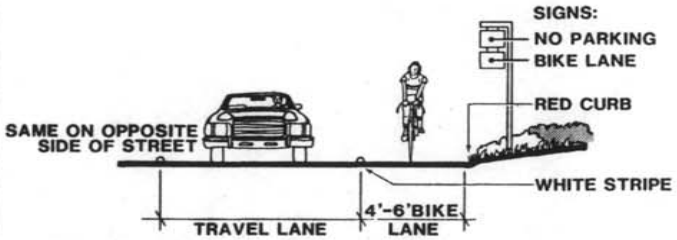
BIKE LANE CLASSIFICATIONS



CLASS I
(Typical location–openspace)

Bicycle Path

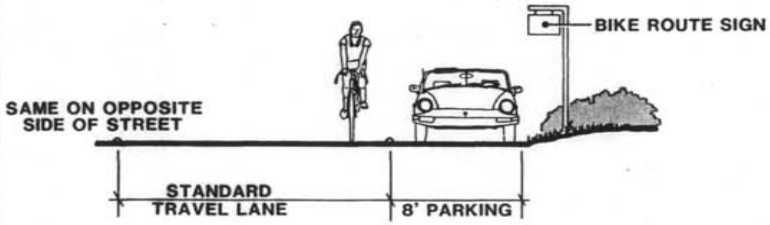
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical location–major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.



CLASS III
(Typical location–neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

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FIGURE 21

Pedestrian/Bicycle Transportation Objectives

1. Increase the aesthetic quality of street corridors to encourage pedestrian activity.

2. Maintain and improve pedestrian and bicycle access to public transportation.

3. Enhance bicycle circulation by improving designated routes to City standards and by attention to aesthetic quality and safety.

Pedestrian/Bicycle Transportation Recommendations

1. Enhancement of Pedestrian Walkways. Pedestrian activity should be encouraged by improving the quality of the walking environment. This can be done by means of improved landscaping in the right-of-way, special lighting and attention to the design of adjacent developments (See Urban Design Element and Neighborhood Element for more detail).

2. Connection to the Trolley. Sidewalk and bikeway improvements in the vicinity of the East Line Trolley route should have the highest priority among such routes in the community.

3. New Development. Walkway improvements should be required of developments in the western portion of the community. As addressed in the Neighborhood Element, some locations in the Encanto neighborhood should not be improved with standard sidewalks to maintain the area's rural character.

4. Improve Bicycle Access. Designated routes should be improved to City standards. These routes should be linked to the open space and recreational areas in the community.

PARKING

EXISTING CONDITIONS

Commercial and industrial areas in the Western Subarea lack adequate parking. Because of the low density nature of the community, parking is rarely a problem. However, the commercial and industrial strips of the Western Subarea were developed under zoning regulations which did not require parking off-street. Thus, while parking is marginally adequate at present, the available parking in these areas is clearly inadequate for future redevelopment.

Parking Objectives

1. Parking areas should not dominate the streetscape but should be located and screened to promote easy access and safety in an attractive setting.

2. Public parking lots are needed in areas of intense commercial activity.

3. Parking requirements should be adopted that relate directly to the type of development. These requirements should be regulated through standards for the type and design of spaces as well as the number of spaces.

Parking Recommendations

1. All parking areas should be landscaped with trees and other landscaping materials in median strips or planting boxes. Pedestrian walkways should be provided, clearly identified, and made safe and attractive through the use of hardscape design, landscaping and lighting.

2. Public parking lots could be developed and maintained through Business Improvement Districts or Special Assessment Districts. These parking areas should be highly visible from the public streets to increase safety and should be well-lighted and landscaped.

3. Parking standards should be adopted through the Planned District Ordinance and should address enclosed, covered, and landscaped parking areas.

PUBLIC FACILITIES ELEMENT

The recommendations made in this Public Facilities Element will govern much of the capital facilities programming needed to provide services to the community. Taken together with the street improvements, the recommendations of this element will be responsible for the allocation of millions of dollars in public capital improvements.

The Public Facilities Element is divided into eight parts: education, libraries, police/fire facilities, postal service, drainage and flood control, water and sewer facilities, solid waste and gas/electric facilities.

EDUCATION

EXISTING CONDITIONS

There are currently two extended kindergartens, Burbank (K-3) and Mead (K-2), 13 elementary schools (see map), one junior high school, Memorial (grades 7-9), two combined junior and senior high schools, Gompers (grades 7-12) and O'Farrell (grades 4-12), and one high school, Lincoln (grades 9-12), located in the community. School capacity now exists in the community for all school-aged residents. Junior and senior high schools are somewhat under utilized, but elementary schools are approaching their capacity (See Table 5 and Figure 22). As the community approaches buildout, some of the schools will be over capacity and most will have reached the total capacity limit.

Two elementary schools have been closed in the community in the last ten years. Crocket Elementary School was closed in 1975 for the purpose of establishing an alternative school on the site. Because the school did not generate sufficient interest and enrollment, the district converted the site to administrative office space. Bandini School was closed due to declining enrollment in March 1976 and the site has been converted to an administrative use.

Schools in Southeastern San Diego are characterized by having a disproportionately large percentage of nonwhite students, and a program of desegregation has been instituted. The State Board of Education defines racial imbalance as a variation of more than 15 percent in the proportion of minority students enrolled in a school, compared to the overall ethnic composition of the district. The imbalance which exists in Southeastern San Diego is of course related to the high minority population of the community. The San Diego Unified School District has been pursuing a program of desegregation throughout the district under the direction of the courts. As part of this program, seven Southeastern San Diego schools have been established as "Magnet Schools" with programs to draw students from throughout the district. It is the observation of many community residents that the magnet program has nonetheless resulted in segregation between resident and non-resident students within the magnet schools themselves (see Table 5).

The Educational Cultural Complex (ECC) of the San Diego Community College District is a key educational institution in Southeastern San Diego. Opened in the fall of 1976, the Educational Cultural Complex offers day and evening college credit classes, adult school classes, and a wide variety of general interest programs. It contains a theatre and orchestra setting and a

learning center stocked with audiovisual equipment and reference materials. The center offers approximately 240 classes to an estimated 4,000 persons.

The community is served by the campus of San Diego City College. Although the campus of this community college is not located within the boundaries of the community, it is in the adjacent Centre City area, is well served by transit and plays an important educational function in Southeastern San Diego.

Education Objectives

1. Maintain an adequate level of capacity for all public schools and a high level of maintenance of all school facilities.

2. Improve present programs of racial desegregation in the schools.

3. Maintain and enhance the availability of community college and other higher education programs in the community.

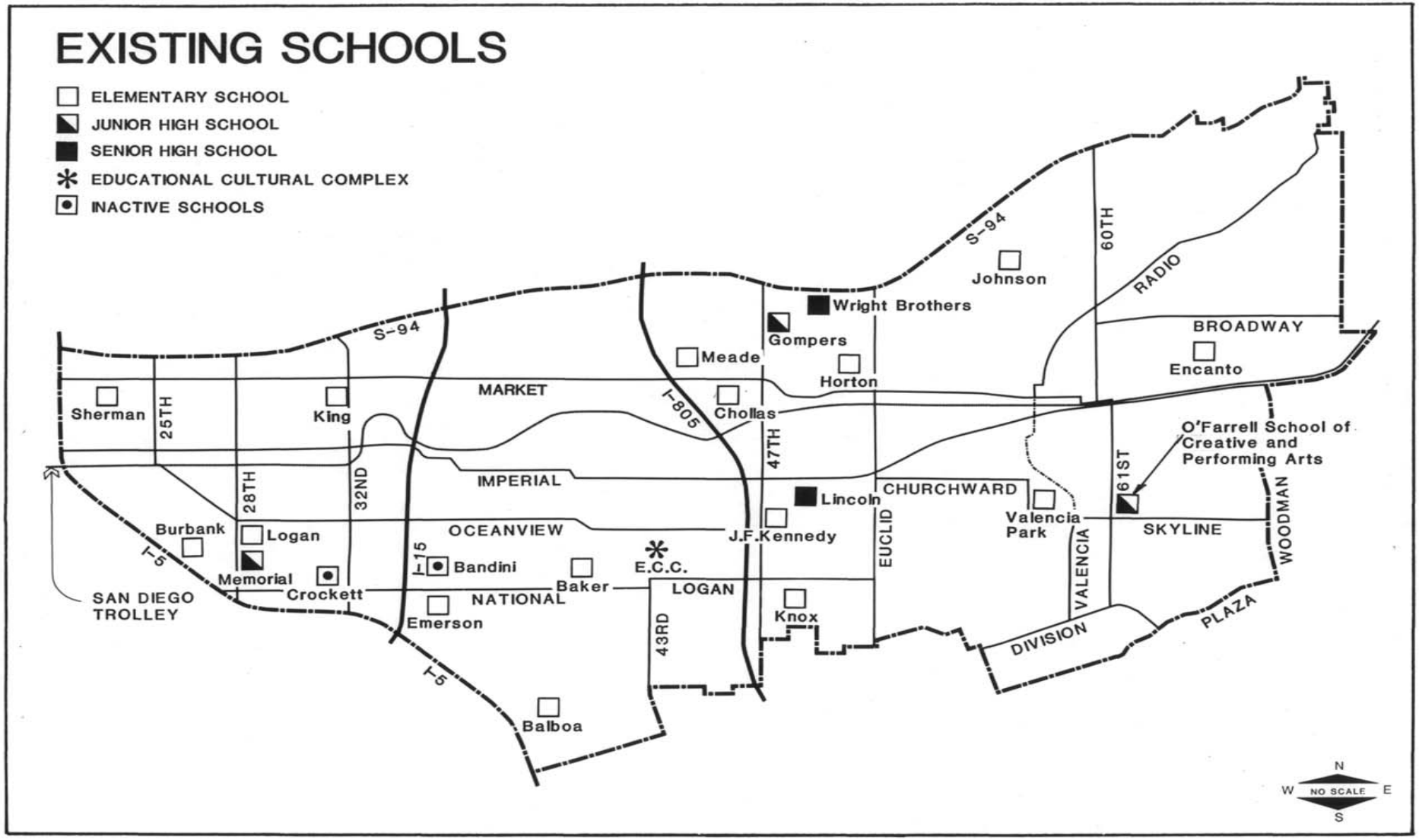

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FIGURE 22

Table 5. PUBLIC SCHOOL ENROLLMENTS AND CAPACITIES

School	Capacity		Forecast		Grade Configuration	Special Programs
	Operating	Total	1987	1990		
Baker Elementary	720	930	740	880	K-6	Music Conservator Magnet
Balboa Elementary	1,020	1,290	1,105	1,314	K-6	International Baccalaureate humanities Preparatory Magnet
Burbank Elementary	690	810	521	593	K-3	Extended Day Magnet (Year Round)
Chollas Kindergarten	822	1,110	813	943	2-6 (1-6 in 1989)	Math/Science Magnet
Emerson Elementary	996	1,050	958	1,140	K-6	Fundamentals Magnet
Encanto Elementary	1,494	1,710	1,400	1,545	K-6	Enriched Math/Science; Spanish; Bilingual Magnet Language Immersion-Spanish Magnet
Horton Elementary	810	1,050	799	950	K-6	Language Immersion-Spanish Magnet
Johnson Elementary	480	570	462	554	K-6	Academic Academy magnet
Kennedy Elementary	690	1,020	573	681	K-6	University Lab. School Magnet
King Elementary	930	1,140	792	902	K-6	International Baccalaureate Preparatory Magnet (year-round)
Knox Elementary	870	990	844	1,007	K-6	Academy for Written, Oral, Visual Communications; Extended Day; and Language Immersion-French Magnet
Logan Elementary	837	1,050	902	1,023	K-6	Year-Round School
Mead Kindergarten	390	450	352	204	K-2 (K in 1989	Extended Day Magnet
Sherman Elementary	1,050	1,320	1,093	1,275	K-6	Year-Round School
Valencia Park Elementary	1,065	1,320	1,120	1,193	K-6	Center for Academics, Drama, and Dance Magnet
Memorial Junior High	1,084	1,614	1,033	1,093	7-9	International Baccalaureate/Writing; Spanish Immersion Magnet
Gompers, Jr.,/Sr. High	1,742	2,502	1,703	1,733	7-12	Math/Science/Computers Magnet
Lincoln High School	1,201	1,907	844	895	9-12	Humanities, Language and Health Professions Magnet
O'Farrell Jr./Sr. High	1,324	1,866	1,265	1,275	4-12	Creative and Performing Arts Performing Arts Magnet

Education Recommendations

1. Future School Capacities. Any future capacity problems that might result from the growth of the community could be accommodated either by adjustments to the enrollment in "Magnet Schools" located in the community or by reactivating the two additional elementary schools located in the community which are not currently being used for educational purposes. Therefore, this plan recommends that the school district retain the closed school sites to provide future capacity as needed and to continue in the special functions that they currently serve.

2. Educational Cultural Complex (ECC). The Community College District is encouraged to maintain and expand the role of the Educational Cultural Complex in the community and to continue to make this complex available for community functions such as meetings and performing arts presentations. During the review of development or redevelopment proposals in the vicinity of the Educational Cultural Complex, a priority should be placed on tying uses, access and design of development to coordinate with the mission and appearance of the complex. The Educational Cultural Complex should relate more to 43rd and Logan-Streets. New buildings, if added, should be located on College land just north of this intersection and should face onto the public streets, creating more of a sense of entry and arrival to this already outstanding, model facility.

3. Community College Programs. The Community College District is encouraged to maintain its service to the community at San Diego City College, and expand services that would increase the likelihood of higher levels of educational attainment in the community.

4. School Sites-Alternative Use. School sites should be designated for institutional and educational use and should be zoned at the density of surrounding residential development to assure that the sites will be developed at a density compatible with existing neighborhoods in the event that the sites are no longer needed for educational uses. The Institutional Overlay Zone should be applied to all school sites should be utilized to permit the future review of any unneeded school site on a site-by-site basis. Unneeded school sites should only be developed with compatible private development after it has been determined that public facilities are not needed through the Institutional Overlay Zone review process. Where residential development is considered for an unneeded school site, the development density should be compatible with the residential density of the existing neighborhood.

5. School Improvements. Balboa Elementary School is in need of physical improvements, including a secured parking facility for staff and improvements to the school yard which is in poor condition due to erosion problems. Consideration should be given to a joint project between the school district and the City for utilization of the school yard to create a mini-park and recreational area. Additional improvements to all schools should include the following:

a. Improve the aesthetic educational environment at each school. Improvements needed may differ from school to school and include interior and exterior painting, landscaping, and turfing.

b. Improve the existing permanent facilities at some sites. Consideration could be given to the expansion of permanent facilities at some of the schools to accommodate the large and growing enrollment and reduce the high percentage of portable classrooms. New facilities could be integrated architecturally with existing buildings. Underground buildings with recreational areas on top could be considered for some schools. In addition, multi-story buildings could be considered for some sites in order to conserve recreational areas.

c. The school district could work with the City to acquire additional land to expand existing sites. In some cases, the expanded sites could be used for educational facilities and in other instances joint use with City parks could be accomplished.

d. There could be explorations of the possibility of using new buildings jointly for commercial and educational use. The joint use of buildings would provide revenue to the district and give the district a means for reducing further the number of portable classrooms at each school.

e. Consideration could be given to develop ways to deal more aesthetically with portable classrooms. This could be accomplished through a combination of landscaping and arrangement of the portables.

The San Diego Unified School District has developed a Long Range Facilities Master Plan (LRFMP) which is intended to determine future facilities needs to the year 2000, educational programs for the same period of time, facilities utilization policies, and availability of financial resources.

LIBRARIES

Southeastern San Diego is currently served by three branch libraries. This number exceeds General Plan standards which call for a branch library to serve residential populations of up to 30,000. The Educational Cultural Complex contains a branch library which, taken together with the Logan Branch on 28th Street and the Valencia Park Branch on 50th Street, should accommodate a community population of up to 90,000. These branch libraries are supplemented in the Encanto area by regular bookmobile service. The western subarea is served by the Central Library in Downtown.

Valencia Park Library

The Valencia Park Library, however, has the lowest circulation of all the libraries in the City and is inadequate to serve the needs of the community. In response to this, the City has current plans to relocate the Valencia Park Library to a new 25,000-square-foot facility on the corner of 51st and Market Streets. The new library will contain a community meeting room, children's area,

multimedia area and a larger collection of volumes. It will also serve as the headquarters of the READ/San Diego Adult Literacy Program.

The Valencia Park Library district contains the highest concentration of African-Americans in San Diego and the proportion of Hispanic and Asians is slightly higher than their representation citywide. A new library facility with larger special collections, such as Spanish language materials and African-American history books, will be better able to serve these communities. Also, the physical site of the proposed Valencia Park library offers tremendous opportunities to educate children and adults about the prehistoric times and the natural environment. The site adjoins city-owned open space to the east and contains extremely important paleontological resources. The Library Department has agreed to work with the San Diego Museum of Natural History to develop interpretative exhibits at the library and sponsor walking tours of the vicinity to use these resources for educational purposes.

The new library site is also near bus lines and the San Diego Trolley and will be more accessible than the existing library.

Library Recommendations

1. Valencia Park Library (see also the general recommendations in the Urban Design Element).

    a. The proposed site of the library contains significant slopes and because of its high visibility to the surrounding community, the siting and design of the facility shall minimize the disruption to the natural contour of the land. Buildings shall be sited to reduce the need for grading, retaining walls and excessive level areas. Structures shall be designed to conform to the existing land form rather than grading the site to fit the building.

    b. There shall be identifiable pedestrian access to the library from the street and parking areas and linkage to nearby transit stops and the trolley station. The design shall integrate the buildings with the existing street pattern and promote a pleasant pedestrian environment with prominent landscaping, street furniture and other pedestrian-oriented elements.

    c. The building design shall be integrated with the nearby natural areas and adjacent city-owned open space. Landscaping shall emphasize native plan species. Also, access shall be provided from the library to these natural areas.

    d. Parking areas shall not dominate the streetscape. These areas shall be screened with landscaping or other elements to minimize their visual impact from the public right-of-way and be landscaped at regular intervals using planting islands. Secure bicycle parking shall be provided.

e. The significant paleontological resources on site shall be preserved and enhanced to serve as an educational resource for the community. Access to these exposed slopes shall be provided for public viewing.

f. The new library site, on 51st and Market Streets, shall retain its SF-5000 zoning. Its use shall be restricted to the library, and accessory uses permitted by the underlying zoning. Alternative use of the site for single-family development, in conformance with the Southeastern San Diego Planned District Ordinance and other City ordinances, shall not require an amendment to this plan.

g. The present Valencia Park Library facility, located on Imperial Avenue and 50th Street, shall be redesignated for commercial use, in character with the surrounding development, and shall retain its CSF-2 zoning.

2. Current population forecasts estimate that the total population of Southeastern San Diego will reach 90,000 by the year 2000. The Library Department should consider the provision of an additional library as needs and population in the eastern area of the community warrant.

POLICE/FIRE

Crime rates in Southeastern San Diego vary by area. Generally, areas west of 28th Street and east of Euclid Avenue have lower crime rates than the central portion of the community. In this central area crime rates are high, in some areas averaging 100 incidents per 1,000 population per year. Crime has an influence on the success of businesses and the desirability of residing in the community.

At present, Southeastern San Diego is adequately served by police patrols. Administration for the beats patrolling the central and eastern community subareas is centered at the Southeastern San Diego substation, the Skyline community. In accordance with the Police Department's decentralization program, a new police station is planned to be constructed on Imperial Avenue between 30th and 31st Streets. The proposed station will house the Central Division, which is currently located at the police headquarters in downtown. The new station will increase the visibility of the police in the area, improve accessibility to local residents and reduce transportation costs. Police storefront community service offices, located on 24th and Market Streets, are also available to the residents of the community.

The Fire Department currently contains an adequate response time for all portions of the community plan area. Five fire stations, three of which are located outside the boundaries of the community, serve Southeastern San Diego. The replacement of one of the community's stations, Station 19 on Oceanview Boulevard at 35th Street, was completed during 1986.

Police and Fire Objectives

1. Maintain and improve response times and service levels to the community.

2. Reduce the present level of crime the community.

Police and Fire Recommendations

1. Central Division Station – (see also the general recommendations in the Urban Design Element).

    a. The police station shall be oriented toward Imperial Avenue which serves as a major thoroughfare in the community. A prominent entry on Imperial Avenue shall be provided with identifiable access from the street and parking areas. Parking shall be provided between this entry and the street. Street trees shall be provided to enhance the pedestrian environment.

    b. Parking areas shall be screened with landscaping and/or other elements to reduce their visual impact while allowing adequate surveillance of these areas. Chain-link fencing shall not be used.

    c. Building facades which are visible from the public right-of-way shall be designed to enhance their visual interest. Large continuous walls shall be avoided, and building wall articulation or other architectural features shall be used to break up the mass of the building into smaller visual components. Landscaping, building color and texture shall supplement these design features to mask the scale of the building.

    d. Any automobile repair facilities on site shall be adequately screened and hours of operation shall be limited to reduce the potential noise impacts to surrounding residents.

    e. The design of the substation shall be submitted to the Southeastern San Diego Development Committee for their review, and the neighborhood residents shall be invited to participate in the design review process. The final design of the proposed police station shall be further reviewed by the Planning Department for conformance with the Southeastern San Diego Community Plan, Planned District Ordinance and other City ordinances.

    f. The site shall retain its CSR-2-R-1500 and I-1 zoning. Its use shall be restricted to the police station and accessory uses permitted by the underlying zoning. Alternative development and/or use of the site, in conformance with the underlying zoning, shall not require an amendment to this plan.

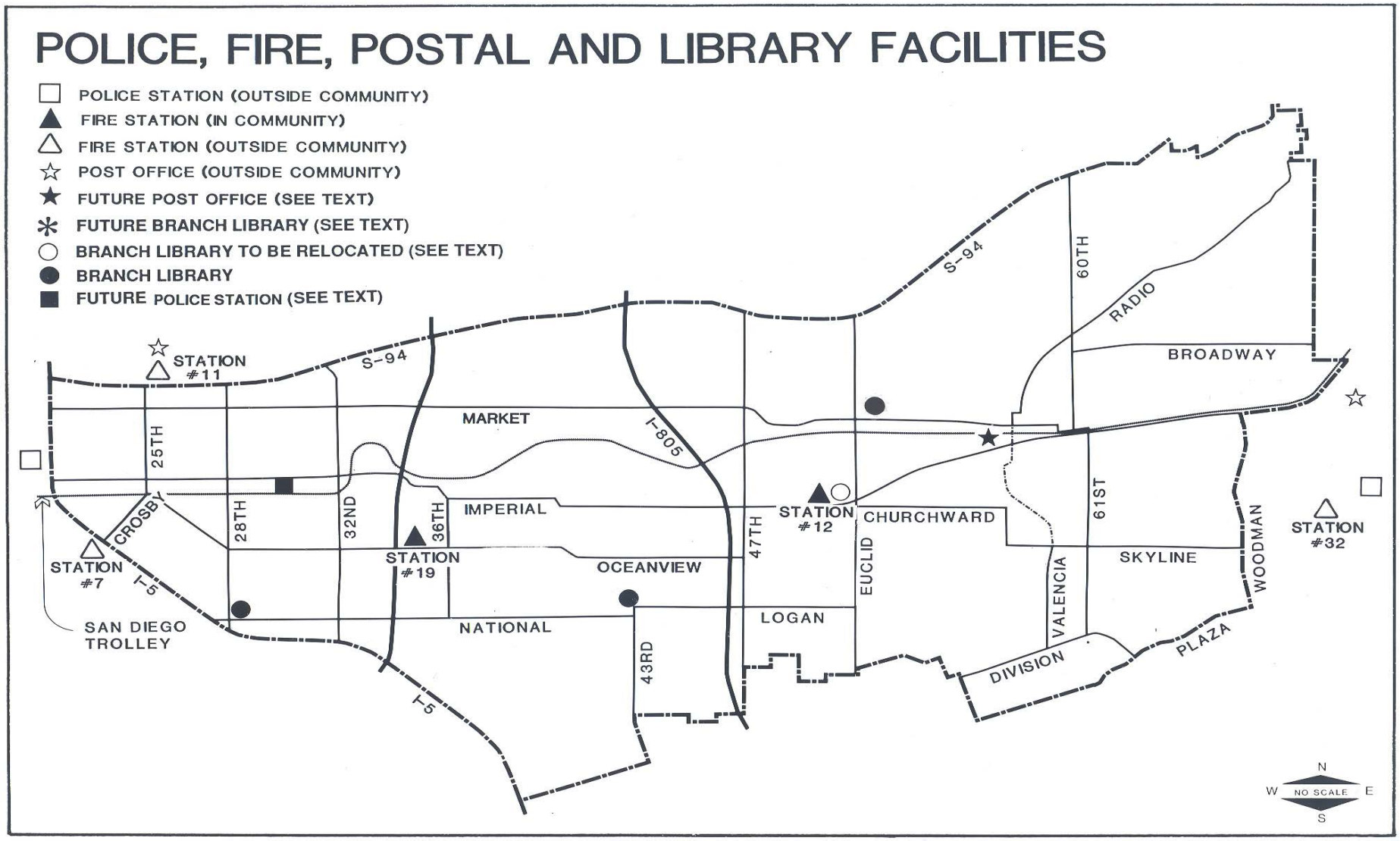
No additional police or fire protection facilities are recommended to be constructed within the community. However, the needs of this area should continue to be monitored and the operations of these support services should be reviewed and adjusted as needed.

POSTAL SERVICE

Postal Service to the eastern subarea of the plan has been a concern to area residents. The community has petitioned lawmakers at the federal level to replace the post office facilities for the 92114 subarea.

The federal government should be called upon to provide an additional post office branch within the eastern subarea, preferably along the San Diego trolley line. The 10-acre parcel known as the "Potter Tract," located between Market Street and Imperial Avenue and west of Merlin Drive, is recommended as a post office site.

The northeast corner of Market Street and 51st Street has also been identified as a potential post office site near the trolley line.



SOUTHEASTERN SAN DIEGO

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE 23

DRAINAGE/FLOOD CONTROL

Many areas within the Los Chollas Creek drainage system are subject to flooding by the 100-year frequency flood. Flood prone areas lie adjacent to the natural stream bed as well as adjacent to flood control channels built to less than the 100-year storm capacity (Figure 3). Developed areas subject to inundation include:

The west side of Las Chollas between Interstate 5 and Market Street;
South Chollas between Interstate 805 and Market Street;
Euclid Avenue Branch between Market Street and State Highway 94;
Encanto Branch between 60th and 66th Streets and Federal Boulevard to 60th Street.

Except for a section of former Highway 252 right-of-way east of Interstate 5 and the "Potter Tract" on the Encanto Branch, few undeveloped areas lie within the 100-year floodplain.

DRAINAGE/FLOOD OBJECTIVE

1. Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

DRAINAGE/FLOOD RECOMMENDATIONS

1. In undeveloped portions of the drainage basin, flood control should be provided which ensures the safety of structures and active land uses upon development.

2. Flood control in the Chollas system should be accomplished through the use of natural and/or landscaped facilities. The use of concrete channels shall not be permitted.

WATER/SEWER

The major trunk water and sewer lines are in place to serve the entire community. In those portions of the community which still have vacant developable land, sewer and water capacity is available for new development. The only issue affecting water and sewer availability are regional ones, dealing with the ultimate capacity of the Metropolitan Sewer System and the future ability of the region to import an adequate supply of water. These issues are regional in nature and are the domain of the City's General Plan. However, a new major transmission (trunk) water line, the Paradise Mesa Crosstie Pipeline, will substantially improve water pressure to a major portion of the Southeastern San Diego Community Planning Area, especially during the hotter summer months. Furthermore, the pipeline will provide an alternative independent supply of water to Southeastern San Diego from the California Water Authority's Second Aqueduct in the event of a major break in the City's own water supply system.

Because of the age of some developed portions of the community, water and sewer maintenance and replacement is occasionally needed. The Water Utilities Department of the City monitors and maintains the water and sewer system on an ongoing basis. According to the City's 1987 Fiscal Year Budget, the Water Utilities Department budgeted about 6 million dollars annually citywide to cover repair and replacement due to breaks in the cast iron water system. In addition, an allocation of 5 million dollars has been budgeted citywide to cover the replacement

of existing deteriorated concrete sewer mains. A large quantity of these old cast-iron water mains and concrete sewer mains still exist, in varying condition, in the Southeastern San Diego community. The Utilities Department has an ongoing program to replace those old mains in the entire City, averaging at least 1.5 miles per year of replacement and upgrading effort in the Southeastern San Diego community. Additional projects budgeted in the City's Capital Improvement Program for Southeastern San Diego include the replacement of an existing steel water pipeline from Hilltop Drive to the National City limit, paralleling Interstate 805 (scheduled for construction in fiscal year 1988), and the replacement of pumps and the rehabilitation of the building for the water pump station located at 65th Street and Herrick Street.

The Water Utilities Department should continue the routine maintenance and replacement of water and sewer facilities within the community. In addition, capital improvements to the system should be made where warranted.

SOLID WASTE

Solid waste service to the community is adequate for the foreseeable future. Solid waste is collected in the community by the City and deposited in the Miramar Landfill, outside the community. No landfill or refuse deposit location has been or should be proposed within the Southeastern San Diego community.

GAS AND ELECTRIC SERVICES

Gas and electric service to the community is adequate. The San Diego Gas and Electric Company provides energy utility service to the plan area. The company has the generating and line capacity to accommodate present and anticipated development in the community.

Undergrounding of electric lines has taken place in new development in the community and as a part of a citywide program of undergrounding in developed areas. All new development in the Southeastern San Diego community is subject to a requirement to place electric lines underground. In addition, the City and the San Diego Gas and Electric Company have worked together to underground lines in certain parts of the City where development has occurred prior to the new requirements.

Gas and Electric Recommendation

All facilities, including transmission lines, should be undergrounded within the Southeastern San Diego community.

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URBAN DESIGN ELEMENT

Urban design addresses a wide range of issues, including the visual impact of new development, the compatibility of new development with the existing community and the natural landscape, and perceptions of image, identity and character within a community. Other elements within this plan address the location, timing, and sequence of development and facilities. The Urban Design Element is vital to the cohesiveness between the other elements of the plan because it deals with the quality and form that new development will take.

Although Southeastern San Diego is a predominantly urbanized community, several vacant developable tracts are located within the community. The scale and design of new development, as well as redevelopment of existing properties, has the potential to affect the quality of the community to a great extent.

Urban Design Objectives

1. Improve the visual and physical character of the community.

2. Encourage compatibility between new structures and existing neighborhoods.

3. Upgrade the quality of new multi-family residential development.

4. Enhance the community's image through streetscape improvements along major streets and within the neighborhoods.

Urban Design Recommendations

The following urban design guidelines are intended to be applied to all new development and rehabilitation within the Southeastern San Diego community.

RESIDENTIAL GUIDELINES

Scale

- Small courtyard, cluster and row house residences of 10-15 dwelling units are recommended for multi-family residential development.

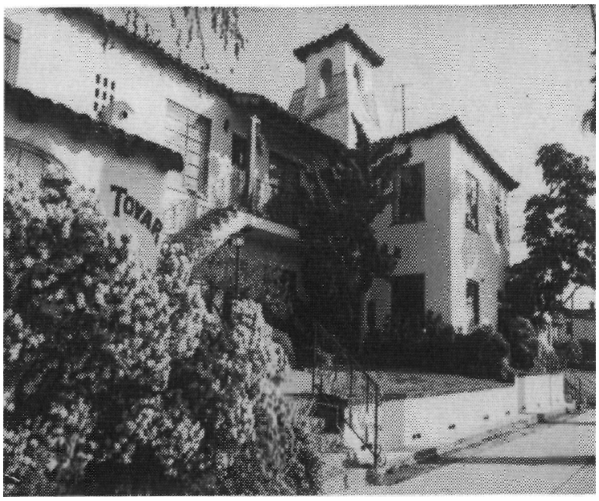
- New multi-family developments should be limited in size. Larger proposals should develop a mix of housing types and incorporate owner-occupied dwellings.

- The transitions and visual relationships between new and older buildings should be harmonious. A conscious effort to achieve balanced and compatibility between new and older buildings is needed. This can be accomplished by repeating existing building lines and surface treatment and by gradual transitions in height, bulk and density. Abrupt differences in scale are to be avoided.

- Where new buildings are larger than existing structures, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of existing buildings.

- Where lot consolidation takes place, special consideration should be given to adjacent parcels to ensure that new development does not visually overwhelm neighboring areas.

- Building bulk should be controlled through the use of ground level and upper level setbacks, facade variation and other architectural features (recessed entryways, porches, balconies, bay windows) which serve to break up building facades into smaller-scale visual components. Long continuous building masses that create a wall effect shall be avoided.



Site and Building Design

In new developments, repetitious use of identical style and type of dwellings should be avoided. Larger projects in particular result in greater visual prominence of development. Using a variety of structures can result in a more interesting appearance, and can also produce a wider range of housing costs.

Use of staggered setbacks, varied building heights, widths, shapes, orientations, and colors should be incorporated. Protected courtyards, verandas, facades and porches are also encouraged to promote building variety.

- New residential development should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood. Sidewalks should be provided along at least one side of all private streets and should link in a clear manner to existing pedestrian and bicycle ways.

- Buildings should be oriented toward the public street. Each dwelling should visibly relate to the street. Units hidden on the back portion of the site or behind another building should be avoided. Visible street entrances or street facing courtyards with dwellings entered from the courtyard are encouraged. The same standards should be applied to buildings with alley frontage.

- Locate potentially noisy areas like playgrounds and parking areas away from dwelling units where possible.

- In areas designated as a "Special Character Multi-Family Neighborhoods," tailored design standards should be adopted to limit the size of lot consolidations and to regulate the placement of additional units on a lot in order to maintain the traditional pattern of front and rear units. The tailored standards should also require that the color and design of any new unit(s) added to a lot be complementary to the existing structure(s).

Landscaped Open Areas

- **Common Landscaped Open Areas**. Provide common outdoor areas that are usable in all seasons, including shaded areas for outdoor use in warm months.

- Consider the special needs of each group of the expected residents.

- Provide sidewalks between important shared facilities and to important off-site destinations such as transit stops.

- **Private Landscaped Open Areas.** In addition to common landscaped open areas, private open areas should be provided for each unit. This may be a garden, courtyard, terrace or roof deck.

- When located on ground level, open areas should be screened from public view by landscaping, courtyard walls, or privacy fences.

- On sloping sites, landscaped open areas should be sensitively terraced or provided in decks or balconies.

- The requirements for private usable open areas could be reduced if a project provides some common usable open areas on the site.

- Private open areas should be oriented to receive good sun penetration and provide shaded areas for outdoor use in the warmest months.

Parking Areas for Residential Development

- Off-street parking areas should be designed to minimize their visual impact on the site and surrounding neighborhood. Where appropriate and subject to project review, parking spaces should be incorporated into building design using tuck-under parking for sloping sites.

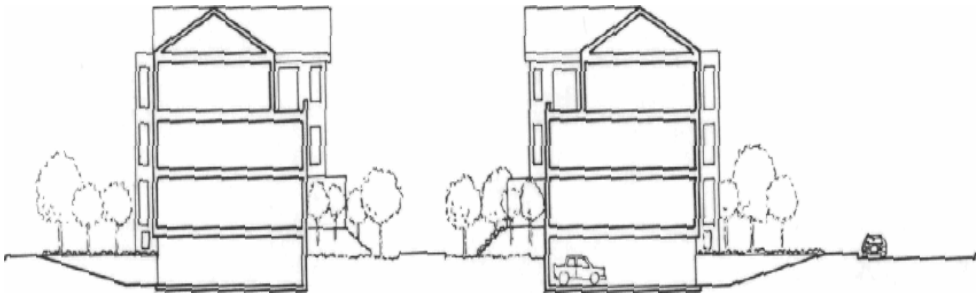
- Parking should be placed in unobtrusive locations to minimize their visual impact. Shrub planting, low walls or trees can be used to partially screen and still allow an opportunity for surveillance.

- Parking areas should be landscaped at regular intervals using planting islands.

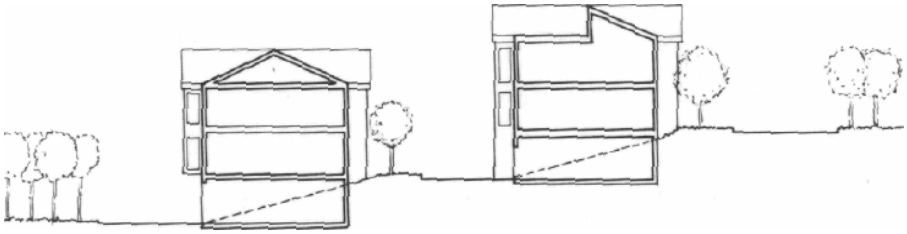
- For multi-family developments, a portion of the parking area should be enclosed by garages, carports or trellises.

- Garages and carports should be designed to relate in design and scale to the residential units and should not significantly block views from the street into the project area.

Use shrub planting, low walls, earth berms, and tree planting to give eye level relief at parking areas.



Tuck-under parking, level site



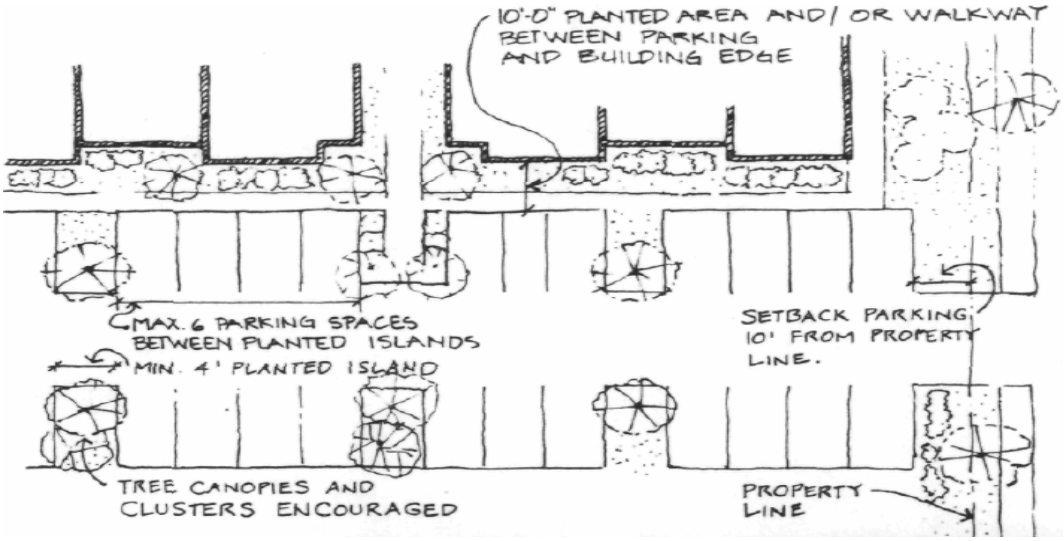
Tuck-under parking, sloping site

- Parking should not be placed between the front of a residential building and the street. Consideration should be given to prohibiting parking in the required front and side yard areas.

- A minimum landscaped and/or walkway area should be provided between all parking areas and the building.

- Trash facilities should be easily accessible and designed to be an integral part of the project.

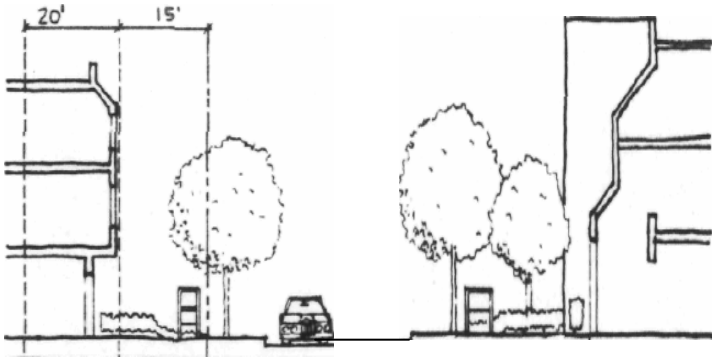
- Consider special areas for bicycle parking.



Provide landscaping in parking/walkway areas.

COMMERCIAL GUIDELINES

- All new community and neighborhood commercial development should be built with appropriate setbacks from the street to maintain a consistent street setback pattern.

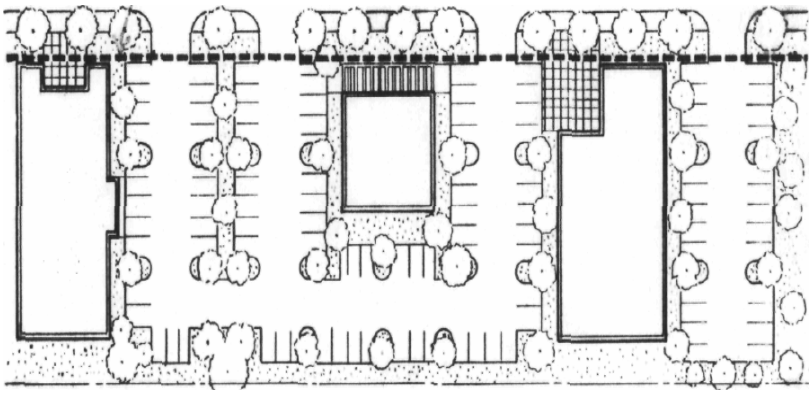


Provide appropriate setbacks.

- Along pedestrian oriented streets where existing buildings are close to the property line, new buildings should be required to be up to or within ten feet of the property line. In these cases, parking should not be allowed between the building and the street, and any parking in the front half of the lot should be set back to allow landscaping.

- If buildings are set back from the property line, this intermittent area between the building and street must be paved and landscaped. Decorative paving may substitute for part of the landscaping requirement.

- The fine grain scale of older shopping streets should be preserved. The new infill development should respect the design of existing structures and contribute to the quality of the area. New development should break up building masses into smaller visual components.



Provide landscaping in parking and setback areas.

- Buildings on shopping streets should develop a transparency with the pedestrian environment of the sidewalk. This will help to avoid blank or solid wall monotony and add to facade variation. Transparency can be accomplished by use of glass or other transparent materials.

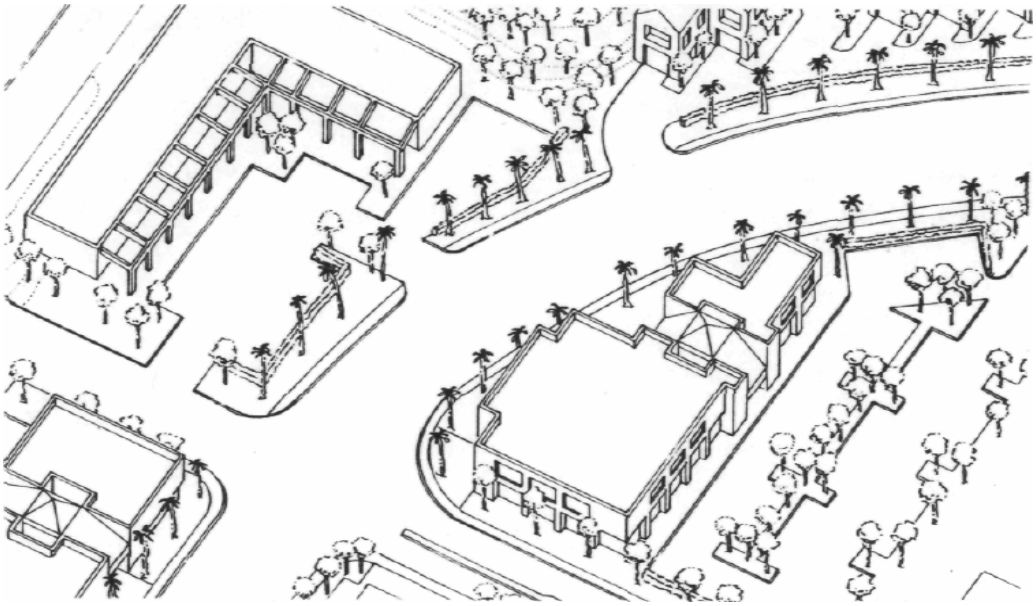
- Streetscape elements including kiosks, walkways, street furniture, street lighting and signage should be used to enhance the appearance and function of commercial developments. These elements should be compatible with the materials, color and design of the structures and should be planned as a unifying element of a commercial area.

- In larger scale or drive-in commercial centers, any walls or fences should be set back from the property line to permit some landscaping between the right-of-way (sidewalk) and the wall or fence.

- Curb cuts should be minimized to increase the opportunities for both landscaping and parking along the street.

- **Urban Plazas. Public squares and broad open areas surrounded by defined physical edges such as buildings, landmarks, and public parks are encouraged in activity areas throughout the Southeastern communities. The purpose of the urban plaza is to improve the pedestrian environment, and to serve as a linkage between major activity areas, as well as to provide quality settings for high use, high capacity activities. Plazas should be designed with a combination of landscape and enhanced hardscape and surrounded by special open space or architectural features. Urban Plazas could be developed at multiple levels to provide a buffer and transition area between conflicting land uses.**

Shopping street transparency



Locate buildings to relate to the streetscape.

INDUSTRIAL GUIDELINES

- New industrial development should recognize that Southeastern San Diego is primarily a residential area. Development should consider views into industrial properties from public streets and neighboring residences.

- Varying building heights and setbacks should be used to define different functions such as offices and warehousing.

- Exterior wall materials that contain integral colors and textures, such as pre-cast concrete, brick, concrete masonry and split-faced block are encouraged.

- Entrances should be provided along street frontages. Continuous, blank walls on the street at the front or street side of the property should be avoided. If long walls are necessary and visible from the street or from adjacent residential areas, some form of visual relief should be provided. This can be accomplished through use of color and/or material changes, applied graphics, or applied architectural elements such as plasters or corbels.

- Loading docks should be located away from front streets or should be designed or screened in such a way as to make them a complementary feature of the building.

- Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

<u>Parking Areas for Commercial and Industrial Development</u>

- Buffer zones should be created between parking areas and the street. These zones can be created by walkways, landscaping or earth berming. Visual buffering should allow a line of sight into the parking area to allow opportunity for surveillance.

- Rows of parking should not be continuous. Landscaping islands should be provided for every eight parking spaces.

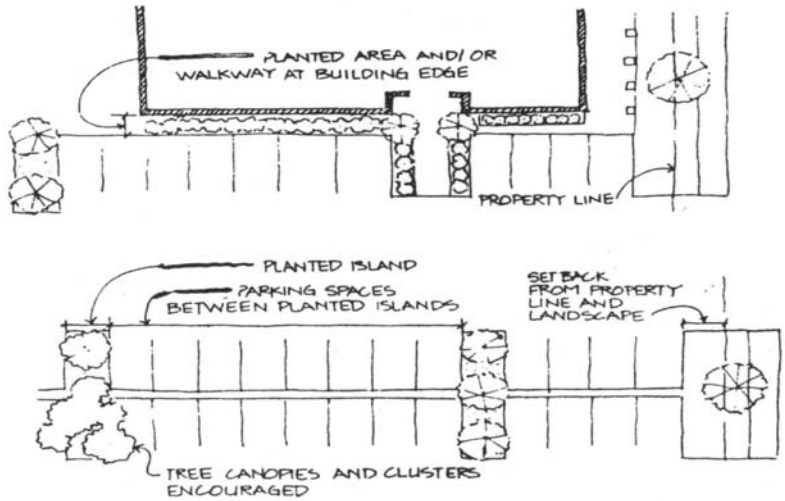
- Smaller parking areas are encouraged (30 cars or less). Parking areas in excess of 30 cars should consist of smaller lots that are interrupted by a planted median at least two parking spaces in width.

- Use of chain-link fencing is discouraged but may be approved on a project by project basis as site safety and surveillance require. Wrought iron fencing is preferred to chain-link fencing.

- Parking should not be placed between the front of a building and the street. Consideration should be given to prohibiting parking in the required front and side yard areas.

- A minimum landscaped and walkway area should be provided between all parking areas and the building.

- Consider special areas for bicycle and carpool parking.



Landscape parking areas

GENERAL GUIDELINES

Pedestrian Activity

- Street should be designed and developed as pleasant places to walk as well as drive. Pedestrian areas should be emphasized through the use of wider sidewalks, benches, pedestrian scale signs, paving materials and landscaping.

Develop pleasant walkways

- Projects should front on the public street and provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the project.

- All pedestrian pathways shall have adequate lighting and signing to provide for the safety of the users.

- Pedestrian linkages should be provided as appropriate between public activity areas including schools, libraries, parks and open space areas, shopping areas, and transit stops. Such linkages could be in the form of linear parks, landscaped sidewalks or separate pathways.

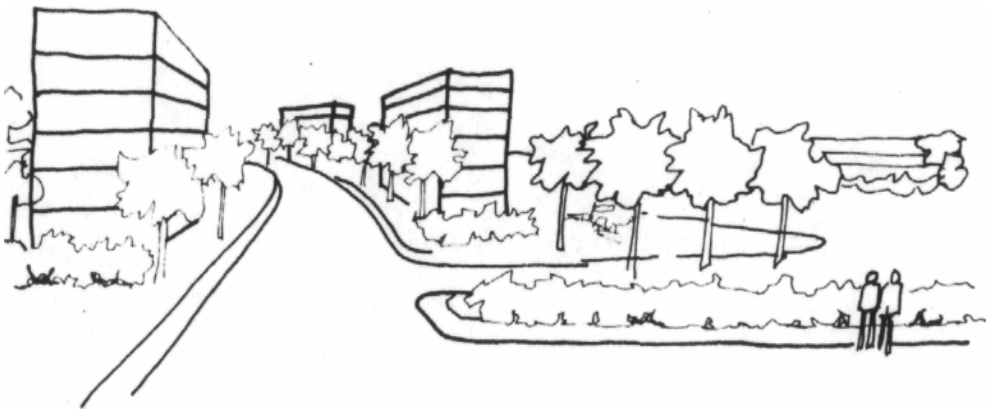
Provide landscaped pedestrian linkages.

Streetscape

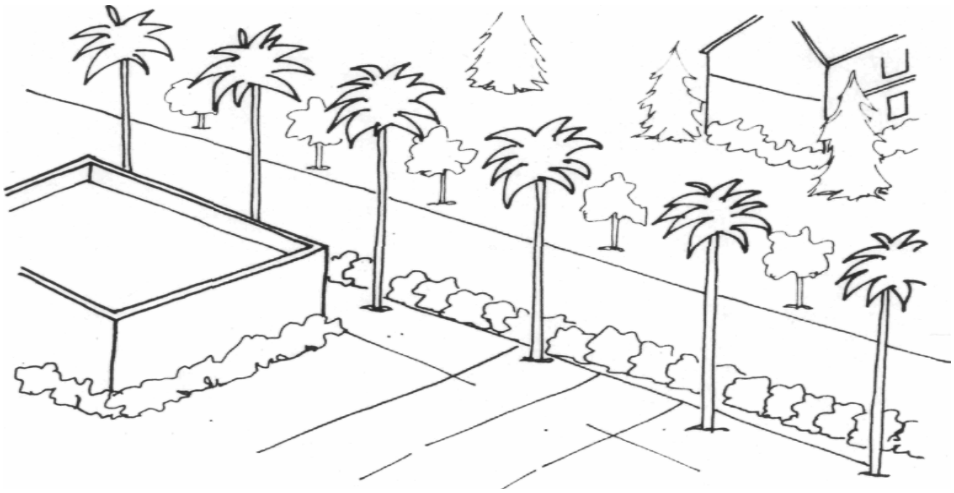
- Landscaping should be used to tie buildings and site developments to existing streets and sidewalks, visually anchoring buildings to the larger environment of the neighborhood.

- A strong sense of edge along public streets and private streets within planned developments should be developed to spatially define streets. This can be accomplished by the arrangement of street trees near the public right-of-way in a linear pattern. In commercial areas, consistent building setbacks also help define the street.

- Landscaping which de-emphasizes turf areas and utilizes native and drought resistant plant materials is encouraged. Street development should provide for trees and shrubs along sidewalks as well as median strips and should utilize native or drought resistant plants where possible. Landscaping should be placed in the median strips of streets wherever feasible.



Use planting masses to tie buildings to streets and sidewalks.



Develop a strong edge along major streets.

- Curb cuts should be minimized to allow more landscaping and parking along the streets.
- Use taller trees or other type of specialized planting program to mark major intersections and to add focus.
- All street widenings and related improvements should have high design standards. The Planning Department should review all CIP projects and a landscape architect should be consulted on an as needed basis to improve the aesthetic quality and cohesiveness of street improvements.

Lighting

- Street lighting should be of different illumination levels to reinforce circulation hierarchy (public roads, private roads, parking areas, pedestrian walkways). Lighting should be designed and located so as to not shine on adjacent properties.

- Where low level lighting is used, fixtures should be placed so that they do not produce glare. Shatter-proof coverings should be used for all low level lighting fixtures.

- In addition to walkway lighting, peripheral lighting should be provided for multi-family developments. Peripheral lighting provides security for surveillance of the units and allows residents and visitors to see into their surroundings and determine if passage through an area is safe.

Signage Standards

- Building mounted signs should not project above the roofline.

- Multiple signages within a development should have a standardized format and design for uniformity.

- Free standing signs should be no more than five feet in height. These signs should be appropriately landscaped and lit.

Screening

- Trash receptacles should be screened. Refuse collection areas should be a solid wall or fence with a minimum height of four feet or the height of the container, whichever height is greater. A six-foot solid wall or fence should be constructed between the container and any adjoining residentially zoned property. Wherever possible, refuse collection areas shall be directly accessible from alleyways. All enclosures should be constructed with finishes and colors that are harmonious to the architectural theme.

- Service areas and loading docks should be screened. These areas should be located so that they do not create visual clutter or problems with vehicular/pedestrian circulation.

- Berms, bushes or fencing should be used to screen parking lots that front roadways. If fencing is used, walls should not be continuous; variation of surface relief, materials or posts at regular intervals should be used. In selective locations, fencing should not be over four feet in height to allow for protective surveillance.

- Rooftop mechanical equipment should be screened to protect existing and future views from hillside developments.

Designing for Defensible Space

The concept of territoriality and defensible space should be considered in designing public and private improvements. This is accomplished without the building of fortresses, and is successful when a potential offender perceives that he is intruding on the domain of another, and that he will be noticed if he intrudes. He is then more likely to be deterred from criminal behavior. The neighborhood watch program successfully uses this premise.

- Buildings and grounds should be designed to be "self-policing" so that residents may participate in its security.
- Smaller scale courtyard developments are encouraged, as they are easier to self-police than large complexes.
- Windows can be positioned to allow residents to easily watch public spaces, parking areas, and entrances to dwellings.
- Common spaces and entryways should be visible from the street, allowing clear vision by neighbors and law enforcement officers.

- For buildings fronting a public street, two means of providing a street entrance are encouraged:

  1. Through a street-facing courtyard, with dwelling units entered from the courtyard.

  2. Through visible street entrances.

  Both configurations have proven to be the best means of providing security to sidewalks and building entrances through natural surveillance opportunities.

- Sidewalks or paths should be located between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.

- Night lighting along walkways, streets, and at parking lots should be provided by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.

- Parking areas may be buffered from the street with planting while allowing for surveillance if low shrubs and ground covers are used.

- Residences should be separated, by physical barriers or distance, from possible crime generators such as bars, adult entertainment establishments, etc.

- Residences should be separated, by physical barriers or distance, from region serving facilities which generate large volumes of pedestrian and vehicle traffic, such as post offices, regional high schools, major shopping centers, hospitals, health clinics, and community park and recreation centers.

- If security fencing is used, attention should be given to its detailed design. Fencing should be an architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.

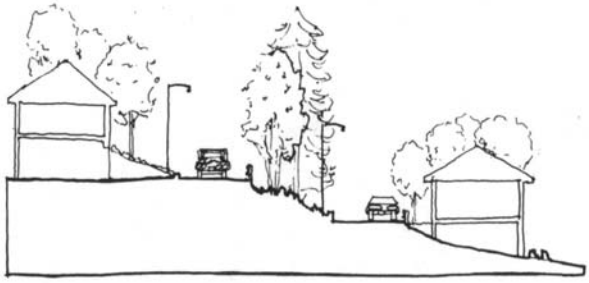
Hillside and Slope Development

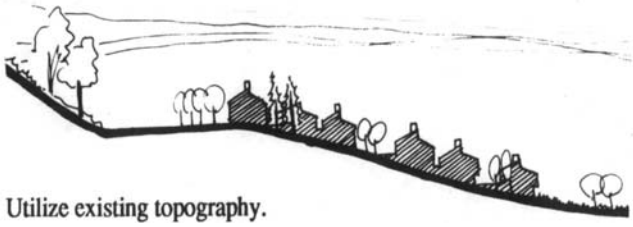
- Southeastern San Diego's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

- All slopes greater than 25 percent are recommended for inclusion in the Hillside Review Overlay Zone; these slopes are indicated on Figure 13, page 70.

- Due to the high visibility of sloping sites, views of the slopes from surrounding neighborhoods and public rights-of-way should be given strong consideration. Buildings located near hillside rims should be sited in a staggered arrangement and screened with planting to avoid a "wall" effect. Large expanses of flat areas such as parking lots should be avoided. Multiple small parking lots are preferable.

Sloping sites - Special opportunities for outdoor living spaces.


Step buildings with the slope.


Utilize existing topography.

- The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.

- Structures should be designed to fit into the hillside, complementing the land's natural character, rather than altering the hillside to fit the structure.

- Minimize the need for excessive level areas through the use of multi-level structures and split level roads.

- Sloping sites offer opportunities to create and emphasize unique characteristics such as outdoor decks, roof gardens, bay windows and/or terraces.

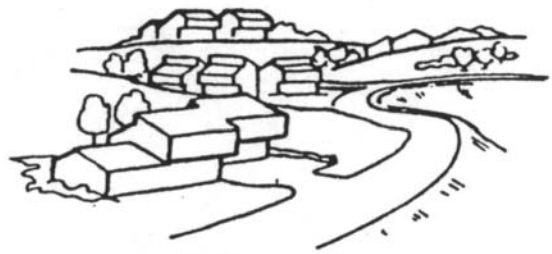
- Buildings should be sited to minimize the requirement for high retaining walls or extensive cut and fill. Structures should minimize the use of continuous footings and follow the natural slope of the land.

- Buildings on sloped sites of ten percent or more should step with the grade at regular intervals.

- Street alignments should follow existing natural contour. Street width should be kept to a minimum to avoid wide graded areas.

- Graded slopes should be shaped to conform to existing landforms. Building site should be graded so that they appear to emerge from the slope. Slopes with a gradient of 25 percent or more should minimize flat areas. If slab-on-grade construction is necessary, building floor elevations should be staggered.

- Site design should not seriously alter surface run-off and water table conditions. It should not impose drainage problems on neighboring properties, nor should it increase the potential for soil erosion.



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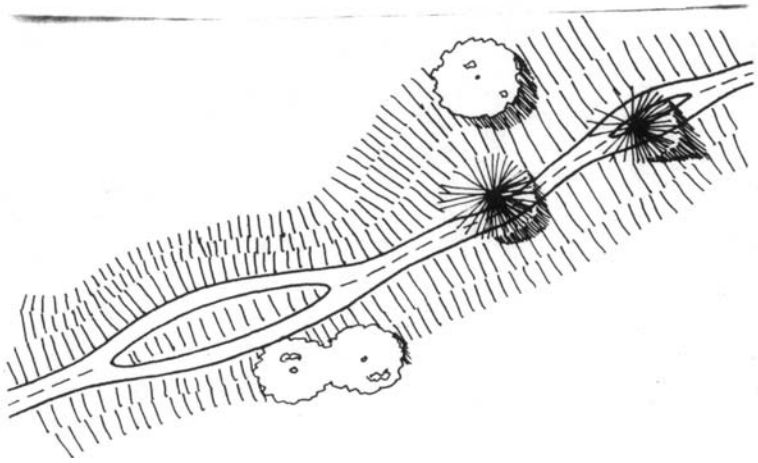
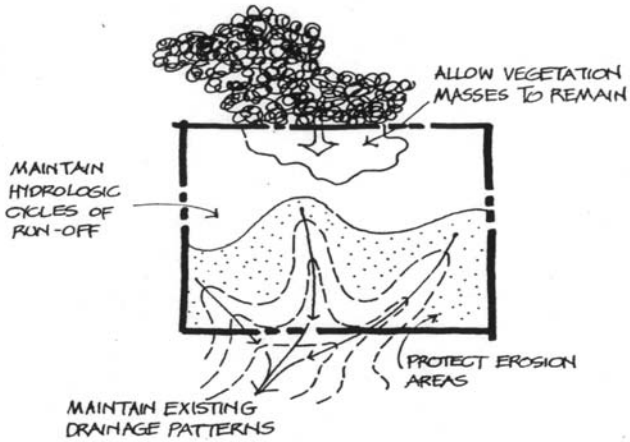
Design structures to fit existing slopes.



Align streets to existing contours



Site design should not alter run-off.

- Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.

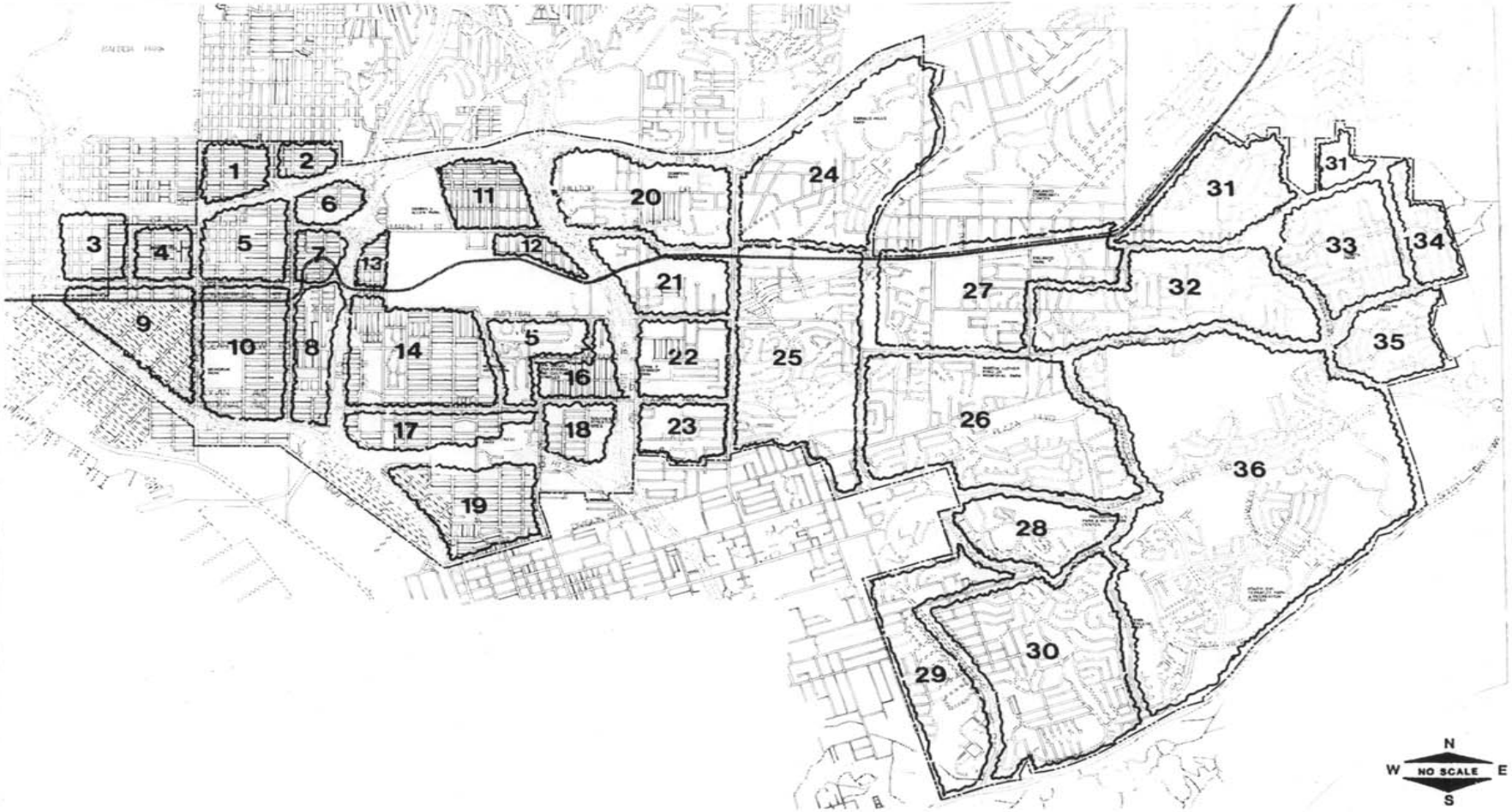
Project First Class Landscape Improvement Program

A comprehensive landscape improvement program for neighborhoods and important street corridors was initiated as part of the Project First Class Urban Design Program. The program was designed as a joint effort between the City and property owners. An investment of $1,200,000 in Project First Class funds has been targeted for planting improvements in centers of community activity, parks and recreation centers, public buildings, and high visibility streets.

The City-funded landscape program is the initial step. It will require the cooperation of private property owners to accomplish a long-range program. Citizens are encouraged to continue the landscape effort with a neighborhood planting program. The establishment of Landscape Maintenance Districts is recommended as a means of funding neighborhood planting. A relatively small tax on property owners has the potential to provide substantial benefits including higher property values as the neighborhood environment appreciates. An alternative to the maintenance district would be owner participation agreements with adjacent owners to assure the maintenance of landscaping placed in the right-of-way.

The Landscape Improvement Program established Planting Guides for neighborhood areas and important street corridors. Two to four tree species have been recommended for each neighborhood or corridor location as a means for developing continuity. There would be variety as one moves through different street corridors and neighborhoods, with the intention of giving individual streets and neighborhoods identity through their tree type. The Neighborhood Area Planting Guide and location map, and the Corridor Planting Guide and location map are shown as Figures 24a and Figures 24b respectively.

PROJECT FIRST CLASS
NEIGHBORHOOD LANDSCAPING PROGRAM



SOUTHEASTERN SAN DIEGO

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE 24a

NEIGHBORHOOD PLANTING GUIDE

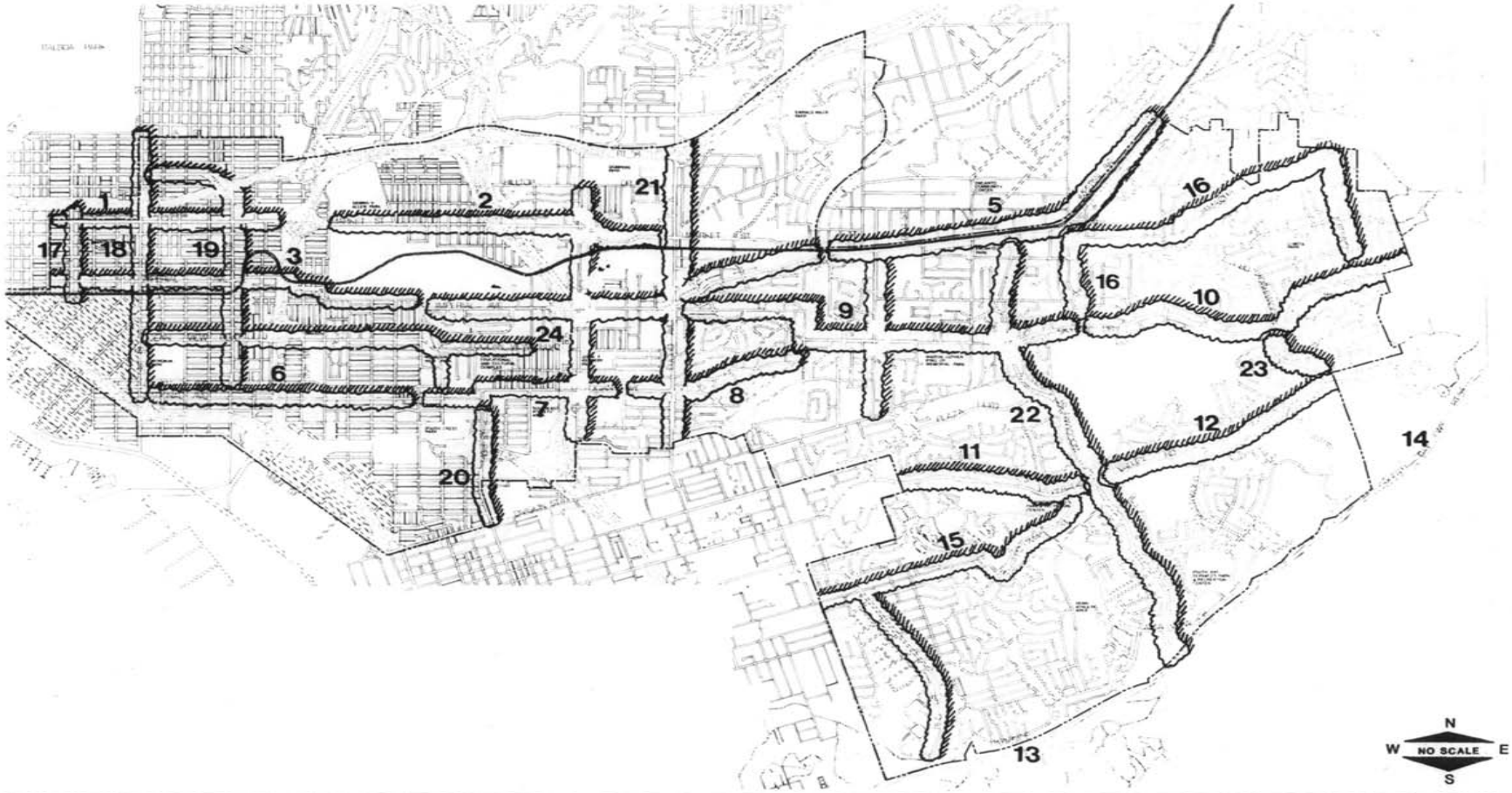
Areas as shown on Figure 24a:

3. Sherman, west of 25th Street
4. Grant Hill
5. Stockton
6. Gateway West
7. Wabash, north of Imperial Avenue
8. Wabash, south of Imperial Avenue
9. Logan
10. Memorial
11. Mt. Hope, north of Market Street
12. and 13. Mt. Hope, south of Market Street
14. Mountain View
15. Shelltown, west of the Educational Cultural Complex
16. Shelltown, east of the Educational Cultural Complex
17. Southcrest. north of Z Street
18. Southcrest, east of 43rd Street
19. Shelltown, south of Gamma Street
20. Morton's Purchase
21. Lincoln North
22. Lincoln
23. Lincoln South
24. Radio Canyon - Emerald Hills
25. and 26. Valencia Park
27. Encanto

A comprehensive landscape improvement program for neighborhoods and important street corridors was initiated as part of the Project First Class Urban Design Program (Gerald Gast,

AIA, Tectonics, Kercheval and Associates, Inc., and G. Eckbo, FASLA 1985). Figure 24a and the above list of neighborhood areas were extracted from that document. As part of the Project First Class Landscape Beautification Program, appropriate plant species for each area should be selected, based on existing site conditions, existing plant materials and based on the existing or desired character of each area.

PROJECT FIRST CLASS CORRIDOR LANDSCAPING PROGRAM



SOUTHEASTERN SAN DIEGO

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FIGURE 24b

CORRIDOR PLANTING GUIDE

Corridors as shown on Figure 24b:

1. Market Street, 24th Street to Route 15
2. Market Street, Route 15 to 47th Street
3. Imperial Avenue, Interstate 5 to 40th Street
4. Imperial Avenue, 40th Street to Merlin
5. Imperial Avenue, Merlin to City Limits
6. National Avenue, 28th to 40th Street
7. National/Logan Avenues, 40th to 49th
8. Logan Avenue, 49th Street to Euclid Avenue
9. Skyline Drive, 58th to 69th Street
10. 25th Street
11. 28th Street
12. 32nd Street
13. 43rd Street
14. Euclid Avenue
15. South Las Chollas Creek edge

A comprehensive landscape improvement program for neighborhoods and important street corridors was initiated as part of the Project First Class Urban Design Program (Gerald Gast, AIA, Tectonics, Kercheval and Associates, Inc., and G. Eckbo, FASLA 1985). Figure 24b and the above list of street corridors were extracted from that document. As part of the Project First Class Landscape Beautification Program, appropriate plant species for each street corridor should be selected, based on existing site conditions, existing plant materials and based on the existing or desired theme or character for each street.

Project First Class Landscape Improvement Program Recommendations

- Increased landscaping treatments should be utilized one outward from parks and one block outward from intersections.

- Freeways, the new transit line, and major drainage channels (especially the South Chollas Creek) should be considered as opportunities for special landscaped corridors.

- Centers of community activity, such as Memorial Park, Mountain View Park, Southeastern Athletic Area, Martin Luther King, Jr. Park, and Valencia Park Elementary School should be given priority for special landscaping programs.

- The following streets should be given the highest priority for the landscaping program:

  - Market Street and Euclid Avenue intersection (Trolley Station area).

  - 47th Street, between Market Street and Imperial Avenue (Trolley Station area).

  - Market Street and 47th Street intersection area.

  - Market Street, between 32nd Street and Interstate 805 (Gateway East and West area).

  - Euclid-Logan Avenue intersection area.

  - 41st Street, between Mountain View Park and National Avenue.

  - Imperial Avenue, Between Merlin Avenue and Woodman Avenue (planted median and on the south side.

- Next priority locations are:

  - Imperial Avenue, between 25th and 32nd Streets.

  - 30th Street, between A Street and Broadway.

  - Broadway, between 28th and 32nd Streets.

  - 32nd Street, between Market Street and National Avenue.

  - 28th Street, between A Street and National Avenue.

  - Imperial-Euclid Avenue intersection area.

  - 25th Street, between Market Street and Commercial Street.

A community nursery is recommended as an element of the Landscape Improvement Program. The nursery would be a source of plant material for community residents to purchase for their homes. It would be managed for community benefit, employ local youth, and enlist volunteer help and retired persons. The nursery could also serve an educational function by developing an arboretum illustrating gardening principles to community members. A joint project with the Park and Recreation Department should be considered. The Department already maintains a large nursery and could administer a community self-serve project, perhaps as a pilot to be used in other areas.

Creeks and Drainage Areas Development

Southeastern San Diego's creeks and related drainage areas are an important open area linkage that connects the community from the inland canyons and hillsides to San Diego Bay. Chollas and Puleta Creeks if carefully designed can provide the Southeastern community with a unique linkage system not available to any other community in San Diego.

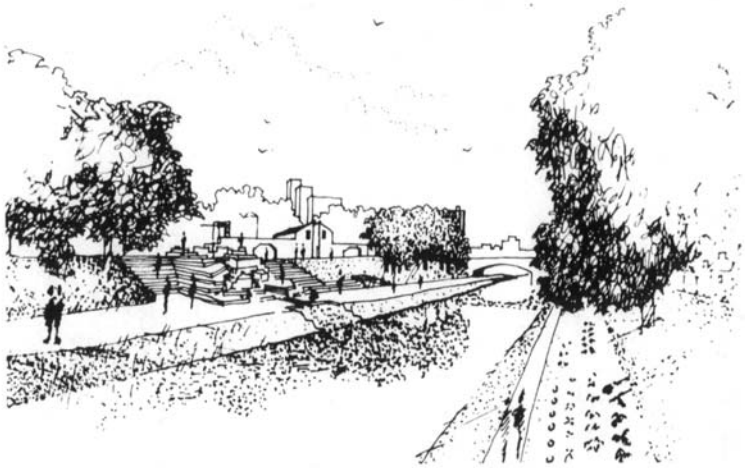
Design creativity should be exercised in the development and redevelopment of the sites adjacent to these creek areas. The following guidelines are devised to provide direction to the design of projects in and adjacent to the creeks. All sites within or adjacent to creek areas should be subject to discretionary review.

Two conditions exist relative to creek development. Some sections of the creek system are still in a natural or naturalized state. The naturalized condition is represented by natural floodplains and/or channelized riprap and earthen slopes. Other sections of the creek system are no longer natural, and should be considered urbanized. The urbanized condition is represented by narrow channels with concrete sides and soft or hard bottom, different sets of standards have to be devised to address these two very different conditions.

Natural Creek Areas:

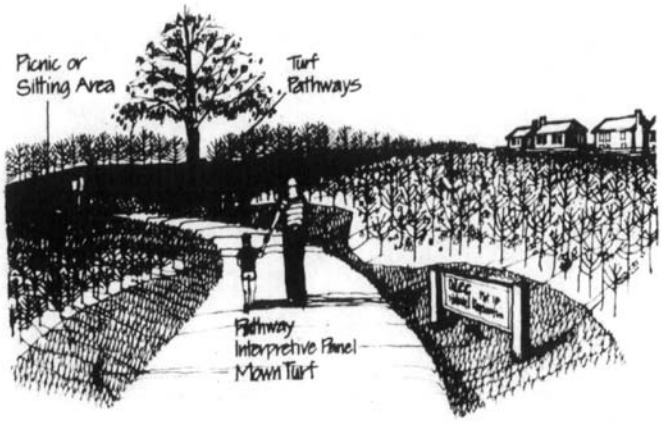
- Development should be oriented to use the creek areas as the project's park-like frontage, and not turn its back on it. The creek should be used as a positive park-like feature of the project.

- The creek area should be maintained or rehabilitated to its natural environmental quality, as much as feasible. Any channelization should be of a naturalized form, with stone and undulating earthen sloped edges.



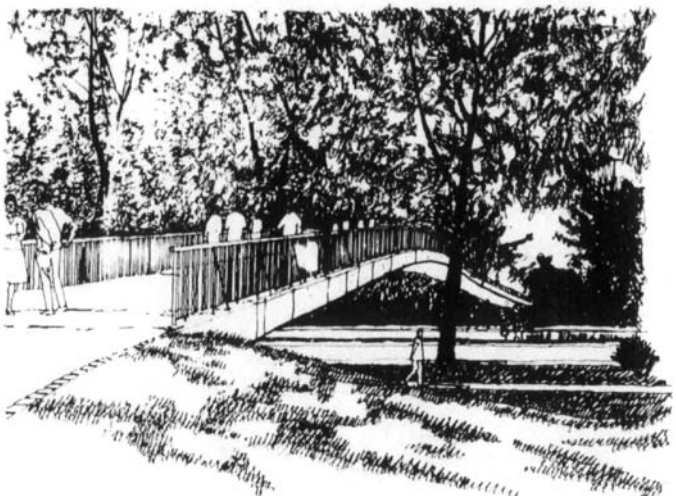
- Sufficient setbacks should be provided in order to allow for future use of the creek's edge as park-like linkages for the pedestrian and bicycles.

- Off-street parking should not be located on the creek setback, and should be sited so that landscaping can be provided between the parking area and the creek's edge.

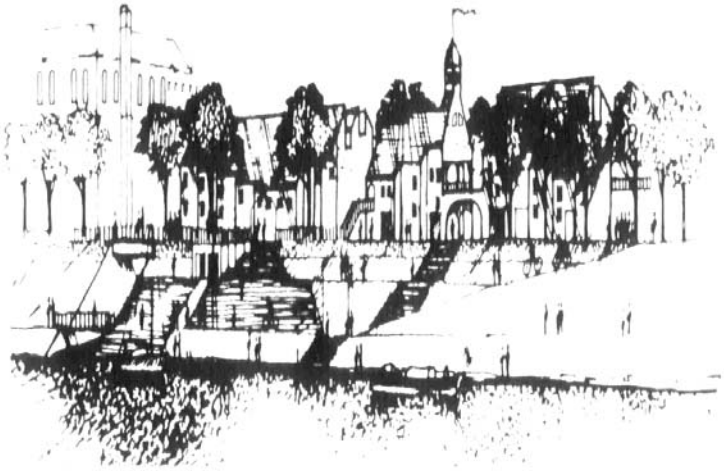


- Landscaping along the creek should use plant species that are typical of wetland/creek environments. Other project landscaping and architectural treatment should contribute to an overall enhancement of the creek's park-like corridor.

- Fencing should be carefully considered for its safety as well as visual qualities. Chain-link fencing is not appropriate from a visual standpoint. Chain-link fencing, if used, should be carefully designed with wood frames and vinyl coating. High fences should be strategically located to make them appear lower than they are, in order to maintain a human scale to the creek's edge. Wrought iron, open wood, open concrete block, and other types of specially designed fences are appropriate.



Urban Creek Areas:



- Development should view these channel areas as sculptural hardscape elements. Their design should emphasize undulating organic or jagged walled surfaces, create patterned paved surfaces, and provide designs that are multi-functional hydrologically and recreationally. Such additional recreational uses could include such activities as skating areas, competition track areas,

spectator seating, small amphitheaters, etc. These high activity uses should be limited to locations adjacent to parks or high activity development areas (commercial/industrial). Locations adjacent to residential uses should be designed as passive sculptural areas for the visual enjoyment of adjacent neighbors.

- Vegetation areas should be used to set off the man-made sculptural elements, as in a sculpture garden.

- Minimal setbacks from the edge of the channel should be observed. These setbacks should be based on safety factors. The setbacks should be designed as lineages in and adjacent to high activity areas.

- Off-street parking should not be allowed to encroach on setback areas. Parking areas should be located with the widest axis of the parking lot perpendicular to the channel to reduce the amount of parking area fronting on the channel.

- Landscaping along the channel should include plant species that are typical of wetland creek environments, or are native drought-resistant, depending on their location within the project and proximity to creek water areas. All project landscaping should be designed in a manner that contributes to the overall enhancement of the channel as a sculptural form within a park-like environment.

- Fencing should be considered for its safety as well as visual qualities. All walls or fencing should be designed as an integral element of the channel's sculptural design. The closer a wall or fence is to the channel, the more the fence or wall needs to be incorporated into the channel form.