NAVAJO COMMUNITY PLAN

Prepared by the

NAVAJO COMMUNITY PLANNERS

and

THE CITY OF SAN DIEGO

PLANNING DEPARTMENT

Adopted by Ordinance #O-20510

June 2015

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NAVAJO COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this June 2015 posting of this plan:

Amendment	Date Adopted by City Council	Resolution Number
Navajo Community Plan adopted	December 7, 1982	R-257606
Grantville Amendment- updates existing conditions, provides design guidelines, and establishes supplemental development regulations	April 4, 1989	R-273164
The Circulation and Public Transportation Element was added	August 5, 2002	R-296956
Centerpoint at Grantville	May 15, 2007	R-302636
Archstone at Mission Gorge	November 18, 2008	R-304443
Pasatiempo	February 6, 2012	R-307260
Shawnee – Riverbend	October 2, 2012	R-307718
Village at Zion	February 26, 2013	R-308010
San Diego River Park Subdistrict	May 20, 2013	R-308199
Grantville Focused Plan Amendment	June 9, 2015	O-20510

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Pages 119
Community Design Manual Fremont General Plan Program, Williams Cook and Mocine, City and Regional Planning San Francisco, California, 1967

Page 107
Toward a Better Tomorrow, a Transportation Report for Southern California by the Automobile Club of Southern California, Highway Engineering Department, 1971

Page 120
Lysander, New Community Final Planning Report submitted to the New York Urban Development Corporation by David A. Crane and Associates, January, 1971

2015 GRANTVILLE FOCUSED PLAN AMENDMENT

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THE CITY OF
SAN DIEGO
CITY ADMINISTRATION BUILDING • 202 C STREET • SAN DIEGO, CALIF 92101

July 29, 1982

The Honorable Mayor and City Council
The City Planning Commission
City of San Diego, California

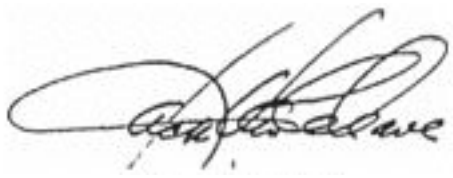
Herein transmitted is the revision to the Navajo Community Plan. This revision represents a comprehensive, long-range policy guide for the physical development of this community and is intended to replace the community plan adopted by the City Council on November 7, 1973.

In June of 1971, the Navajo Community Planners came into existence with the endorsement of the City Council and City Planning Commission. The Committee's purpose is to represent the Navajo area, composed of the communities of Allied Gardens, Grantville, Del Cerro and San Carlos, and to work with the City Manager's office and City Planning Department in a cooperative effort to develop and maintain a plan reflecting the goals and the aspirations of the citizens of the community.

The Committee has met regularly with City staff, numerous agencies and individuals directly concerned with the future of the area, and with the citizens at large in well attended public meetings, the result of which is a revised document expressing a cross-section of community and City opinions. Involvement and expertise have been combined to produce a series of working solutions, all based on the assumption that Navajo will continue to grow as a healthy, predominantly single-family, yet varied area in which to live and to work.

The Plan is a vitally needed step in realizing the development potential of Navajo for present and future residents of the community, as well as for the people of the City at large. It is recommended that the Planning Commission and the City Council adopt the Plan as revised to serve as a comprehensive policy framework for the long-range development of the Navajo community area.

Respectfully submitted,



Jack Van Cleave
Planning Director

NAVAJO COMMUNITY PLANNERS, INC.

P.O. BOX 20304, SAN DIEGO, CALIFORNIA 92120

Dear Community Resident:

The goal of the Navajo Community Planners is a Plan which provides for the health, safety and welfare of the existing and future residents and maintains the area as a desirable neighborhood in which to live.

The Plan is a cross section of community options and desires blended with professional knowledge and sound planning policy. Throughout many months the volunteer members of the Community Planning Board met with the City Planning Department Staff in workshops with representatives of various City, School and State Departments. Many ideas and concepts were considered and refined to meet the needs of the community, some were rejected. The Plan presented is a comprehensive, long-range policy guide for the Navajo Community. It discusses residential, commercial, industrial, open space, circulation, environmental and community facilities in terms of existing conditions, states projected needs, objectives and proposals for each.

We hope you will take advantage of the detailed information to better understand the suggestions for the future of the community. For the Plan to serve as a useful document statements were made as precise as possible. Often it became necessary to use special phrasing and planning vocabulary. A section of definitions and concepts has been included to more clearly establish the concepts as worded in the text. Tables, charts, etc. were included where necessary for explanation and reference. The end result does give the Plan a technical textbook appearance, but it does make material available where and when it is needed.

The Navajo Community Plan is simply a first step in the never-ending desire of the citizens to participate in the destiny of their community. We are grateful for your interest in the community and hope you will actively support and participate in the community planning process.

Respectfully,

NAVAJO COMMUNITY PLANNERS

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INTRODUCTION

PREFACE

The Navajo area of San Diego is approximately 8,000 acres in size and is located in the easterly portion of the City of San Diego. It includes the community areas of Allied Gardens, Del Cerro, Grantville and San Carlos. It is bounded on the north by Mission Gorge, on the east by the cities of El Cajon and La Mesa, on the south by Highway 8 and on the west by the San Diego River channel.

Navajo is conveniently located within the metropolitan area. Employment and shopping are readily accessible within the community and in nearby areas. Grantville, a subregional employment area, is located within the westerly portion of the community. The Kearny Mesa industrial area, another major employment center, is somewhat farther away, but still convenient to the residents of Navajo. These areas, plus downtown employment centers, are quite accessible by major streets and freeways. In addition to the many industrial facilities within and close to the study area, regional and community shopping centers are located within Navajo and in nearby Kearny Mesa, Mission Valley, La Mesa, El Cajon and downtown San Diego.

The overriding objectives for the long-range development of Navajo are to retain the residential character of the area, provide adequate community services such as police and fire protection, rubbish collection, etc., establish guidelines for the utilization of canyons and hillsides, and enhance the environment of the area as a pleasant, livable, walkable community. To assist in accomplishing these objectives, this community plan provides guidelines for public and private development to the year 2000. The Plan represents a policy framework that will enable the community and the City to work jointly on more specific studies and action programs. The Plan is only an initial step.

The need for a flexible document is acknowledged. Nothing can be rigid in view of changing life styles, needs, and technology. However, the recommendations as expressed in this Plan, together with the planning principles, should not be allowed to be eroded by individual interpretations but should be kept intact and followed unless amended by due process.

The Plan discusses the community environment and major land uses: residential, commercial, open space, industrial, community facilities, and circulation. Elements are presented in terms of existing conditions, development potential or projected needs, objectives and proposals. A Plan map presents a composite of all major land use proposals. Finally, the Plan concludes with an implementation section which sets forth major projects, public and private, needed to carry out the Plan.

Periodic updating of the Plan will be necessary as conditions in the community change. Once adopted by Council, any amendments, additions or deletions from the document will require that the Planning Commission and the City Council follow the same procedure of holding public hearings as was followed in adopting the Plan originally. Future decisions affecting the environment of the area will be based on the general objectives above as well as the specific recommendations that follow.

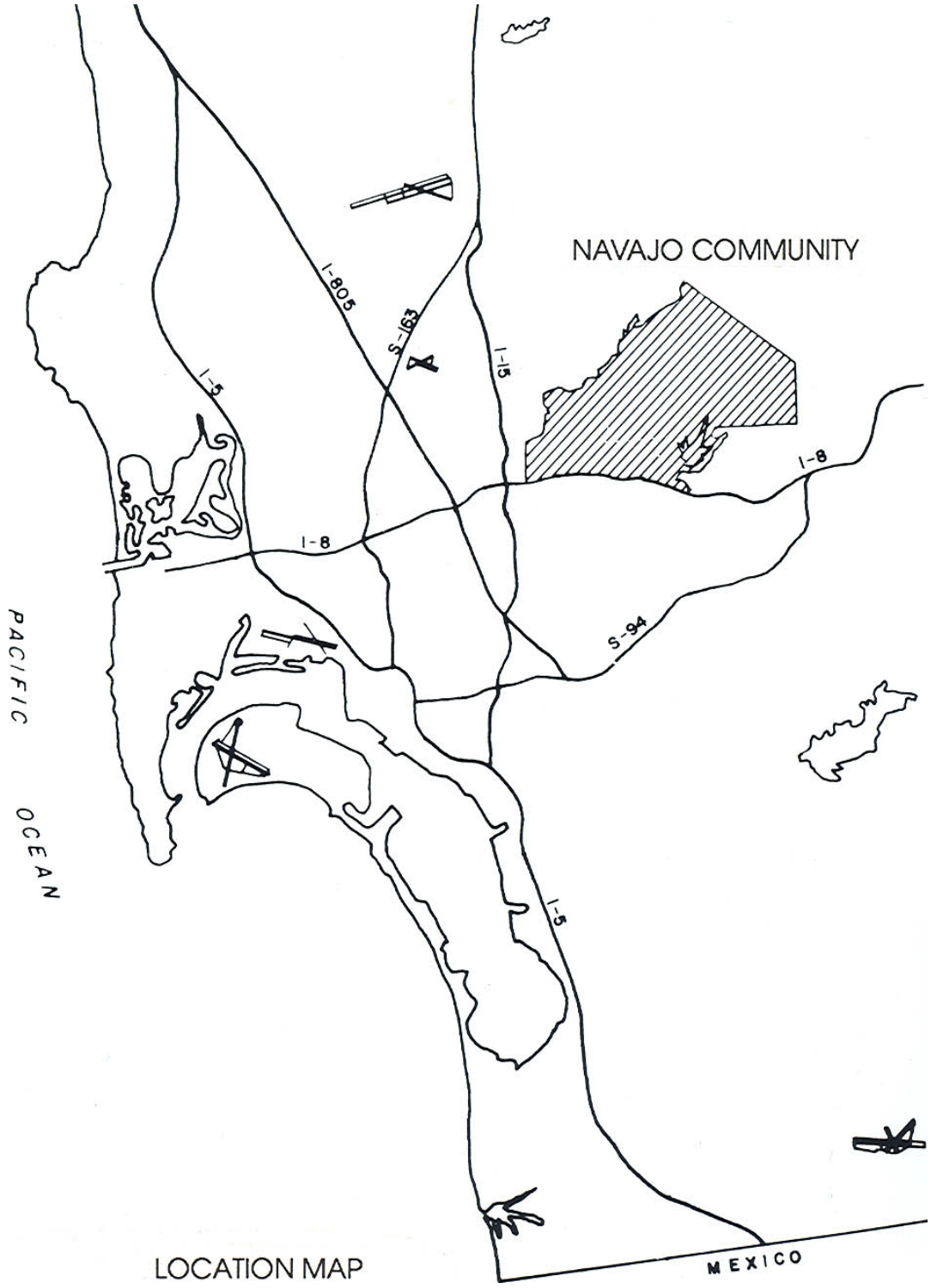

FIGURE 1: LOCATOR

PHYSIOGRAPHY

The community is characterized by a wide variety of natural features typical of many other San Diego areas, including flat mesas, steep canyons, and rolling hills. The most prominent feature in the area is Cowles Mountain. Elevations within the community range from a low of around 100 feet above sea level at the westerly edge of Mission Gorge to 1,591 feet at the peak of Cowles Mountain, the highest point in the City.

Within the slopes of Cowles Mountain, there are approximately 4,250 acres of undeveloped land. Approximately 2,230 acres of this land are in steep slopes of 35 percent or greater; 1,070 acres have slopes of 15-35 percent; and the remaining 950 acres are relatively level with slopes of less than 15 percent. Natural vegetation in the community consists mostly of chaparral, sage, and other cover typical of semiarid regions, with some oak and sycamore trees in the canyons. The soil composition is basically alluvium, slope wash and sedimentary rocks. The high quality hard blue rock located in Mission Gorge is processed into sand and gravel by commercial enterprises.

Three sedimentary formations exist in areas of the community that, when combined, form an unstable soil condition. This unstable condition can be responsible for groundwater seepage and landslides. Measures should be taken when development is proposed in these areas that would reduce the geological hazard impacts to a level of insignificance. One such measure is the application of the Geologic Hazard Overlay category. The overlay identifies areas that, where such soil conditions exist, the developer is to provide an as-built geologic report prior to issuance of building permits by the City, and is required to provide homeowner warranties against landslides for a period of ten years following the first sale of any developed property (Council Resolution No. R-254954 adopted August 31, 1981).

There are several unique features in the area. Mission Gorge on the north is the site of the early Mission Dam and is a state historical landmark. Centered in the southeastern part of the community is Lake Murray, a City-owned reservoir which also serves as a recreation facility. The lake, proposed for continued aquatic recreational use, contains 140 surface acres of water surrounded by approximately 416 acres of City-owned land. A public golf course is located within this area.

Natural runoff from the community drains into the San Diego River to the north and west and Alvarado Canyon to the south. The natural groundwater of the San Diego River is being used by the sand and gravel processors. The river is subject to flooding that, of course, should be considered when allocating land use for the floodplain. Rainfall in the area is slightly less than ten inches a year, which is consistent with the overall San Diego average

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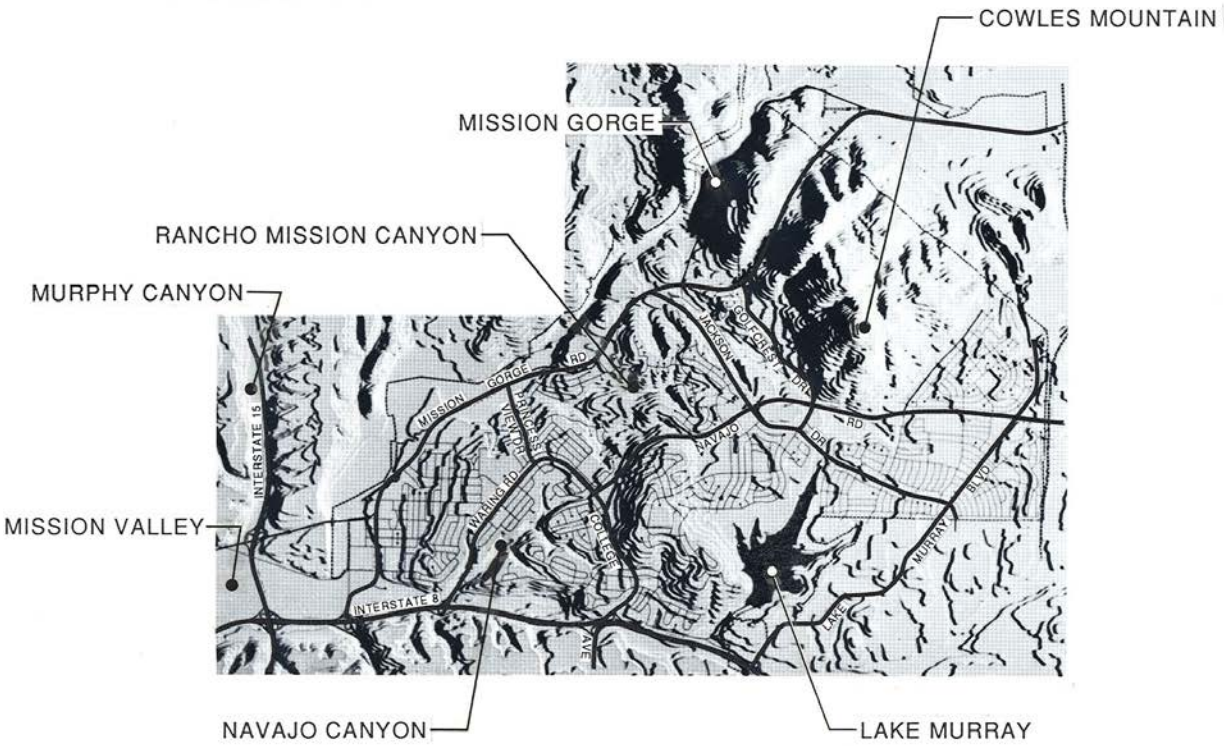


GRANTVILLE FROM KENSINGTON 1927
Historical collection, Title Insurance and Trust Company, San Diego, Ca.

FIGURE 2: TOPOGRAPHY

BACKGROUND

The study area is closely tied to early California history. Navajo has always been a prime location in the San Diego area--near water, in the vicinity of good land for cultivation and at the crossroads of five major trails: the Mission Trail (now known as Friars Road), Murphy Canyon Road, Yard Road, Alvarado Trail and Mission Gorge Road. California's first mission was located on the Rancheria Nipaguay, adjacent to the area, probably because of the choice location.

Formal dedication of the Presidio of San Diego de Alcala by Father Junipero Serra occurred on July 16, 1769. The City of Saint Didacus began to produce changes on the landscape. The good Fathers needed a guaranteed supply of water; thus, the first irrigation project in California was begun. From 1812 to 1816, Indian laborers constructed what is known as the Old Mission Dam in Mission Gorge with a six-mile transmission ditch to the Mission.

In 1835, the Missions were secularized by the Mexican Government. At that time, Mission Ranch of San Diego de Alcala encompassed 58,875.38 acres. It was the second largest Rancho in San Diego County, extending eastward from the San Diego Pueblo boundary to El Cajon Rancho, and northward from Rancho de la Nacion to what is now Miramar Naval Air Station.

Before secularization, the area (El Cajon Rancho) was included in the lands of the San Diego Mission and was one of the Mission's most valuable grazing areas. As defined by an early land commission, this rancho extended northeasterly from La Mesa to a point north of the San Diego River above EI Monte Park and over the area now occupied by El Cajon, Bostonia, Santee, Lakeside and Flinn Springs.

In 1887, plans for a town site were laid out by the Junipero Land and Water Company. Plans for a Soldier's Home to be located at Grant Circle were included. The official name registered with the post office was Orchard, but the area became known as Grantville in honor of President U. S. Grant.

In 1948, the so-called Waring Tract, comprising approximately 460 acres, was annexed to the City of San Diego. Following this, the Southern Title and Trust Company Tract was annexed in 1951. This second annexation covered 1,152 acres and was subsequently developed as Allied Gardens. Waring Tract No.2 was annexed in 1954. This annexation was one of the largest in the City of San Diego and consisted of almost 5,000 acres.

The San Carlos and Del Cerro communities have been developed within this area. Since the Waring Tract No.2 annexation there have been numerous smaller annexations on the northern periphery lying generally along Mission Gorge. The last annexation was in 1982, with most annexations occurring between 1953 and 1954.

NAVAJO - 1958

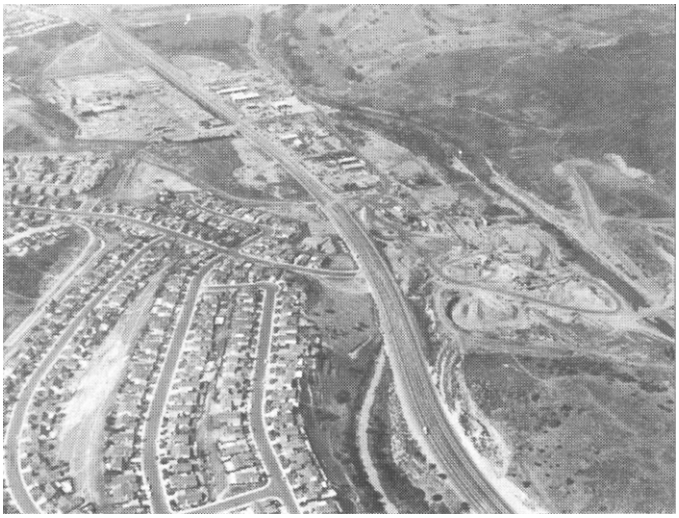
On January 28, 1971, concerned residents of Allied Gardens, Del Cerro and San Carlos met to organize a community plan committee. As a result of that meeting, the Mission-Navajo-Del Cerro-San Carlos Community Plan Committee (now Navajo Community Planners) was formed, consisting of members representing the numerous community groups that already existed in the area.

In June of 1971, the City Council endorsed the Navajo Community Planners. This Committee was asked to represent the Navajo area and to work with the City Manager's office and Planning Department in the development of a community plan consistent with community goals and objectives.

The role of the Committee was to review and analyze background information, formulate community objectives, and to conduct a program to keep the community informed of its progress. City staff provided the necessary technical studies. Liaison was maintained with area residents and other groups both inside and outside the community.

EXISTING LAND USE AND ZONING

Of the total zoned land in the Navajo area, 4,018 acres, is zoned for single-family homes; 389 acres, is zoned for multiple family use; 315 acres, is zoned for commercial use; and 56 acres, is zoned for industrial use. The remaining 3,018 acres, located predominantly in the southern and eastern sections of the area, including Cowles Mountain, is zoned for agriculture and the San Diego River floodway.



Public and semi-public uses and single-family homes are the predominant land uses within the community. Public and semi-public uses occupy 39.5 percent of the area or 3,099 acres. Single-family homes occupy approximately 37.5 percent or 2,924 acres while multifamily, commercial, and industrial uses comprise only nine percent of the area or 700 acres. Approximately 14 percent of the developed area is in streets and the remaining area is vacant.[1]

[1] The land uses and zoning shown in this section are dated from the built condition in 1982 when the Community Plan was written. See the current land use and general plan for additional information.

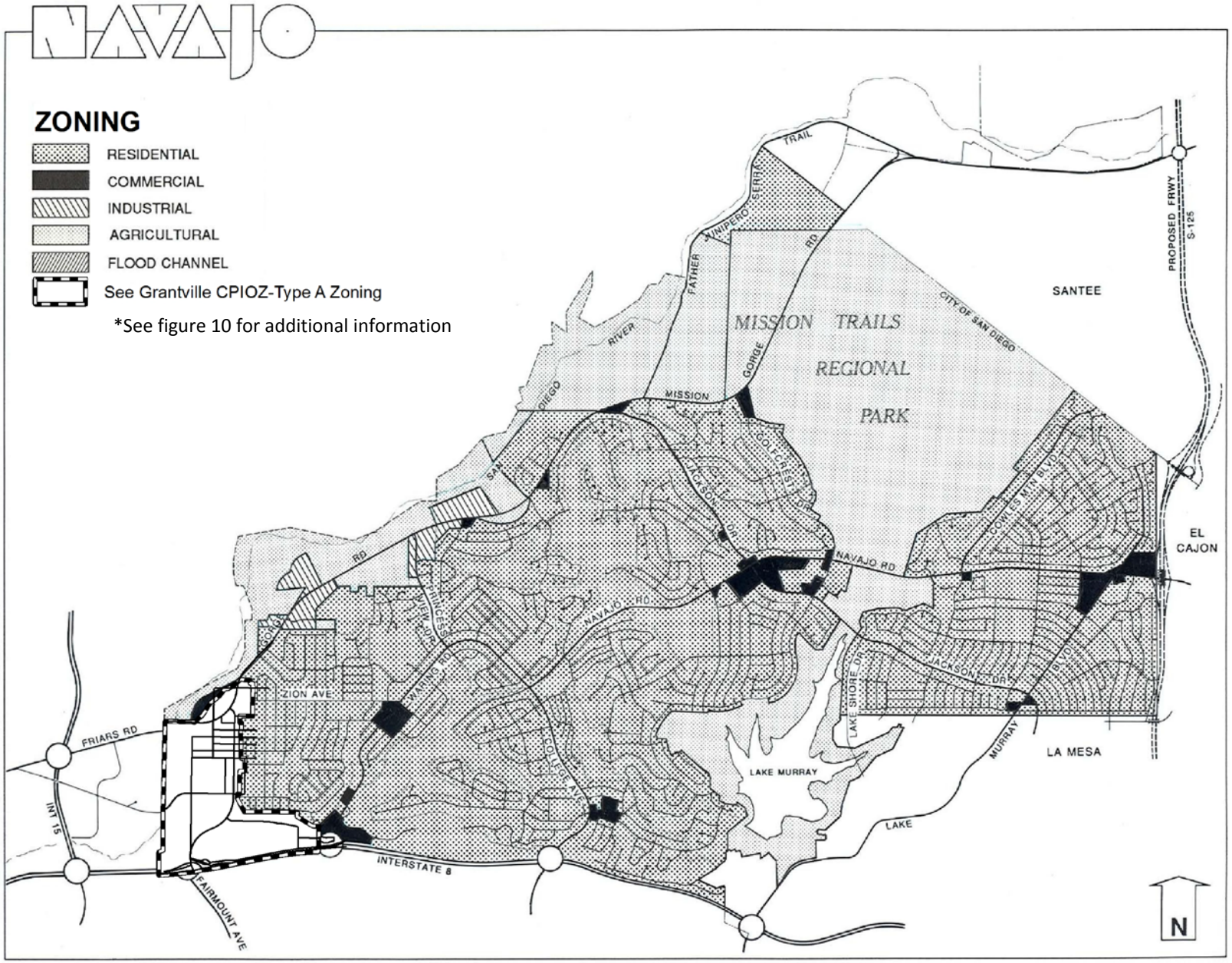


FIGURE 3: ZONING

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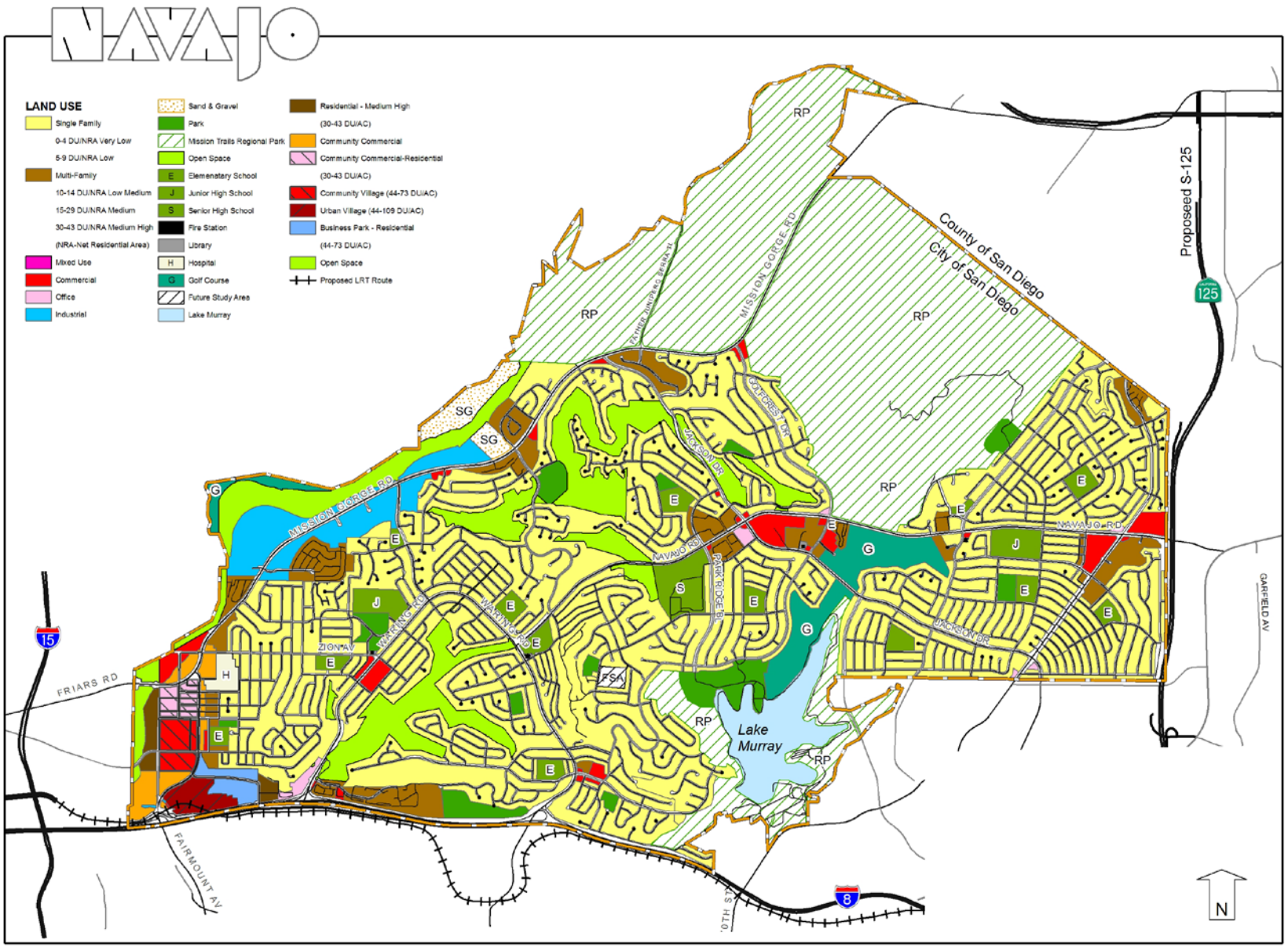


Navajo Community Land Use

CITY OF SAN DIEGO • PLANNING DEPARTMENT

FIGURE 4: LAND USE

POPULATION CHARACTERISTICS

The Navajo community is one of San Diego's established communities. The 1980 census counted 50,005 people in this community. This population count represents an increase of 32,640 people, or 187 percent, since the 1960 census.

Approximately 82 percent of the dwelling units within Navajo are owner occupied. The occupancy rate is 95.01 percent. The development of tract homes is subsiding, while condominium and Planned Residential Development activity in the area is increasing.

The 1975 census shows a decline from 1970 in the number of children in the 0-5 age group within the area. If the trend continues, the demand for additional elementary grade classrooms may not be as acute as previous projections have indicated. As the community grows toward total development, one might expect the age composition to change in the direction of smaller average family size and an increase in the adult population, a trend which seems to be established in older developed areas.[2]

[2] NOTE: All statistics compiled by City of San Diego Planning Department.

PLAN ELEMENTS

RESIDENTIAL

EXISTING CONDITIONS

Navajo is a family-oriented community of attractive single-family homes. In 1968, approximately 95 percent of the population resided in single-family homes. These homes accounted for 92 percent of all dwelling units in the Navajo area.

In 1970, five percent of the population resided in multifamily units, which comprised 28 percent of all dwelling units in the Navajo area. In 1970, almost 75 percent of all dwelling units were owner-occupied, compared to 50 percent in the City as a whole. Vacancy rates were approximately four percent as compared to 5.6 percent for the entire City.

In 1988, single-family homes accounted for 77 percent of all dwelling units in the Navajo area. Multifamily homes accounted for 21 percent of the dwelling units. Vacancy rates were approximately 3.4 percent, while the citywide rate was 4.4 percent. According to 1980 census data, almost 79 percent of all dwelling units are owner-occupied, compared to 50 percent in the City as a whole.

Densities in the single-family residential areas of the community vary from one to six dwelling units per acre. In the multifamily areas, densities vary from 16 dwelling units per acre in the vicinity of Navajo Road and Jackson Drive to 109 dwelling units per acre in Grantville.

At the time the Community Plan was prepared, two mobile home parks were located in the community in the vicinity of Mission Gorge Road: one is located near the intersection of Old Cliffs Road and Mission Gorge Road and the other located at the eastern end of Old Cliffs Road. The Mobile Home Park Overlay Zone was applied to both of these areas. The overlay zone provides protection for the residents of the mobile home parks against development of the sites for other uses and ensures the availability of varied housing types to create a more balanced community. In 2008, an amendment to this Community Plan resulted in removing the Mobile Home Park Overlay Zone from the site located near the intersection of Old Cliffs Road and Mission Gorge Road.

OBJECTIVES

In the course of its deliberations, the Navajo Community Planners adopted objectives for each of the major Plan elements. The principal or overriding residential objective to guide the long-range development of Navajo is to: MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENCES AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF NEW HOUSING TYPES WITH DWELLING UNIT DENSITIES PRIMARILY IN THE LOW TO LOW-MEDIUM DENSITY RANGE AS SHOWN.

TABLE 1:DENSITY RANGES

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwelling units per acre
Medium-high density	30-43 dwelling units per acre
High density	44-73 dwelling units per acre
Very high density	44-109 dwelling units per acre

To achieve this principal objective, the following additional objectives were also adopted:

- Promote a healthy environment by careful planning and sensitive development of well-defined, balanced and distinct communities which encompass a variety of residential density patterns and housing types.
- Prevent and/or limit development in proposed open space areas which serve to enhance community identity--steep slopes and canyons, floodplains, and areas with unique views and vistas.
- Foster techniques of land development that will encourage imagination and variety in building site layouts, housing types, and costs, and that will capitalize on the unique topographic assets of the community. All housing developments within the study area should relate to existing topography in order to minimize grading and preserve the natural terrain of the area. The use of retaining walls, terraces, split level or cantilevered houses should be considered in steep terrain.
- Assurance that any individual or family may be free to choose accommodations within their economic capacity from a range of housing varying in type, quality and location.
- Continuation of community support for those programs at all governmental levels that would effectively increase the economic ability of the disadvantaged to obtain adequate housing.
- Promotion of site selection for federally assisted housing programs which would ensure dispersal throughout the community of various ethnic and minority groups.

- Encourage enhancement of the existing residential development through the use of environment and conservation programs such as cleanup, painting and landscaping programs.
- Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflict (e.g., traffic noise) with more intensive non-residential uses.
- Within each new development and where possible in developed areas, plazas, squares, and other similar open space areas should be created. Emphasis should be placed on developing interconnected bikeways and walkways separated from auto traffic as part of the internal circulation system within the study area.
- Parking and storage areas should be screened from the street and other public areas.

PROPOSALS

General

The Navajo Community Planners strongly support City Council Policy 600-19, Fostering of Balanced Community Development, which states: *It shall be the policy of the City Council to effect the development of economically and racially balanced communities in newly developing peripheral areas of the City and in all City sponsored or approved redevelopment projects, and to do what is reasonably and practically possible in all parts of the City.*

- Housing types and densities should be varied in residential development to create interest and provide a mix of people with various economic and social characteristics.
- Dwelling units should relate to topography and intensity of activity. Where it will provide for more effective land utilization and high quality living environments, residential development proposals within the community should be carried out under the Planned Residential Development or Planned Infill Residential Development concept.
- Dwelling units should front on local streets.
- Multifamily residential development along major roadways, such as Mission Gorge Road, should be adequately mitigated for roadway noise impacts associated with high traffic volumes. If perimeter noise walls are necessary to mitigate noise impacts, they should not be located in the required setback. Noise walls should be well designed with landscaping provided on both sides of the wall.
- Adequate off-street parking and storage must be provided and screened from living areas and public areas. Street trees and drought tolerant landscaping should be used in level terrain to add interest to hide parking and to separate functions. Non-contiguous sidewalks must be provided even around off street parking and storage areas.
- Development of the area north of Highwood Drive and the terminus of Lake Murray Boulevard should not exceed 168 dwelling units as per Council Resolution No. 257606, December 7, 1982.
- Residential development should conform to the guidelines provided in the Mission Trails Design District when applicable. The Mission Trails Design District applies to those portions of the Navajo, Tierrasanta, and East Elliott communities consisting of, and including, all the

commercial and multifamily residential zones; the steep hillsides guidelines and Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands (previously Hillside Review Overlay Zone), as well as those non-HR and undeveloped areas contiguous to HR areas; and the two areas of land in Mission Gorge contiguous to the Mission Trails Regional Park at the east and west sides of the park. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

- Mobile home and manufactured housing has limited benefit in high land cost urban environment like San Diego. The ability to house more people and provide more affordable units of development multifamily housing. Mobile home parks are not encouraged.

Dwelling Unit Density

Based upon the proposed land use, which assumes that the canyons and sloped areas will remain open, it is projected that by 1990 the number of dwelling units will increase approximately 32 percent above the 1970 level--an increase of some 4,950 units. Approximately one-half of the new housing units will be in the medium density range of 15-29 dwelling units per acre. By 1990, medium density housing will comprise approximately 25 percent of all residential units, compared to eight percent in 1970.

As Navajo continues to evolve, it is proposed that a wide range of residential densities be permitted to develop in the community. These ranges would include very high to very low density dwelling units per acre of land. See Table 1. These densities will allow single-family houses, duplexes, townhouses, condominiums and apartments which will appeal to a wide segment of the population and provide for a diverse balanced population in the community.

Site Design

The topography of this area is important to preserve and enhance while allowing for new homes. The site design of any new projects and development should be sensitive to the street and views to and from existing homes.

- Fit house to land rather than land to house. Choose the appropriate house plan to fit the basic slope type of the site-up, down, or across slope. Correct selection will minimize grading and preserve the maximum groundcover and trees. Use retaining walls, terraces, split level or platform houses to minimize grading. This would eliminate the need for flat building pads involving extensive earth cuts.
- If earth moving is necessary, re-contour rather than cut and fill. If a new form must be given to the land, the final form should have a strong, smoothly flowing character typical of the existing hills. The basic character of the original site should provide the theme with adjustments to make the slopes gentle. Particular attention should be paid to the transition areas where the existing terrain stops and earthwork begins. Additional shaping in some areas may be necessary due to the unique subsoil and groundwater conditions present.

- Outstanding natural physical features such as the highest crest of a hill, natural rock outcroppings, major tree belts, etc., should be preserved at all costs.
- If hillsides are developed, they should be designed to complement the existing terrain. Hillside developments are usually laid out in a rigid geometrical lot pattern, and thus fences contrast sharply with the natural terrain. A more logical pattern would be for front and rear lots lines to follow the horizontal contours. Under this arrangement, the patchwork appearance of most hillside developments would be largely eliminated. Contour fencing could take the form of trellises with vines and other plant materials growing over the side, while still providing a barrier between dwelling units.

The photo shows a contiguous sidewalk. This is design is strongly discouraged.

- Create privacy for each house and protect its outdoor spaces from view and noise. Develop alternate methods of handling setbacks to increase usable open space such as to minimize narrow, useless side yards, as well as to create an interesting streetscape.
- Cluster developments should be encouraged to minimize tampering with the natural topography.
- Roads should follow natural courses wherever possible to minimize cutting and grading.
- Imaginative and innovative building techniques should be encouraged to create buildings suited to natural hillside surroundings.

Detailed and effective arrangements must be formulated for the preservation, maintenance and control of open space and recreational lands resulting from Planned Residential Developments.

- Create harmonious form relationships among houses rather than endless strings of houses. Groups of houses should appear to be related to one another rather than jumbled together without pattern. Strive for consistency within groups of buildings through the use of recurring shapes and materials. All the houses in one eye span should be designed to tie together and relate to one another, yet should not be repetitive and monotonous.
- Apartment developments should be arranged in such a way as to harmonize with adjacent single-family developments. They should be designed to present less apparent bulk and to minimize the clash of scale and activity between apartments and houses.
- Variety in apartment design should be facilitated by introducing optional rear and side setbacks and a front yard requirement based on floor area rather than an absolute dimension. Variable front yard spaces can give an interesting character to the street in apartment districts. When used, side yard setbacks should be increased from present regulations to better provide for daylight and visual privacy. To assure adequate outdoor space for residents, a minimum percentage of the floor space could be in the form of balconies and landscaped roof terraces.

Residential Street Design

The photo shows non-contiguous sidewalk that is encouraged because it separates pedestrians from the vehicle

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.
- Protect residential areas from the noise, pollution and physical danger of excessive traffic. The speed and volume of traffic on residential streets should be limited. Techniques for doing this include making streets discontinuous to divert traffic from a straight path, narrowing streets and intersections, creating the appearance of narrowness through landscaping and other improvements. Where possible, walkways should pass through the interior of blocks. Such changes in streets should be designed so that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas. The total effect of these changes in residential streets should be to emphasize their residential qualities and encourage pedestrian usage. When major streets and other streets having heavy traffic must go through residential areas, steps should be taken to screen dwellings from the noise, fumes and other adverse effects of traffic.
- Provide buffering for residential properties when heavy traffic cannot be avoided. Heavy landscaping at the side of streets and in center islands may provide an effective barrier, as can walls, differences in elevation and the setting back of dwellings from the roadways.
- Dwellings along streets with heavy traffic should, where possible, have the main orientation of their living space and access away from the traffic. In some cases further measures such as soundproofing may be required. Businesses that attract or produce heavy traffic, such as service stations, should be screened from nearby residential areas. Screening should be provided, as well, for all open parking lots within or adjacent to residential areas. All of the aforementioned considerations should apply to recreation areas as well as to dwellings.
- Underground all utilities. This should be done not only in new subdivisions but also programmed in stages in older parts of the community. With overhead wires out of the way, it is possible to allow street trees to grow; and thereby, establish a more desirable environment.
- Design all curves, intersections and cul-de-sacs and their relationship to houses for the best visual effect. Every opportunity should be taken to make street alignment and other street features contribute positively to good urban design. For example, use should be made of long radius curves connected by short curves in aligning streets rather than long tangents connected by short sharp curves. The former gives a much more sweeping, elegant feeling at eye level while the latter is sharply defined as one enters and leaves the curve.
- Provide the maximum street tree planting. One principal characteristic of memorable streets throughout the world is their tree planting. The finest examples have mature specimens that arch across the street creating a green canopy. From an urban design standpoint, a various tree planting program is the most important single thing that the City can do. Trees should be spaced close enough together to create an effect of enclosure and to provide protection of trees from hot drying winds and sun scald.

COMMERCIAL

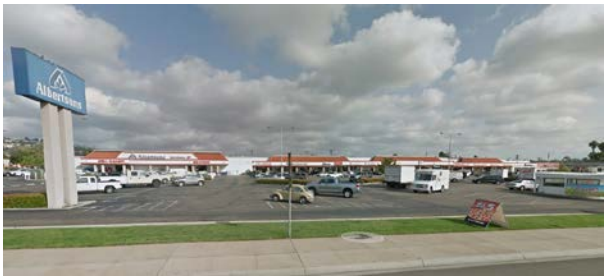
EXISTING CONDITIONS

As of 1988, approximately 123 acres of the 155 acres of commercially zoned land are being used for commercial purposes, representing almost two percent of the land in the Navajo community. An additional 90 acres of industrially zoned land are being used for commercial purposes in the Grantville area.

Existing development is typified by businesses, stores and offices which provide goods and services for local consumption. Most commercial development is clustered into shopping centers and is characterized by its community rather than regional nature. Four neighborhood centers provide for the daily shopping needs of the residents. Typical establishments include food markets, service stations, barber shops, beauty parlors, drug, hardware and liquor stores. Sites vary from less than an acre to almost ten acres.

Three community centers provide convenience goods--personal, professional, financial and automotive services--and a limited variety of shopping goods. Establishments include variety stores, apparel and shoe stores, banks, professional offices plus those establishments normally found in neighborhood centers. These centers are located on major streets and are easily accessible from most points in their respective trade areas.

The largest community center, which includes the Navajo and Ralphs shopping centers, is located at the intersection of Navajo Road and Lake Murray Boulevard (See top right). The total complex of over 50 business establishments and professional offices covers 35 acres.



The other two community centers are located at Waring Road and Orcutt Street and Navajo Road and Jackson Drive. The center at Waring Road and Orcutt Street has over 30 business establishments and professional offices on 12 acres of land (See middle right).

The Navajo Road and Jackson Drive center is 45 acres and has numerous commercial and professional uses in addition to multifamily residential use (See bottom right).

Major concentrations of professional offices are located in the three community shopping centers. Other professional offices are scattered throughout the area usually in conjunction with commercial centers.

Visitor-oriented commercial uses are located at Interstate 8 (I-8) and Waring Road. The potential for visitor-oriented facilities in Navajo is very limited. There are no movie theaters, bowling alleys or other similar forms of commercial recreation in the community. The centers serve only commercial functions, rarely being used for community purposes such as art shows and other cultural events.

Grossmont Center, a regional shopping center readily accessible to area residents, emphasizes such shopping goods as apparel, major household appliances and furnishings. It is located just outside the study area in the city of La Mesa. Also easily accessible are Mission Valley establishments and Parkway Plaza in El Cajon, as well as many other adjacent areas. Time distance, even to downtown areas, is only about 20 minutes.

Mission Gorge Road, a major entry point into the community, contains strip commercial development with a mix of land uses. The visual clutter created by numerous curb cuts, unscreened parking areas, excessive signs and billboards, and above ground utilities, as well as the condition of much of the development along Mission Gorge Road does not project a positive impression of the community. In addition, neighborhood centers along Mission Gorge Road have developed without regard to other development, resulting in a lack of coordinated design.

The commercial centers are constructed for the convenience of the automobile and not the shopper, which is accentuated by the lack of other forms of transportation within the community. The commercial buildings, if built by a chain, often follow some standard facade treatment that may not relate to the character of the particular site in which it is placed. Promotional and store signs are generally geared to a through traffic, high pressure merchandising situation rather than a neighborhood situation. Almost without exception landscaping of the sites is at a minimum and frequently not maintained. In particular, parking lots consist of an expanse of unrelieved asphalt and are often laid out so that shoppers are forced to thread their way between parked cars.

Table 2 contains site and trade population standards for neighborhood, community, and regional shopping centers according to the Progress Guide and General Plan for San Diego.

TABLE 2: SITE AND TRADE POPULATION STANDARDS FOR COMMERCIAL CENTERS

Criteria	Neighborhood	Community	Regional
Population in Trade Area	2,000-10,000	10,000-25,000	100,000 or more
Acres/1000 Population	1.0	.8	.7
Site Area	1-10 acres	8-20 acres	50 acres or more

The development potential for commercial facilities that serve Navajo residents is based on these standards as applied to the projected 1990 population of 65,000 to 70,000. Accordingly, the area could support six or seven neighborhood centers with a combined area of approximately 55 acres and two or three community centers with a combined area of approximately 60 acres.

Commercial facilities in adjacent communities, particularly La Mesa and El Cajon, however, serve Navajo and reduce the need for commercial land within the planning area.

OBJECTIVES

The principal or overriding objective for long-range commercial development in Navajo is not only to ENCOURAGE NEIGHBORHOOD AND COMMUNITY SHOPPING FACILITIES WHICH ARE ADEQUATE TO PROVIDE A WIDE VARIETY OF GOODS AND SERVICES TO NAVAJO, BUT ALSO BLEND INTO AND ENHANCE THE COMMUNITY ENVIRONMENT.

To achieve this principal objective, the following additional objectives were also adopted:

- Develop commercial areas as centers for community activities. Such centers should include community facilities, such as cultural, recreational, entertainment and residential facilities, as well as retail establishments and professional offices.
- Develop commercial areas that have desirably distinctive qualities in their design, appearance and operation.
- Provide neighborhood convenience centers that are complementary to adjacent residential areas and strategically located throughout the residential areas of the community, preferably near public facilities. These shops should be accessible to pedestrians and bicyclists and be in scale and character with the neighborhoods they serve. In addition, existing centers should be encouraged to add safe facilities for pedestrians and bicyclists.
- Prevent the overdevelopment of any one type of commercial use (for example, service stations).
- Prohibit the expansion of strip commercial development on Mission Gorge Road north of Zion Ave.
- Restrict retail development to areas designated for commercial and mixed use; limit commercial office and service uses in the industrially designated areas to those that are accessory to industrial uses.
- Improve the appearance of the existing strip commercial development on Mission Gorge Road between I-8 and Zion Avenue by reducing signs, improving landscaping and architectural design, providing consistent building setbacks and providing adequate off-street parking.
- Limit the development of drive-thru restaurants to sites that can accommodate the stacking of vehicles, as well as accommodate driveways in a manner that will not conflict with the smooth operation of intersections.
- Reduce the number of curb cuts serving individual commercial uses on Mission Gorge Road to minimize traffic conflicts and provide a continuous sidewalk and landscape strip.

PROPOSALS

General

- In addition to retail stores necessary to accommodate the needs of the community, commercial centers should also provide for professional and business offices, entertainment and cultural activities, public and semipublic facilities, and residential uses. The existing centers, due to their location, size, and the character of adjacent development, could easily be improved to meet these criteria.
- All the centers should be accessible by pedestrians, bicycles and adequate public transportation as well as by car.
- The shopping center at Lake Murray Boulevard and Navajo Road, the community shopping center at Waring Road and Orcutt Avenue, and the center at Navajo Road and Jackson Drive are to be retained as community commercial centers. These establishments should fulfill the need for convenience goods and personal, professional, financial and recreational services through the year 2000.
- Neighborhood commercial centers should be retained at the intersections of Golfcrest Drive and Mission Gorge Road, Conestoga Road at Mission Gorge Road, and Zion Avenue at Mission Gorge Road. The centers should be an integral part of the residential development and retrofitted to attract pedestrian and bicycle users in addition to the automobile.
- Professional offices are to be retained at existing locations. The expansion of professional offices is recommended at all community shopping centers.
- Visitor-oriented facilities (hotels, motels, and associated uses) should be limited to those existing at the intersections of I-8 and Waring Road, and Mission Gorge Road and Alvarado Canyon Road. No additional visitor-oriented facilities should be developed.
- The number and location of service stations should continue to be regulated. No more than one station should be located at an intersection and the overall number of stations should be based on service to the community. Existing facilities appear to be sufficient to serve community needs through the year 2000.

- The removal of off-premise signs and the consolidation of multiple on-premise signs should be pursued during project reviews in an effort to reduce sign clutter and enhance the visual appearance of Mission Gorge Road.

- Any rezones or tentative maps for new commercial center development and redevelopment should require processing in accordance with the planned commercial development regulations to ensure comprehensive review of the center and its compatibility with adjacent development.

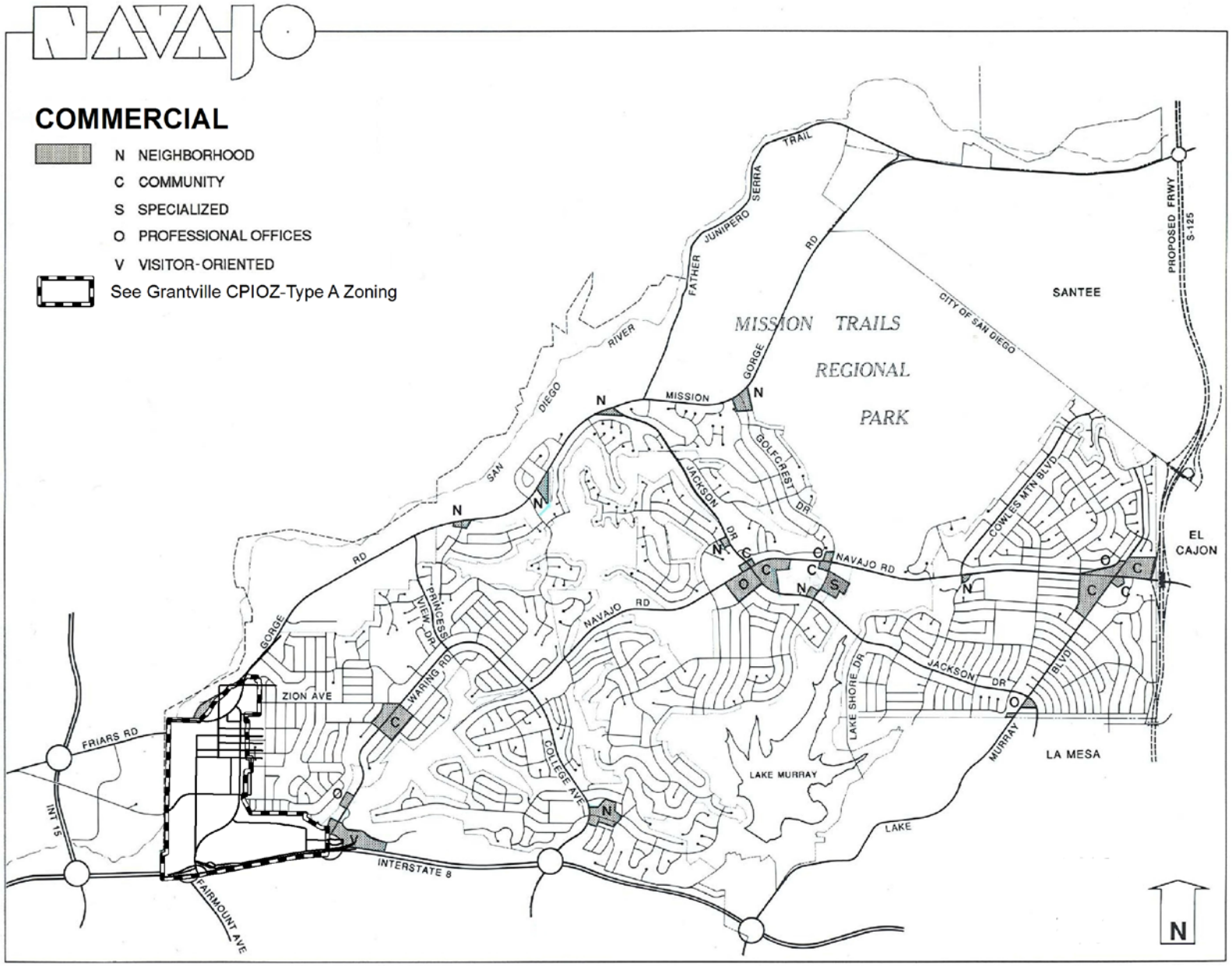


FIGURE 5: COMMERCIAL PROPOSALS

CITY OF SAN DIEGO • PLANNING DEPARTMENT

INDUSTRIAL

EXISTING CONDITIONS

Sand and gravel extraction was once the predominant industrial use in Grantville, accounting for most of the industrially zoned land along the San Diego River as well as most of the agriculturally zoned land. The manufacturing of cement block, brick, and associated secondary sand and gravel uses were also prevalent near the river. Most of the sand and gravel activities have now been discontinued and are being replaced with multi-tenant buildings.

A 250-acre site is still being used for sand and gravel processing on the north side of Mission Gorge Road, generally between Princess View Drive and Margerum Avenue. This quarry has been in operation since 1927 and is currently operating under a Conditional Use Permit (CUP) that expires in 2033. The CUP regulates the mining, processing, storage and sale of natural resource material. A master reclamation plan for the 250 acres covered within the CUP, as well as 170 acres from which sand deposits have previously been mined, establishes goals and general guidelines for the reclamation of the project area upon completion of mining activity. Final reclamation is to be accomplished in phases with the approval of precise reclamation plans.

PROPOSALS

Based on the existing conditions and objectives identified above, the following general proposals were established to encourage industrial development that is compatible with the residential character of the Navajo community.

- A Planned Industrial Development (PID) or master PID should be required for any property rezoned to an industrial zone to ensure quality site design, and compatibility with the San Diego River environment and surrounding residential areas where appropriate. A master PID establishes design guidelines and standards to be used in the review of subsequent detailed site-specific projects. The PID document shall include a conceptual site plan showing the general location of proposed uses; a list of permitted uses; a preliminary grading plan; and master circulation, landscaping and sign plans. After approval of the master PID, projects will be reviewed and approved ministerially by the Planning Department if they are found to be consistent with the approved master PID. The design guidelines identified in this Industrial Element shall be consulted in the design and review of the master PID.
- Future development of the remaining sand and gravel operation and the previously mined 170 acres should be accomplished under a master Planned Industrial Development (PID) permit process. This property is bounded on the south by a major element of the regional transportation network (Mission Gorge Road) and on the north by the San Diego River, a regionally significant natural resource. A master PID will provide an opportunity for comprehensive review of the relationship between proposed development and the ultimate reclamation plan for the San Diego River, coordination of open space and pathways with Mission Trails Regional Park, traffic impacts to Mission Gorge Road and the proposed State Highway 52 interchanges.

- The area south of Mission Gorge Road generally between Old Cliffs Road and Princess View Drive is designated for development as an industrial park complex. This property is highly visible from Mission Gorge Road, as well as from the residential areas above the river basin in Allied Gardens and Tierrasanta. Future development under the M-1B Zone is recommended; however, a planned industrial development permit should be required to ensure coordinated, quality design and compatibility with the residential uses adjacent to this site.
- In order to implement the San Diego River Park Master Plan, the San Diego River Park Subdistrict Community Plan Implementation Overlay Zone (CPIOZ-Type B) is applied to all properties within two subareas of the river, the River Corridor Area and the River Influence Area. See the San Diego River Park Subdistrict Section of this plan.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

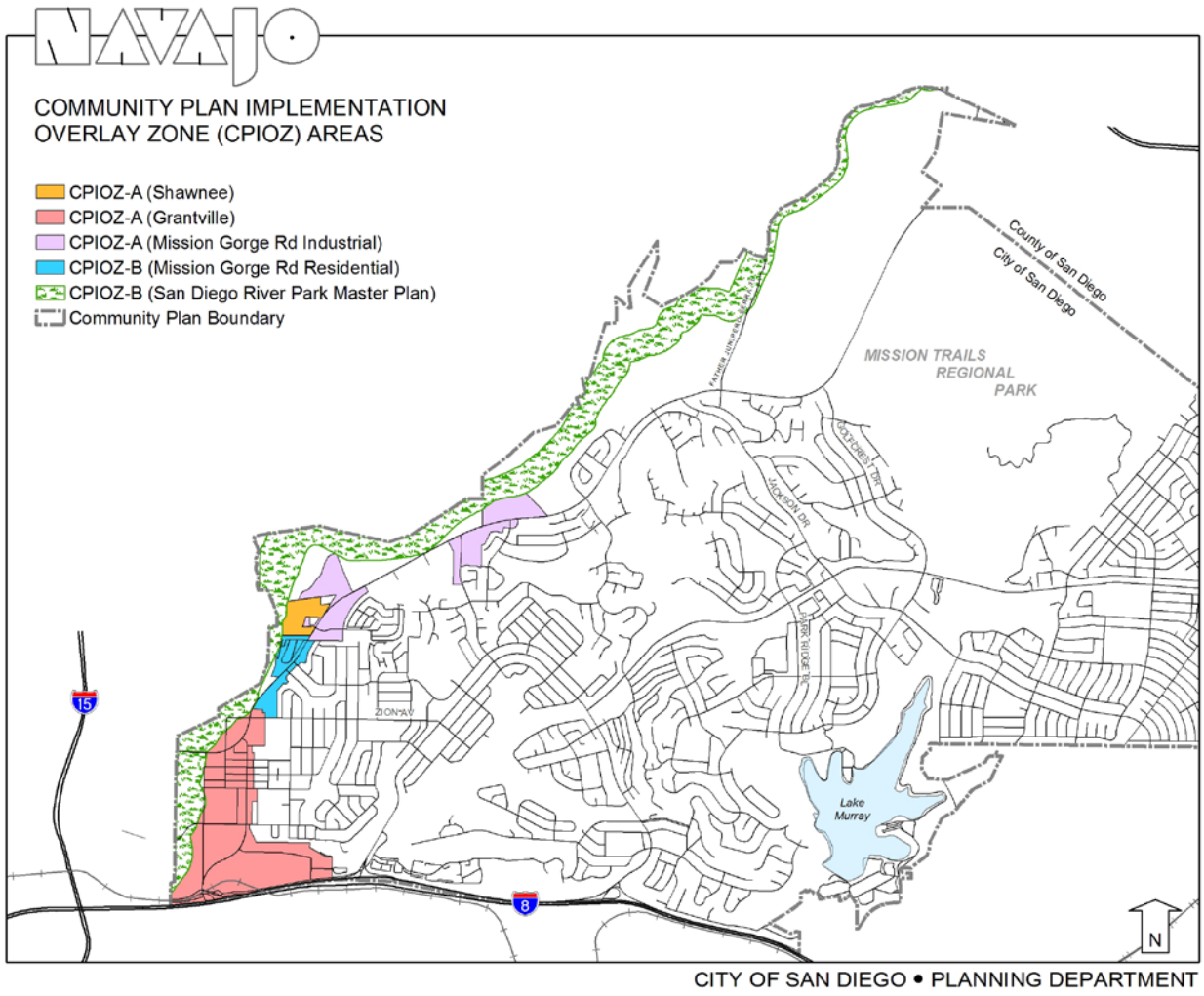


FIGURE 6: COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ) AREAS

The Navajo Community Plan contains 5 distinct Community Plan Implementation Overlay Zone (CPIOZ) areas, as shown on the map above. This chapter includes the supplemental development regulations for each of these 5 CPIOZ areas.

In the areas designated as CPIOZ-Type A, development that is consistent with the Community Plan, the base zone regulations, and the supplemental development regulations identified in each CPIOZ section can be processed ministerially in accordance with the procedures of the Community Plan Implementation Overlay Zone. Any development that does not comply with the Community Plan, the base zone regulations, or any of the supplemental development regulations identified in the CPIOZ section shall be required to obtain a discretionary permit.

In the areas designated as CPIOZ-Type B, a discretionary permit is required. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone and the purpose and intent of the supplemental development regulations identified in each CPIOZ section.

Projects that require a discretionary review process should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the applicable CPIOZ section and supplemental development regulations of the applicable section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for these CPIOZ areas.

It is anticipated that the transition from Grantville's predominantly light industrial and stand-alone commercial land uses to mixed use, transit oriented development will take place through incremental implementation as individual properties are redeveloped. While the shift of land uses occurs over time, Light Manufacturing uses, Research & Development uses, Distribution and Storage uses, Office uses, Retail Sales uses, Personal Vehicle Sales & Rentals and Commercial Services uses may locate or relocate to any tenant space on any premises within Grantville that retains previously conforming status for the IL-2-1 and IL-3-1 zones, regardless of the square footage of the tenant space; however a change in use to a separately regulated use is not permitted. Previously conforming status remains with a premises until such time as all tenant spaces on a premises have been vacant for a period of two years, at such time previously conforming status ceases.

SHAWNEE CPIOZ

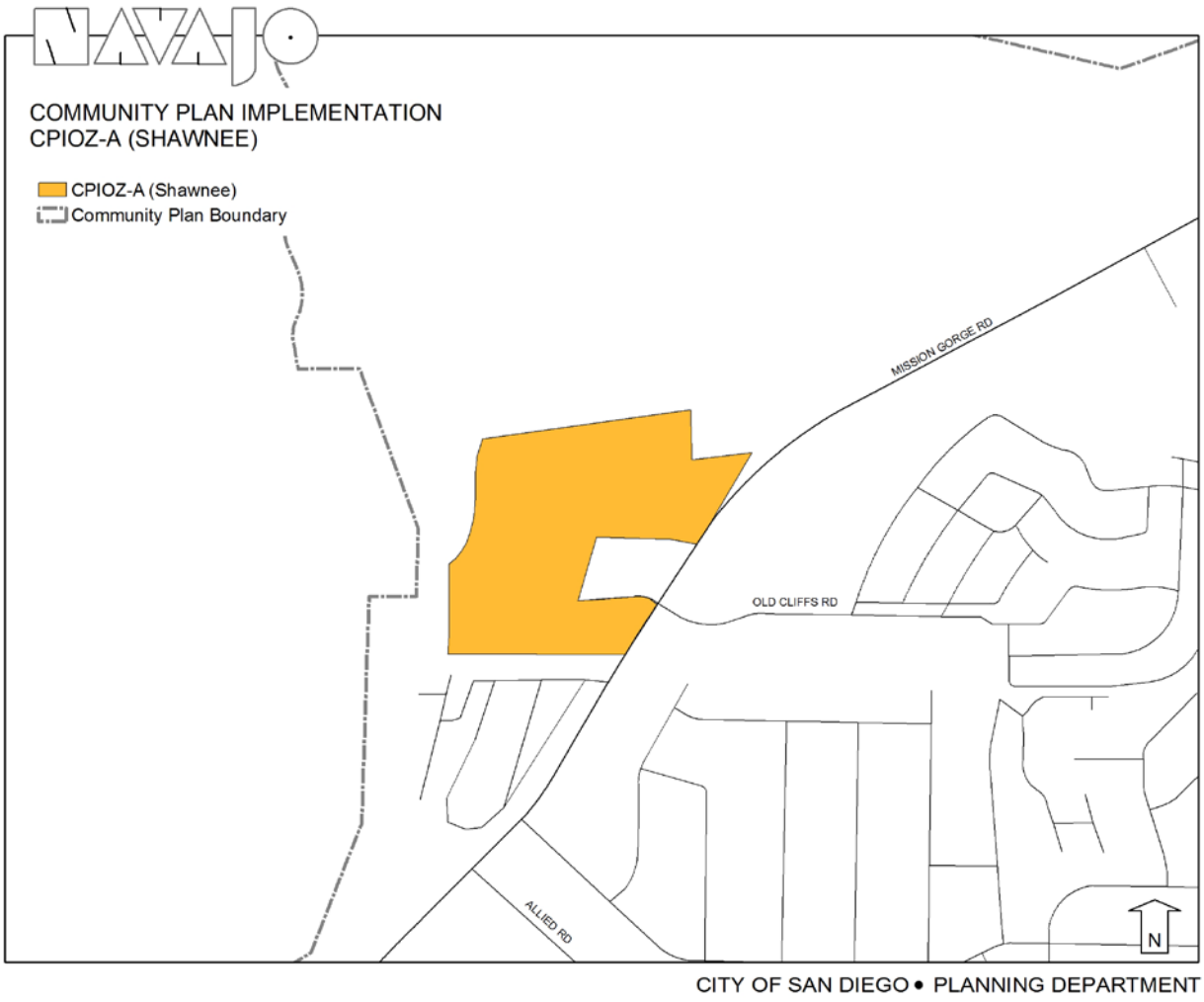


FIGURE 7: COMMUNITY PLAN IMPLEMENTATION CPIOZ-TYPE A (SHAWNEE)

OVERVIEW

Shawnee/CG7600 Master Plan consists of approximately 23 acres and is intended to be developed pursuant to these Supplemental Regulations, which allow a greater variety and intensity of uses than base zoning and provides greater flexibility from creative design. This is envisioned to provide elements of smart growth that reduces automobile dependency, increased pedestrian activity, restoration of open space and public access to the San Diego River, and the creation of a high-quality neighborhood.

SUPPLEMENTAL DEVELOPMENT REGULATIONS

The primary land use of the site is reserved for multi-family residential. The buildings that front Mission Gorge Road and Old Cliffs Road are multi-family residential uses with ground floor commercial. Roadway connections to adjacent properties are an important element that will provide convenient vehicular and pedestrian circulation. Documentation from a California Registered Traffic Engineer stating that the proposed project's traffic volumes are based on the City's trip generation rates and are less than the thresholds established in the City of San Diego's Traffic Impact Study Manual must be confirmed and accepted by the City Engineer.

River Road will connect the site to the adjacent proposed River Park at Mission Gorge project. River Road will run almost the entire length of the site and connect to Old Cliffs Road where primary access to the site will lead to Mission Gorge Road. On the west side of River Road the principle open space area will be developed and integrated with the San Diego River Park Master Plan trail corridor.

Adjacent property owners to the north and south are proposing compatible land uses with Shawnee in scale, intensity of development, uses, landscape and circulation elements. Integration of the street network and pedestrian paths are a central theme of the master plan that will encourage pedestrian activity, provide public access to the San Diego River and more closely link the community.

The existing commercial industrial land uses along "C" Street with Old Cliffs Road and "E" Street with Mission Gorge Road present a challenge for residential uses. All repair work for automobiles at the auto body shop is internalized within the concrete walls of the building which eliminates much of the problems associated with industrial uses such as noise and odor. The proposed intervening streets and private drive will provide a physical separation and buffer from potential noise coming from within the building. A fence and landscape shall be placed around the perimeter of the auto body property's western and northern boundary and the western and southern boundaries of the auto dismantling yard at the northeast corner of the site to provide sufficient visual screening. Street trees shall be planted to provide additional layers of screening for residential units. The land use plan for Shawnee/CG7600 is shown in Map 3. The following land use designations apply to the Shawnee/CG7600 site:

Multifamily Residential

- Development in this designation would primarily consist of residential uses providing a mix of dwelling unit sizes and may also include special-purpose occupancy such as seniors, students, or workforce housing.

Mixed Multifamily Residential/Retail/Commercial

- Development in this designation would primarily consist of residential uses providing a mix of dwelling sizes and may also include special-purpose occupancy such as for seniors, students, or workforce housing and shall also include residential, office, retail and other commercial uses per the list of permitted uses below, which shall be located on the ground floor. These commercial uses are to be located along the Mission Gorge Road and Old Cliffs Road frontage.

- Open Space (Park): The open space west of River Road shall be reserved for open space and provide population-based parks for the site. Additional open space for passive and active recreation will be linked throughout the site that will serve as an open space network.
- The proposed development shall comply with the following provisions of the CPIOZ and the RM-3-9, RM-4-10 and OP-2-1 zones.

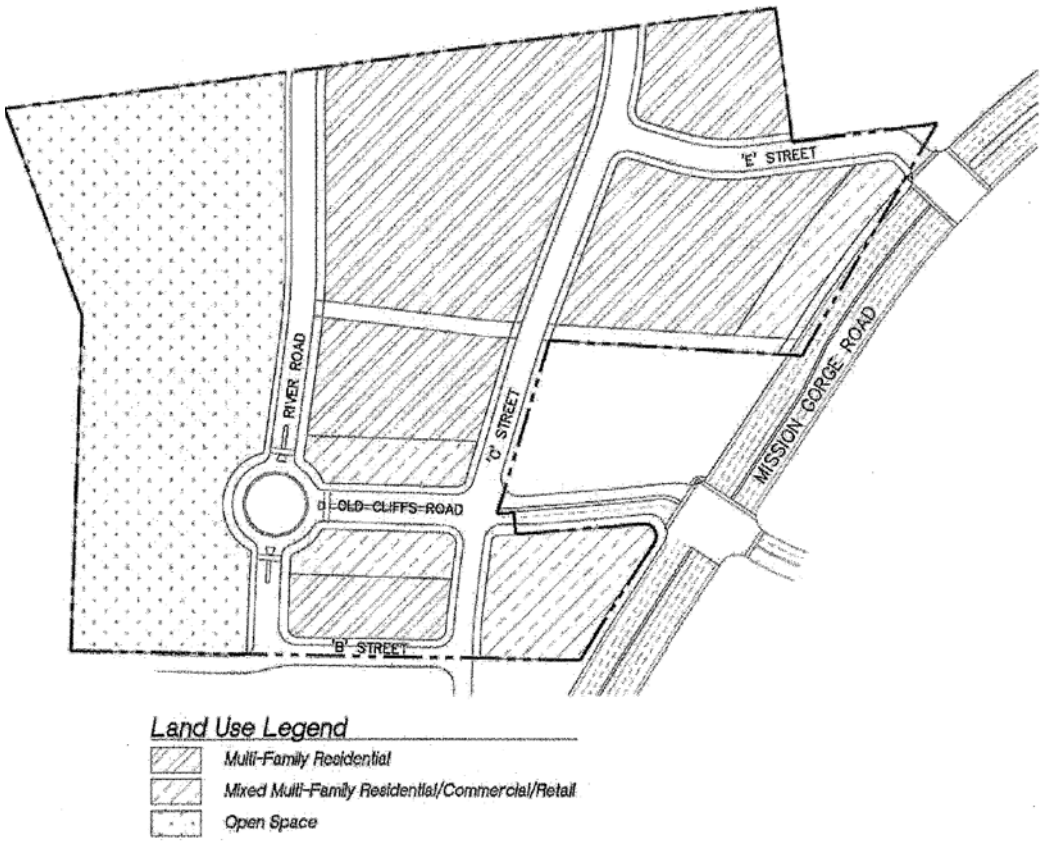


FIGURE 8: SHAWNEE LAND USE

DEVELOPMENT CONCEPT

Shawnee/CG7600 shall allow the development of a mix of retail, office and residential uses along the Mission Gorge Road and Old Cliffs Road frontage in compliance with the list of permitted uses below. Privately owned community open space for public use shall also be included within the site and shall be maintained to permit public access.

Permitted Uses

Permitted uses within Shawnee/CG7600 shall be those permitted in the applicable base zone in the Municipal Code as well as residential and commercial uses as follows:

- Multiple Dwelling Units

- Separately Regulated Residential Uses
    - Home Occupations (L – Permitted subject to compliance with Section 141.0308 of the Municipal Code)
    - Housing for Senior Citizens (C – Permitted by Conditional Use Permit and subject to compliance with Section 141.0310 of the Municipal Code)
    - Shopkeeper Units
    - Live/Work Quarters
- Sale of
    - Food, Beverages and Groceries
    - Consumer Goods, Furniture, Appliance Equipment (limited to 2,500 square feet for each premises)
    - Sundries, Pharmaceuticals, and Convenience Sales
    - Wearing Apparel and Accessories
- Commercial Services
    - Building Services (limited to 2,500 square feet for each premises)
    - Business Support (Hiring Halls are not permitted)
    - Eating and Drinking Establishments (the sale of alcoholic beverages is not permitted as a primary use)
    - Financial Institutions
    - Personal Services
    - Pet Grooming and Pet Supplies (Pet Sales or Boarding Kennels are not permitted)
- Separately Regulated Commercial Service Uses
    - Child Care Centers (L - Permitted subject to compliance with Section 141.0606 of the Municipal Code)
    - Instructional Studios
    - Outpatient Medical Clinics (N – Permitted with a Neighborhood Use Permit subject to compliance with Section 141.0615(b) of the Municipal Code)
    - Private Clubs, Lodges and Fraternal Organizations
    - Sidewalk Cafes
- Offices
    - Business and Professional
    - Government
    - Medical, Dental and Health Practitioners
- Signs
    - Allowable Signs

The Shawnee/CG7600 Master Plan will regulate the development of the Shawnee/CG7600 site. Consult the Shawnee/CG7600 Master Plan for development regulations. Approval of the PDP, SDP, VTM and Rezone for the site will be concurrent with approval of the Shawnee/CG7600 Master Plan**.**

GRANTVILLE CPIOZ

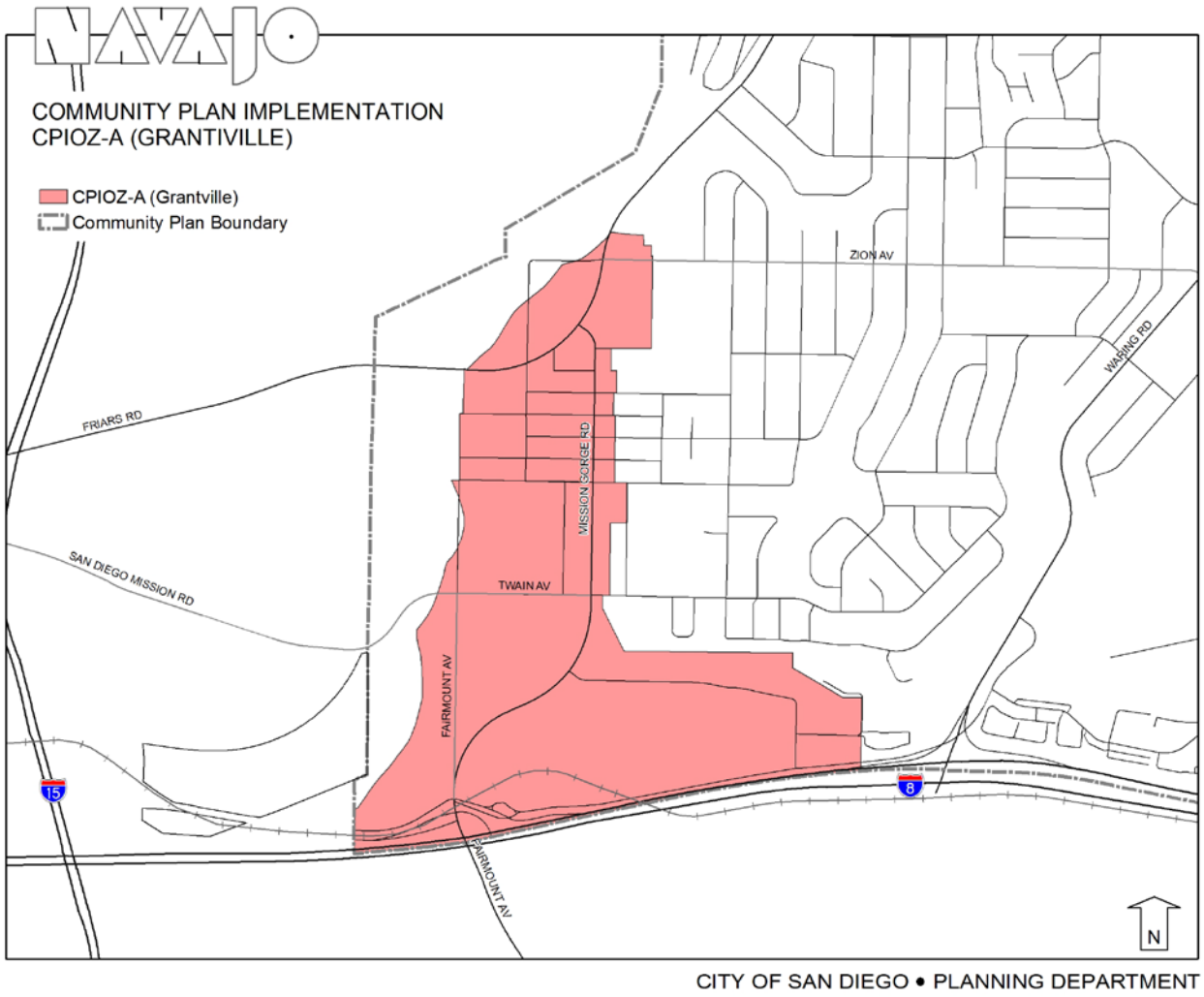


FIGURE 9: COMMUNITY PLAN IMPLEMENTATION CPIOZ-A (GRANTVILLE)

OVERVIEW

This Grantville CPIOZ sets the framework for new infill development and provides design standards to ensure high-quality development that supports walkability, strengthens connectivity, and enhances community identity. Grantville CPIOZ shall be implemented by Chapter 13 Art 02 Div 14, Community Plan Implementation Overlay Zone. The supplemental development regulations do not apply to the following projects:

- Interior improvements including modifications or repair to an existing building that does not expand the floor area of the existing building;
- Exterior repairs, modifications, or maintenance that does not expand the floor area of the existing building.

PURPOSE AND INTENT

In 2005, the Grantville Trolley Station opened in the Navajo Community on Alvarado Canyon Road. As ridership continues to increase, it is anticipated that the trolley station will contribute to an enhanced quality of life, a reduction in additional traffic congestion, improved local air quality, and an opportunity for residents and visitors to engage in more frequent pedestrian-oriented and transit-reliant trips.

Grantville, as described in the figure above, is developed with a mix of mostly older, underutilized commercial and industrial buildings containing a variety of auto-dependent commercial service uses. Many properties in the area have outdated and deteriorated buildings, lack adequate parking and landscaping, and are in need of substantial capital reinvestment to stimulate economic development and create a more attractive and pleasant environment. Existing industrial zoning in Grantville has not adequately accomplished the objective of the previous CPIOZ, which was intended to encourage industrial development and redevelopment that will capitalize on the area's central location within the metropolitan area.

Because of the age and declining physical condition of the existing properties coupled with the frequent conversion of industrial properties to office or storage uses, this area was identified by the General Plan's Strategic Framework Element (2002) as prime for neighborhood revitalization with a more lively mix of land uses better suited to residents and the Navajo Community.

A shift in land uses from industrial to a mix of land uses including employment, commercial, higher density residential, and civic uses would allow many of the properties to be better utilized. Grantville is envisioned to include more transit-supported residential, workforce housing, and local neighborhood retail, as well as new commercial and employment opportunities. The new development would also provide additional community benefits to the area including pedestrian and bicycle infrastructure, improvements to Alvarado Creek, and access to the San Diego River. Over time, underutilized areas of Grantville would shift away from primarily industrial use to a mix of uses that serve the needs of the current and projected population.

The Grantville CPIOZ is intended to encourage transit-oriented developments, which will minimize the need for an overreliance on automobiles and emphasize pedestrian orientation and proximity to public transit. It includes supplemental development regulations that reinforce the concept of an interconnection between development projects and the surrounding public transit system. The CPIOZ will encourage the physical and functional integration of project components, site design, and the provision of pedestrian and bicycle infrastructure. It capitalizes on Grantville's proximity to public transit by concentrating new housing density and commercial uses around public amenities. As development and redevelopment occurs over time, an elaborate pedestrian and bicycle circulation network that links new development to the Grantville Trolley Station will be achieved through the guidance provided in the Grantville CPIOZ.

The following urban design framework identified below is intended to become the basis for more finite design through detailed landscape, enhanced streetscape character, and refined building architecture. In order to create visually appealing streetscapes, it is envisioned that new residential, commercial, and mixed-use developments shall design street frontages that increase pedestrian access and retail activity through high quality street-facing building exteriors. The purpose of the framework is to foster creative approaches to design and facilitate the transition to transit-supportive land uses in the project area.

UD-1. Enhance pedestrian and bicycle connectivity by including sidewalks and bike facilities.

UD-2. Create appealing streetscapes through urban design, including defining the human scale through ground floor architectural scale, and incorporating street furnishings and lighting.

UD-3. Build attractive buildings, projects, and facades along public and private streets that create visual interest. Existing Billboards should be removed with all new development.

UD-4. Locate active uses on the ground floor of buildings in order to enliven the pedestrian experience and engage the streetscape or public realm.

UD-5. Diminish the overall mass of buildings and create variation as viewed by pedestrians on the sidewalk.

UD-6. Create an active, attractive, and pedestrian-focused, retail environment in Grantville.

UD-7. Design projects that incorporate connections to the Grantville Trolley Station and bus routes.

UD-8. Revitalize Grantville through transit-oriented developments that provide interconnectivity through transit.

UD-9. Design larger scale development projects with private streets and private drives that include parking, sidewalks, planting areas in order to allow multiple routes to destinations, create a smaller block size, and increase connectivity.

UD-10. Provide the opportunity for a pedestrian/bicycle bridge over Alvarado Creek, which will allow any development projects adjacent to Alvarado the creek a critical linkage to the Grantville Trolley Station.

Figure 10 is provided as an inset to Figure 3 and Figure 5.

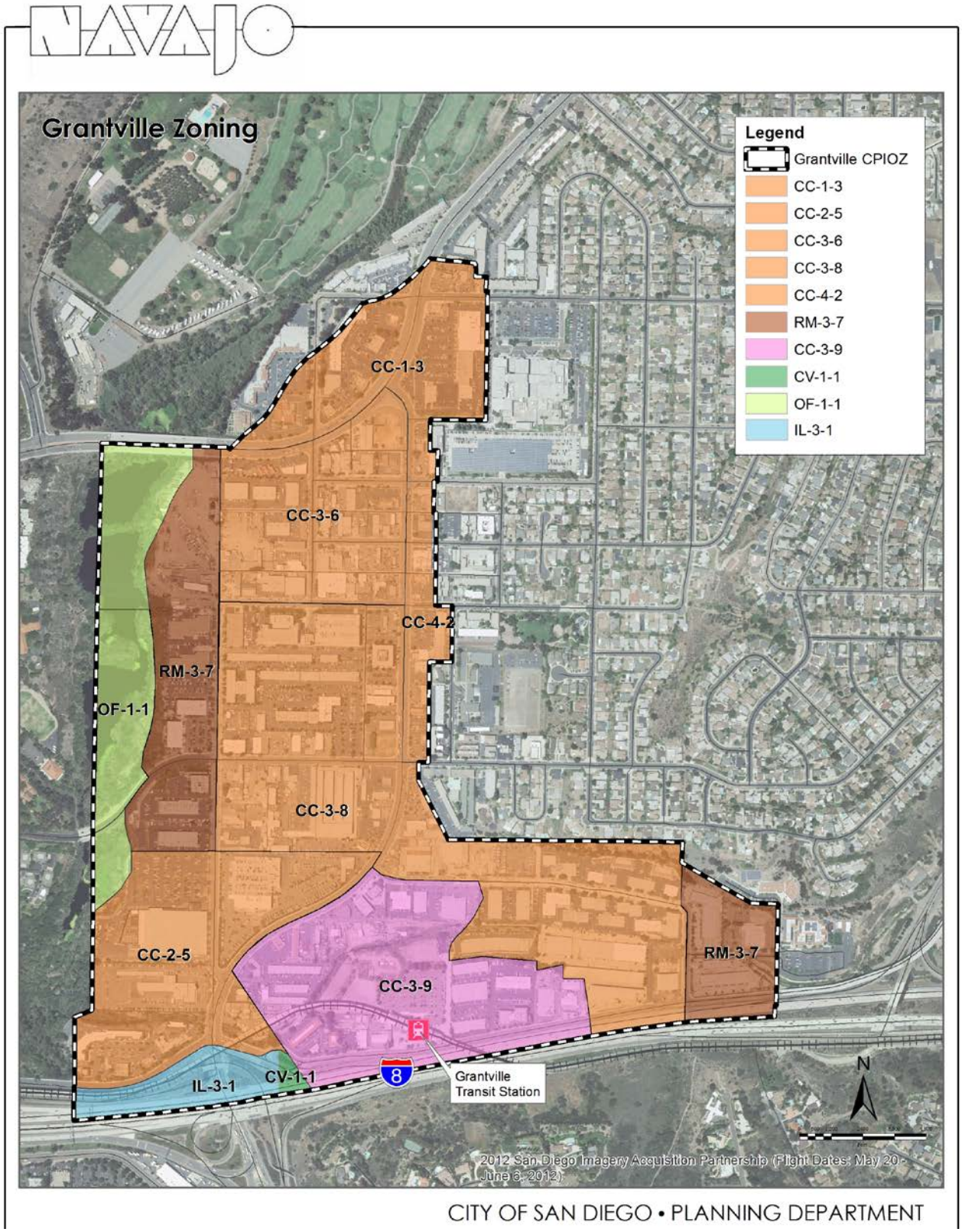


FIGURE 10: GRANTVILLE CPIOZ-TYPE A ZONING

SUPPLEMENTAL DEVELOPMENT REGULATIONS

For Grantville CPIOZ-Type A, development that is consistent with the base zone regulations and the following supplemental development regulations will be processed ministerially in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14.) The supplemental development regulations do not apply to the following projects:

- Interior modifications, repair, exterior repairs, or maintenance that does not expand the floor area of the existing building.

Any proposal that does not comply with the supplemental development regulations shall require a discretionary permit. Projects that require a discretionary review process shall meet the purpose and intent of the supplemental development regulations and should address the design and compatibility of the project in relation to surrounding development.

SDR 1. In order to establish the trip generation rate for a proposed project, proposed development shall meet one of the following criteria or apply for a discretionary permit:

a. Proposed project is greater than or equal to 20 dwelling units per acre and is 165 dwelling units or less; OR

b. Proposed project is mixed-use, greater than or equal to 20 dwelling units per acre, does not exceed 100 dwelling units, and 10,000 s.f. of commercial use; OR

c. Submit documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating one of the following:

i. The proposed project's traffic volumes are based on the City's trip generation rates and the proposed project generates less than 1,000 ADT's; OR

ii. If project generates more than 1,000 ADT's, documentation must demonstrate the project has no significant impacts onto the transportation system.

SDR 2. Based on the City of San Diego interim screening criteria for GHG emission analysis, all new projects will have greenhouse gas emissions (GHG emissions) less than 900 metric tons of CO_2e measure. For projects exceeding 900 metric tons of CO_2e, the greenhouse gas analysis must show how the project will reduce its GHG emissions by 20.5% compared to the business as usual scenario. The reduction measures should include, but are not limited to, onsite recycling, water use reductions, and transportation features such as increased transit accessibility, improved pedestrian networks, and improved bikeability.

a. Prior to adoption of the City of San Diego Climate Action Plan: Projects shall submit a GHG emissions analysis accepted by the City of San Diego showing GHG emissions less than 900 metric tons of CO_2e measure; OR a GHG emissions reduction of 20.5%; OR

b. Upon the adoption of the City of San Diego Climate Action Plan: Projects shall submit a completed Climate Action Plan consistency review checklist.

SDR 3. Any habitable space located within a CNEL of greater than 60 dBA shall require an acoustical study consistent with Table NE-4 (Acoustical Study Guidelines – General Plan). The proposed building, wall, and roof-ceiling assemblies shall be designed to limit intruding noise to the allowable interior noise level with all exterior doors and windows in the closed position. Documentation of the noise attenuation measures shall include building assemblies section including, but not limited to, a wall and roof-ceiling assemblies section. Design of noise attenuation measures shall include the following:

a. For residential, institutional, and visitor accommodation uses: The allowable interior noise level is 45 dBA. Wall and roof-ceiling assemblies making up the building envelope shall attenuate noise to meet applicable building code requirements.

b. For retail and office uses: The allowable interior noise level is 50 dBA. Wall and roof-ceiling assemblies making up the building envelope shall attenuate noise to meet applicable building code requirements.

c. For mixed-use buildings, residential, institutional, and visitor accommodation spaces must attenuate to (a) and non-residential spaces shall attenuate to (b).

Multi-Modal Connectivity

All improvements identified below shall be required for all new development except as identified in §142.0611 (Exemptions from Requirement to Provide Public Improvements Incidental to a Building Permit). The Pedestrian Design section of the City of San Diego Street Design Manual should be integrated into the site planning and design of new developments. The separate zones of the pedestrian sidewalk zones are defined in the City of San Diego Street Design Manual.

SDR 4. All new development shall provide a minimum of one vehicular access way through the project site. The layout of a private street or private drive should be in a grid pattern or modified grid pattern, emphasizing interconnected streets and the ability to reach local destinations through multiple routes. It is desirable to have streets with block faces of 400 feet in length or less. Private streets or private drives shall be coordinated and connected to the public street system. Fencing, walls, or gates that limit access are prohibited. Where possible, streets shall frame vistas of the mixed-use core, Grantville Trolley Station, San Diego River, and Alvarado Creek.

SDR 5. All new development shall provide a minimum of one pedestrian and bicycle access-way through the project site. Pedestrian and bicycle access-ways shall be coordinated and connected to public streets. Fencing, walls, and gates that limit access are prohibited. Sidewalks shall be separated from the street by landscaped parkways and shall be provided as follows:

a. Provide a minimum 5-foot landscaped parkway and minimum 5-foot non-contiguous sidewalk on at least one side of any private drive.

b. Provide a minimum 5-foot landscaped parkway and minimum 10-foot non-contiguous sidewalk along any public or private street. See Figure 11.

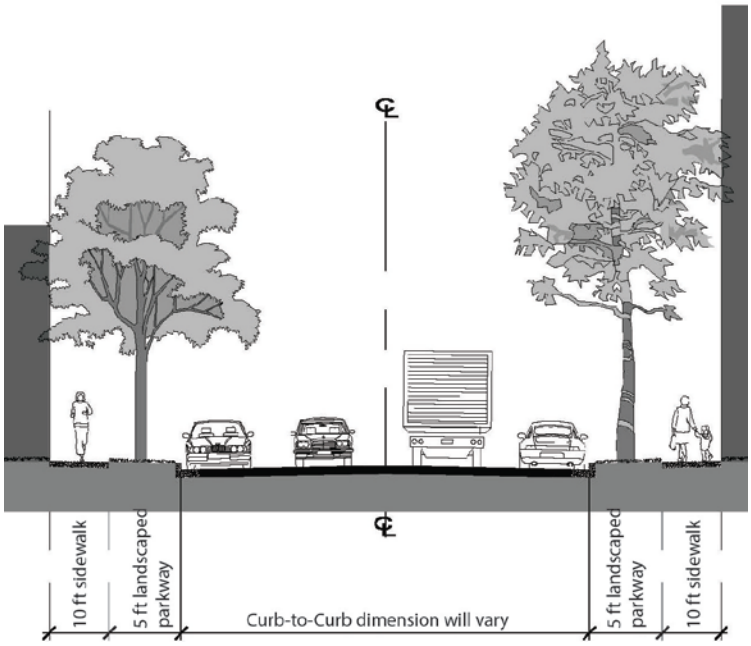


FIGURE 11: LANDSCAPE PARKWAY AND SIDEWALK REQUIREMENT

SDR 6. For all new projects, provide way-finding signage. The signage shall identify the pedestrian and bicycle routes to and from the Grantville Trolley Station and San Diego River. Signage shall be submitted for review. The placement of signs and other public facilities shall be done in a manner so as to provide a clear unobstructed pedestrian path and continuous parkway design. Submit the following signage for review:

a. Provide one vertical way-finding signage per 100 feet of street facing building façade. Examples of vertical way-finding signage include permanent banners, traditional sign posts, or plaques. Incorporate vertical way-finding signage into the building elevation as a plaque or install vertical way-finding signage in the pedestrian zone; OR

b. Provide one horizontal way-finding signage per 100 feet of street facing building façade. Examples of horizontal way-finding include specialized paving patterns or inset arrows. Incorporate the horizontal way-finding signage into the hardscape treatments along public street, private street, and private drive.

SDR 7. Pedestrian paths and sidewalks shall be continuous, clear of obstructions, easily identifiable, and visually distinguishable from surrounding concrete or hardscape areas. Pedestrian paths and sidewalks should be separated from parking area by wheel stops, curbs, landscaping, or other physical barriers.

SDR 8. Provide street trees in all landscaped parkways to establish a shaded pedestrian environment and give character to the street. Provide street trees shall conform to the following conditions:

a. The number of trees required for each public street, private street and private drive frontage shall be calculated at the average rate of one 24 inch box canopy tree for every 30 feet of frontage. Tree spacing may be varied to accommodate site conditions or design considerations; however, the total number of trees calculated for all frontages shall be provided in landscaped parkways as street trees. Street tree placement can include the use of double row of trees.

b. Each street tree shall receive a minimum of 10 cubic feet of below surface volume.

c. Street trees in tree grates are allowed; however, if trees in tree grates are selected, landscaped parkway must incorporate a permeable hardscape that allows water infiltration.

Street Furnishings

SDR 9. Above-ground utility placement within the sidewalk and/or pedestrian path is prohibited. Above-ground utilities shall be either: located in landscaped parkways; OR located adjacent to building, screened from view, and accessible from the sidewalk or pedestrian path.

SDR 10. A minimum of 25% of all required bike racks must be provided along the project's street frontage.

Ground Floor Design

SDR 11. All commercial and mixed-use buildings shall be oriented so that primary and functional pedestrian entrances for each ground-floor commercial, office, or retail tenant space and shopkeeper units are individually accessible from an abutting public street by a pedestrian path.

a. The primary and functional pedestrian entrance requirement identified above shall also apply to any tenant spaces on private streets.

SDR 12. Shopkeeper units may be used to meet the ground floor commercial requirements. A minimum depth of 30 feet shall be provided.

SDR 13. All commercial and mixed-use buildings shall provide a minimum floor-to-ceiling height of 15 feet.

a. For shopkeeper units, the first 15 feet shall meet the minimum floor-to-ceiling height requirement.

SDR 14. For all commercial and mixed-use buildings: Create activation of the ground floor and pedestrian zone by providing the following ground floor transparency along the street wall areas of public and private street frontages:

a. A minimum of 50% of street wall area between 18 inches and 12 feet above the sidewalk shall be transparent with clear glass visible into a commercial or residential use; AND

b. Windows or other transparent materials that provide visibility into a parking garage, non-public commercial area, and similar areas shall not be used to meet the minimum transparency requirement; AND

c. Transparency requirement shall be applied to the building frontage of shopkeeper units.

SDR 15. Each residential unit shall be oriented so that functional pedestrian entrances are accessible from abutting public streets, private streets, and private drives by a pedestrian path.

Building Articulation

SDR 16. Buildings shall be setback from the property line no further than the minimum dimension needed to provide a 5-foot landscaped parkway and 10-foot sidewalk for 100% of public street and private street frontage.

SDR 17. Building facades shall be varied and articulated to provide visual interest to pedestrians. This can be accomplished by incorporating the following: changes in wall texture and color, changes in material and color, and special architectural elements such as:

a. Green walls (permanent vertical landscape features integrally designed into the building), vertical fins, horizontal shading devices, solar panels, metal detailing on building facade. Special architectural elements may encroach into the pedestrian paths by no more than 2 feet.

SDR 18. All building elevations fronting a public street or private street shall be composed of offsetting planes that provide relief in the building facade by insetting or projecting surfaces (planes) of the building. The minimum number of offsetting planes and the minimum horizontal separation between planes is based on the length of the new building facade, as shown below:

Offsetting Plane Requirements	
Length of New Building Façade	Number of Offsetting Planes Required
25 feet or less	2 with a minimum separation of 3 inches
More than 25 feet but less than or equal to 50 feet	4 planes consisting of : • 2 with a minimum separation of 3 inches, and • 2 with a minimum separation of 8 inches
More than 50 feet but less than or equal to 100 feet	6 planes consisting of: • 2 with a minimum separation of 3 inches, and • 2 with a minimum separation of 8 inches, and • 2 with a minimum separation of 3 feet
More than 100 feet	6 planes consisting of: • 2 with a minimum separation of 3 inches, and • 2 with a minimum separation of 8 inches, and • 2 with a minimum separation of 3 feet, and plus • 1 additional plane for each 50 feet of building facade length over 100 feet (maximum of 3 additional planes required with a minimum separation of 5 feet).

SDR 19. Provide projections and recesses on upper floors by incorporating balconies with rail details, bay windows, or inset balconies on a minimum of 50% of building elevations along public streets, private streets, and private drives.

SDR 20. Buildings at controlled intersections shall include one of the following gateway features:

a. distinct architecture that includes material change and enlarged window fenestration; OR

b. rounded corner with exaggerated roof element.

SDR 21. Create visual breaks in the roof. Incorporate staggered roof lines or shaded roof decks. Up to 20% of the length of the building facade may exceed any identified height limit per the base zone in order to provide roof decks, green roofs, facade variations, accents, tower elements, and other similar elements. Usable roof space shall not be included in the floor area calculation of the structure.

a. Any flat roof shall be designed as an architectural/landscape amenity to enhance the views of the proposed structure from adjacent structures. Such enhancement may include roof gardens, architectural features, special paving, patterns, and other comparable treatments. Roof amenity spaces can be counted towards common area requirements.

b. Roof surfaces shall be simplified and appurtenances shall be grouped and screened.

c. A continuous roofline may be provided if the location of the proposed development optimizes orientation and the roof incorporates angle and orientation to maximize the capture of solar energy. If a continuous roofline is provided, design of the roof shall seamlessly integrate solar panels into the building design and should diminish roof mass.

SDR 22. Exposed roof top parking is not permitted. Top level of parking shall incorporate solar energy features.

Public/Private Open Space

SDR 23. A paseo can be used to provide a pedestrian connection through development. Figure 12 illustrates the relationship between Plazas and Paseos. A paseo can contribute to the common area requirement.

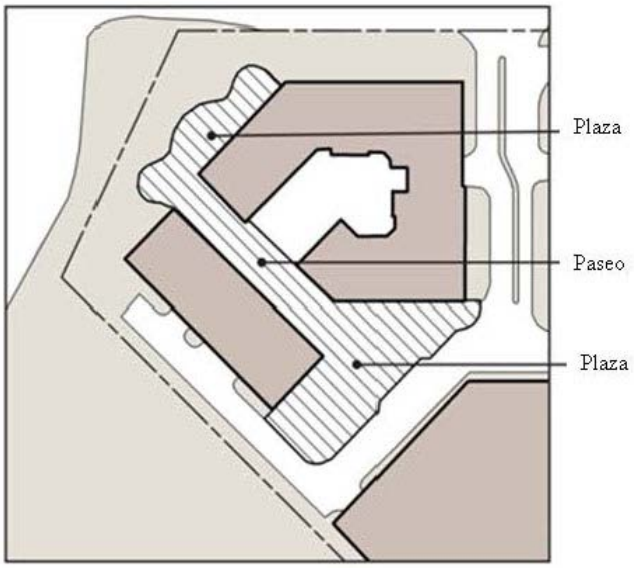


FIGURE 12: PASEO ILLUSTRATION

SDR 24. Mixed-use and commercial developments that exceed 3 stories at controlled intersections shall incorporate a publicly accessible plaza with the following conditions:

a. Plaza as allowed by line of sight study per transportation engineering section. Submit site plan for review.

SDR 25. Per SDR 5, an increased setback area beyond the minimum required for parkway and sidewalk shall be allowed only if the following conditions are met:

a. the width of the increased setback shall not exceed 30% of the width of the project's total public street or private street frontage, AND

b. the setback area is designed as a pedestrian amenity such as plaza with public seating; AND

c. building(s) surround the plaza.

Parking

SDR 26. Parking ratios shall be calculated based on the reduced parking ratios identified in Chapter 14, Article 2, Division 5 for all new development.

a. All mixed-use and commercial developments that exceed 3 stories shall provide the following:

i. A minimum of 2 alternative fuel charging stations.

ii. A minimum of 1 car share parking space.

SDR 27. A minimum of one garage entrance or parking facility shall be accessed from the alley when available. If alley access is not available, garage entries shall be recessed from sidewalk and parking shall be screened.

SDR 28. Locate all parking underground or to the rear or side of the building. Parking shall be provided at-grade only if wrapped with building on public street, private street, and privates drive frontages. Underground or structured parking shall not be counted as part of the building floor area ratio.

SDR 29. Dead ends, parking courts, and cul-de-sacs are prohibited.

SDR 30. Enclosure that surrounds a mixed-use or residential development and gated private drives are prohibited. Fencing can be used to delineate property boundaries, but shall not be used to create residential enclaves. Chain-link fencing is prohibited.

SDR 31. Drive-through features are prohibited in all new development.

Screening

SDR 32. All heavy work or storage areas shall be contained within an enclosed building area. Outdoor storage is prohibited unless completely screened. Storage areas shall not be placed facing a public right-of-way.

SDR 33. Screen all visible building equipment, utilities, trash enclosures and service/maintenance areas with a wall that uses consistent materials and colors with the building façade. Landscaping shall also be incorporated.

Specific Design Areas

SDR 34. On Mission Gorge Road, south of Friars Road, the following conditions shall be met:

a. For a single development that includes lot consolidation: one curb cut shall be permitted for each 150 feet of street frontage. One additional curb cut may be permitted for each 150 feet of street frontage on Mission Gorge Road.

b. For individually developed lots without lot consolidation, one curb cut per lot shall be permitted.

SDR 35. For projects located along Alvarado Canyon Road, the following streetscape treatments shall be provided:

a. A 12-foot landscaped parkway shall be established from the edge of curb. Two rows of trees must be planted in the landscaped parkway and 10 cubic feet of below surface volume shall be provided per tree.

b. A 10-foot sidewalk shall be established between the landscaped parkway and building edge.

c. Balconies are prohibited unless set back a minimum of 20 feet from the property line.

Alvarado Creek

For properties south of Mission Gorge Place, north of Alvarado Canyon Road and east of Mission Gorge Road, and west of Mission Gorge Place, the following design regulations shall apply:

SDR 36. Development along Alvarado Creek shall provide a 10-foot wide multi-use pedestrian and bicycle trail directly adjacent to the Alvarado Creek.

SDR 37. Developments shall orient buildings, common areas, and dwelling units toward the Alvarado Creek trail as identified in SDR 36.

SDR 38. Provide direct access to the Alvarado Creek trail as identified in SDR 36 from common areas and ground floor units.

SDR 39. Surface parking is prohibited within 50 feet of the Alvarado Creek floodway. Parking shall not be visible from the Alvarado Creek trail as identified in SDR 36.

Landscaping

For street trees in the landscaped parkway of any sidewalk or pedestrian path, trees shall be chosen from the following species to be consistent with the predominant species in the area.

- Double-rows of street trees should be provided along development frontages wherever feasible.
- Root barriers shall be installed to protect water and sewer lines or other facilities.
- Tree grates shall be installed along Mission Gorge Road and Fairmount Avenue.
- Each street tree shall receive 10 cubic feet of below surface volume for water retention and growth capacity.

TABLE 3:GRANTVILLE CPIOZ STREET TREE PLAN

	BOTANICAL NAME	COMMON NAME
For 4 to 7 foot parkways and larger or in 5’ by 5’ cutouts.		
Mission Gorge Road	*Jacaranda mimosifolia* *Brachychiton acerifolius*	Jacaranda Flame tree
Twain Avenue	*Brachychiton acerifolius* *Jacaranda mimosifolia*	Flame tree Jacaranda
Fairmount Avenue	*Brachychiton acerifolius* *Jacaranda mimosifolia*	Flame tree Jacaranda
Vandever Avenue	*Brachychiton acerifolius* *Jacaranda mimosifolia*	Flame tree Jacaranda

	BOTANICAL NAME	COMMON NAME
For 7 to 10-foot parkways or larger and minimum 40 square foot cutouts		
Mission Gorge Road	*Koelreuteria paniculata*	Golden Rain
Twain Avenue	*Pinus canariensis* *Koelreuteria paniculata*	Canary Island Pine Golden Rain
Fairmount Avenue	*Koelreuteria paniculata*	Golden Rain
Vandever Avenue	*Koelreuteria paniculata*	Golden Rain

DEFINITIONS

Active commercial uses mean commercial uses that are accessible to the general public, generate walk-in clientele, and contribute to a high level of pedestrian activity. Active commercial uses include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotel lobbies, banks, travel agencies, airline ticket agencies, child care services, libraries, museums, and galleries.

Alternative Interim Uses means uses permitted under the base land use regulations of this Division but which are not identified as active commercial uses within the Neighborhood Mixed-Use Center Land Use District, or the Main Street and Commercial Street Overlay Districts.

Blank wall means any street wall area that is not transparent, including solid doors and mechanical area wall(s).

Employment uses mean non-residential uses that provide employment opportunities and include those uses specifically designated in Table 156-0308A.

Eco-roof means an open space area on top of a building roof that is landscaped and maintained according to the requirements of Section 156.0309(e)(4).

Mixed-use development means development that includes two or more land uses.

Pedestrian entrance means a functional entrance or door that is accessible to the general public from an enclosed occupied space. Entrances to mechanical equipment or storage areas, emergency exits, or decorative nonfunctional doors and entrances are not considered pedestrian entrances.

Performance Path means a way to demonstrate that a development has exceeded the California Green Building Standards Code (CALGreen) by achieving a targeted level of performance in an existing voluntary green building rating system.

Plaza means an outdoor area designed to be used as a public space. A plaza can include one or a combination of paving, play areas, seating areas, water features, useable lawn areas, shrub beds, and plants in containers.

Paseos are pedestrian ways that connect a plaza with other spaces or uses and are considered a part of the plaza for purposes of overall calculation of landscape area and point requirements for each plaza.

Private drive means a nonpublic thoroughfare. Private drives connect public rights-of-way to multiple locations within a development.

Private open space means an area connected or immediately adjacent to a dwelling unit. Private open space may include a balcony, porch, at-grade or above-grade patio or roof deck used exclusively by the occupants of the dwelling unit and their guests.

Public open space means an area owned by the City of San Diego intended for use by the general public, or an area on private property for which a public park, open space, or similar easement or covenant has been recorded in favor of the City of San Diego for use by the general public.

Screen or screening means partial or full enclosure of a space or area by solid materials that are compatible with the materials and architectural design of the development in order to block views of the area from nearby development or public rights-of-way.

Setback is the horizontal distance between the property line and the nearest front, side, or rear building wall.

Shopkeeper OR live/work unit means a dwelling unit with both living quarters and commercial space that meets all occupancy separation requirements of the Building Code, where the commercial use is located on the ground floor and operated by the resident of the dwelling unit. Live/work or shopkeeper unit requires a minimum of 2 parking spaces per unit.

Stepback means the distance measured from a property line to the building walls of the upper floors of a building above a specified height.

Street wall means the building façade along a property line adjacent to any public street. The street wall may include arcades, colonnades, recessed entrances, private open space, or urban open space.

Structured parking means all parking facilities that serve a primary use or are open to the general public.

Transportation demand management (TDM) means a series of measures that encourage use of alternative forms of transportation to alleviate traffic demand on area roadways.

Urban open space means any usable space accessible to the general public which is 1,000 square feet or greater in size and includes plazas or parks.

MISSION GORGE ROAD INDUSTRIAL CPIOZ

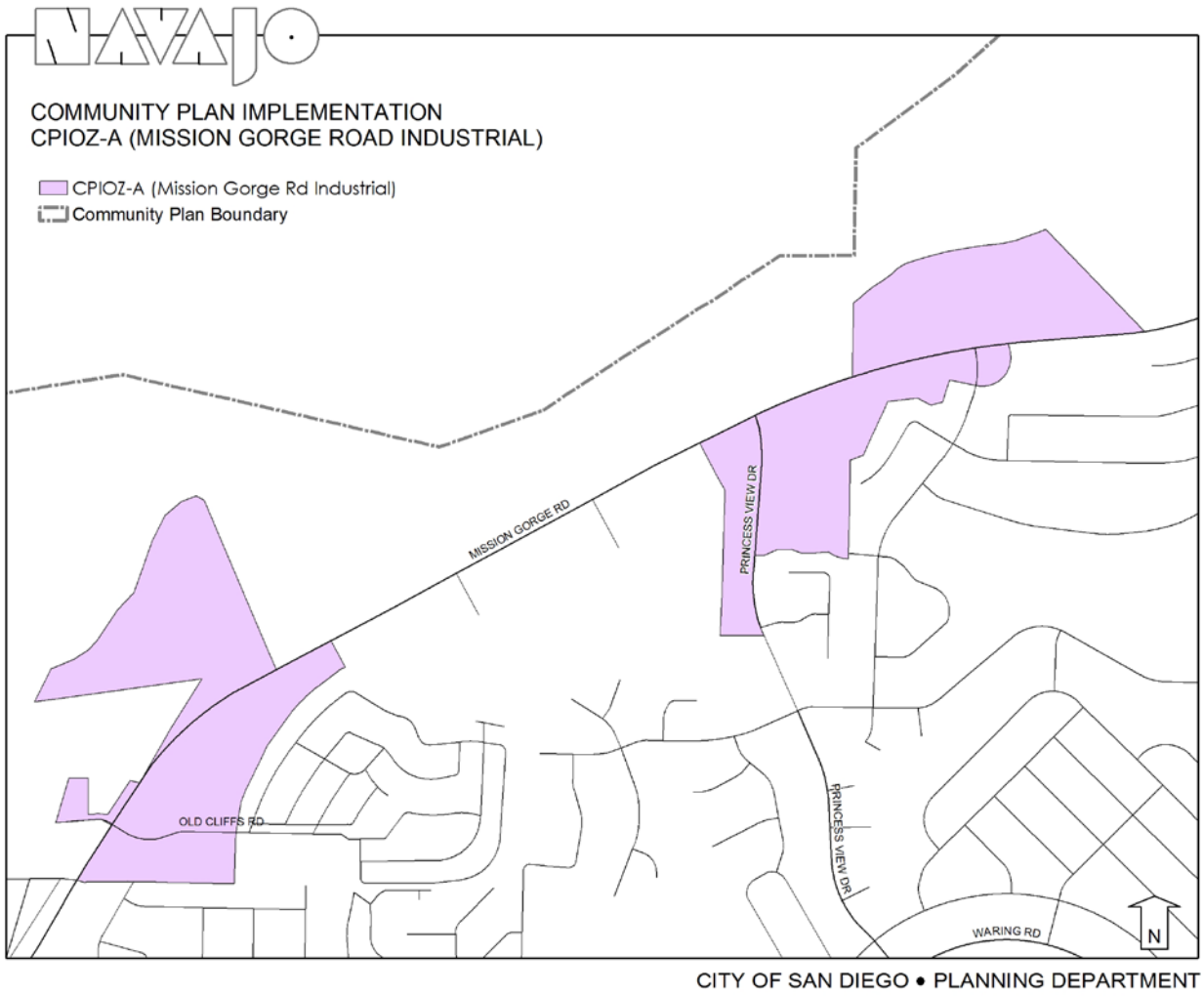


FIGURE 13: COMMUNITY PLAN IMPLEMENTATION CPIOZ-TYPE A (MISSION GORGE ROAD INDUSTRIAL)

OVERVIEW

In the areas designated as CPIOZ Type A, development that is consistent with the Community Plan, the base zone regulations, and the supplemental development regulations identified in each CPIOZ section can be processed ministerially in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14).

Any development that does not comply with the Community Plan, the base zone regulations, or any of the supplemental development regulations identified in the CPIOZ section shall be required to obtain a discretionary permit.

In the areas designated as CPIOZ-Type B, a discretionary permit is required. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone and the purpose and intent of the supplemental development regulations identified in each CPIOZ section.

Projects that require a discretionary review process should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the applicable CPIOZ section and supplemental development regulations of the applicable section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for these CPIOZ areas.

SUPPLEMENTAL DEVELOPMENT REGULATIONS

Documentation from a California Registered Traffic Engineer stating that the proposed project's traffic volumes are based on the City's trip generation rates and are less than the thresholds established in the City of San Diego's Traffic Impact Study Manual must be confirmed and accepted by the City Engineer.

Floor Area Ratio (FAR)

New development processed under ministerial (CPIOZ-Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address:

- The design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Industrial Element.
- The ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand.
- The opportunity for instituting travel demand management strategies such as participation in a transportation management association.

Offsetting Planes and Facade Variations

- Any building facade which faces a public street have a minimum of three offset building planes or three distinct building facade variations, or a combination of offset building planes and facade variations which meets the intent of this requirement.
- An offset building plane is distinguished by an average horizontal or vertical difference of two feet measured perpendicular to the adjacent plane. Each offset plane shall constitute at least 20 percent, but not more than 50 percent of each building facade.
- A building facade variation is distinguished by a distinct change in materials, textures, colors, or any combination thereof. Each variation shall constitute at least 20 percent, but not more than 50 percent of each building facade.

Building Reflectivity

- No more than 30 percent of any single elevation of a building's exterior may be constructed of a material with a light reflectivity factor greater than 25 percent.

Equipment Enclosure

- All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.
- Wind generated turbines shall not be screened but shall be painted to match the rooftop color.
- No merchandise, material or equipment shall be stored or displayed on the roof of any building.

Outdoor Storage and Display

- Outdoor storage areas shall be located in interior side or rear yards only.
- Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.
- Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

Automobiles (usable)	Boats (usable)
Trailers	Equipment and tools
Artwork and pottery	Flowers and plants

Refuse Collection Areas

- Refuse collection areas shall be located in interior side or rear yards only.
- Refuse collection areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. Deposited refuse shall not be visible from outside the refuse screening.

Loading Areas

- Loading and service areas shall be located in interior side or rear yards only.

Parking Requirements

The below parking requirements shall replace the parking area requirement of the M-1B and M-1A zones (Municipal Code Sections 101.0435.2E and 101.0436B). If the citywide industrial parking requirements are revised, the new standards will replace those identified below.

- Off-street parking shall be provided by use as follows:

Spaces/Square Feet of Gross Floor Area

For wholesale, distribution and manufacturing uses	1/1500
For business and professional offices	1/300
For medical and dental facilities	1/250
For commercial uses that take access from Mission Gorge Road	1/250
For all other commercial uses	1/300

Curb Cuts and Driveways

- On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.
- On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

Signs

Signs shall be in conformance with the Citywide Sign Regulations (Chapter 14 Art 2 Div 12) with the following exceptions:

- Ground signs other than monument signs shall not be permitted in the industrial zones except on lots that have frontage on Mission Gorge Road or the southerly 500 feet of Fairmount Avenue (i.e., 500 feet south of the intersection of Mission Gorge Road and Fairmount Avenue). Monument signs shall not exceed a height of six feet.
- On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Chapter 14 Art 2 Div 12, § 101.1101.56 – Freeway –Oriented Sign.
- A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

Landscaping

Landscaping shall be provided as required by the Citywide Landscape Ordinance. For the streets identified below, trees in the public right-of-way shall be chosen from the following species to be consistent with the predominant species in the area.

TABLE 4: MISSION GORGE ROAD INDUSTRIAL CPIOZ STREET TREE PLAN

Street	Botanical Name	Common Name
Friars Road	*Platanus acerifolia*	London Plane
	Liquidambar styraciflua	Sweetgum
	Platanus racemosa	California Sycamore
Mission Gorge Road, northeast of Friars Road	*Platanus acerifolia*	London Plane
	Liquidambar styraciflua	Sweetgum
San Diego River	*Platanus racemosa*	California Sycamore
	Populous fremontii	Cottonwood
	Salix hindsiana	Black Willow
	Sambucus	Elderberry
Mission Gorge Road, south of Friars Road	*Liquidambar styraciflua*	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Riverdale Street	*Liquidambar styraciflua*	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Cupaniopsis anacardioides	Carrotwood
Twain Avenue	*Pinus canariensis*	Canary Island Pine
	Koelreuteria paniculata	Goldenrain Tree
Alvarado Canyon Road	*Koelreuteria paniculata*	Goldenrain Tree
	Liquidambar styraciflua	Sweetgum
Fairmount Avenue	*Liquidambar styraciflua*	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Vandever Avenue	*Liquidambar styraciflua*	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree

Design Guidelines

The following design guidelines will be used in the review of discretionary projects:

- Architecture, building color and texture should be coordinated within larger industrial developments. In smaller developments similar or complementary architectural elements should be used to provide continuity between existing and new developments.
- Building design should include variations in wall texture, color or material, variations in upper floor setbacks and the use of varied roof forms. All buildings should incorporate some form of shadow relief where pop-outs, offsetting planes, overhangs, and recesses are used to add visual interest. Large, unbroken expanses of wall should be avoided.
- Exterior building walls should be constructed of durable, permanent materials such as textured concrete, stone, brick, stucco, wood or glass. Reflective glass should not be used, particularly along heavily traveled roadways because of problems with reflected heat and glare.
- Industrial developments should consist of several smaller buildings rather than large building masses to prevent the appearance of a wall of development along the street, particularly along Mission Gorge Road.
- Building height should be restricted where industrially zoned property abuts residential property to reduce impacts to the residential areas.
- All outdoor storage, refuse collection, and loading areas should be located in interior side or rear yards. Where industrial development abuts residentially zoned property, special consideration shall be given to locating these facilities in areas least disruptive to adjacent residential uses.
- Because building roofs are visible from surrounding residential properties, they should be carefully designed. Roof-mounted equipment should be avoided. If roof-mounted equipment is provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.
- Multi-building industrial development should provide a coordinated sign program. Pole signs should not be permitted in the industrial zones except on Mission Gorge Road, south of Twain Avenue, where development is more commercial in nature. Monument and wall signs should be used instead of pole signs in the industrial areas.
- Fences should be constructed of wood, masonry, wrought iron, or a wood-masonry combination. Fencing should use pilasters, offsets or some other form of visual relief to break up the linear nature of the fence.
- Curb cuts should be minimized by the use of common, joint use driveways and/or consolidation of lots.

The following additional guidelines are provided for new industrial development on both sides of Mission Gorge Road, from just south of Old Cliffs Road to Margerum Avenue:

- A 25-foot landscaped setback should be provided along Mission Gorge Road. Landscaped parkways should be provided between the sidewalk and the curb on Mission Gorge Road and

on any interior circulation system. A landscaped median should be provided in Mission Gorge Road. Paving patterns and landscaping should be consistent with the existing medians to the south on Mission Gorge Road. Maintenance should be assured through formation of an assessment district or a similar mechanism.

- Access and circulation design should provide continuous pedestrian and bicycle access along public streets and to uses within the development. Bicycle parking facilities should be conveniently located near the entrances of buildings, without blocking pedestrian traffic. No parking areas or driveways should be located between the structures and Mission Gorge Road.

MISSION GORGE ROAD RESIDENTIAL CPIOZ

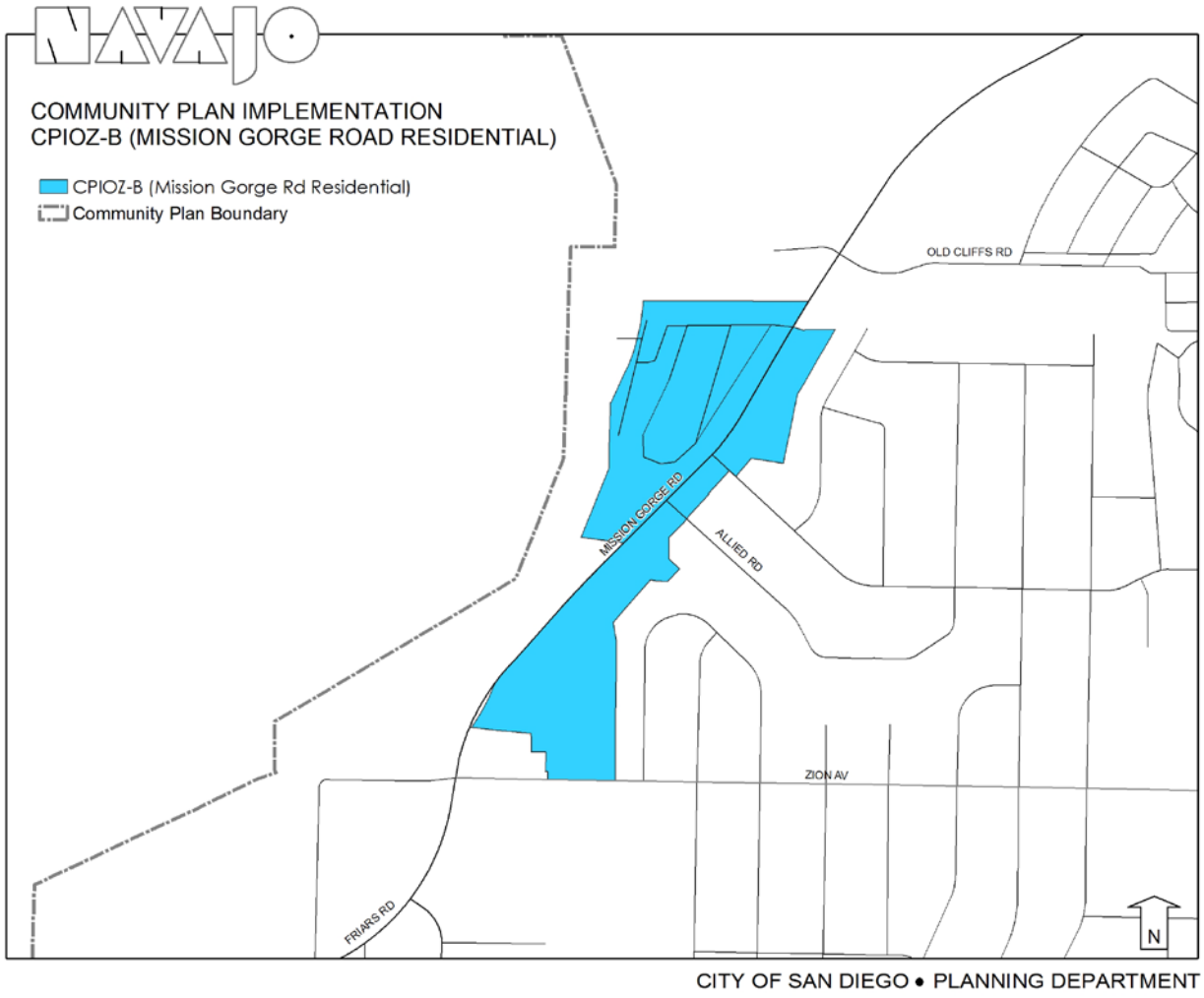


FIGURE 14: COMMUNITY PLAN IMPLEMENTATION CPIOZ-B (MISSION GORGE ROAD RESIDENTIAL)

OVERVIEW

In order to ensure quality design along Mission Gorge Road, Community Plan Implementation Overlay Zone (CPIOZ) –Type B is applied to the residential properties generally located between Old Cliffs Road and Zion Avenue and abutting Mission Gorge Road. A discretionary permit is required. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone and the purpose and intent of the supplemental development regulations identified below.

All projects should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the supplemental development regulations of

this CPIOZ section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for this CPIOZ areas.

SUPPLEMENTAL DEVELOPMENT REGULATIONS

Architectural Design

- New development shall be compatible in design with the existing neighborhood. The bulk and scale of new buildings should be similar to the surrounding buildings. Where adjacent development is single-family, large building masses shall be avoided. Several smaller buildings should be used to maintain the pattern of development.

Building Height

- New development shall be limited to 30 feet in height where adjacent development is single-family.

Roof Treatment

- Roof forms shall be predominantly sloped. Rooftop ventilation or other mechanical equipment shall be screened from adjacent residential areas and from the public right-of-way.

Setbacks, Landscaping and Noise Walls

- An extensively landscaped street yard shall be provided for any new residential development along Mission Gorge Road except for new residential or commercial development where commercial retail, office use or shopkeeper units are located on the ground floor. If noise walls are proposed, the walls should be well-designed, incorporating articulation, pilasters and other design features to achieve an attractive design. Noise walls shall not be permitted in the setback. In addition, landscaping should be used to soften the appearance of perimeter walls and residential structures from Mission Gorge Road and from adjacent uses.

Traffic and Access

- New development should be designed to minimize further traffic impacts on Mission Gorge Road.

Parking

- Parking areas shall be well-screened from Mission Gorge Road using a combination of landscaped berms, tall trees and shrubs. Parking areas shall be located in areas least disruptive to adjacent single-family uses. Tree plantings shall be incorporated throughout the parking area.

Streetscape Improvements

- New development shall be required to provide non-contiguous sidewalks.
- All utilities shall be undergrounded on-site

A median shall be constructed along the Mission Gorge Road frontage. The feasibility of landscaping the median in Mission Gorge Road should be studied as new development occurs. Landscaping and paving in the median should continue the pattern established in the existing median on Mission Gorge Road.

SAN DIEGO RIVER PARK SUBDISTRICT CPIOZ

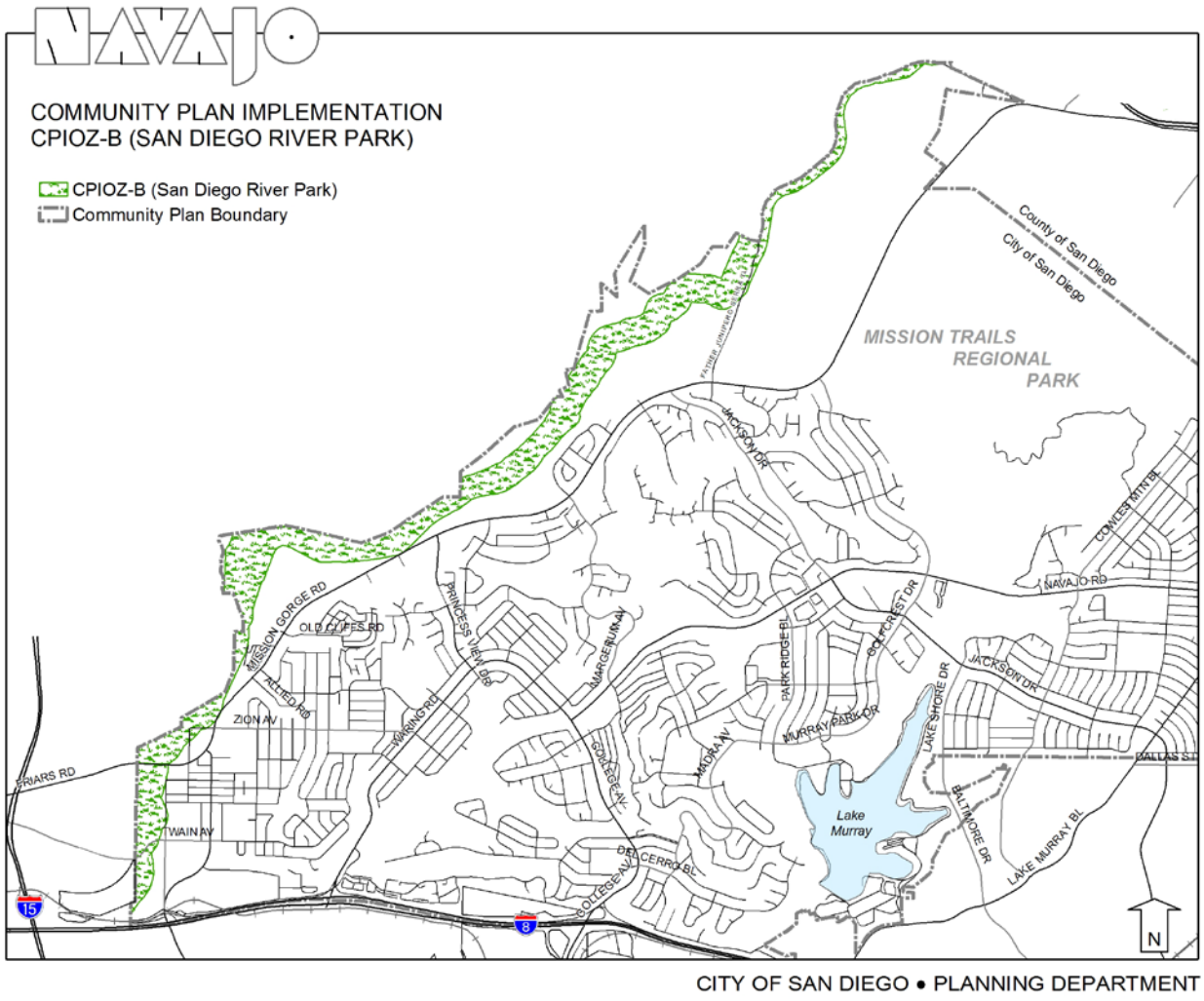


FIGURE 15: COMMUNITY PLAN IMPEMENTATION CPIOZ-B (SAN DIEGO RIVER PARK)

OVERVIEW

In order to ensure quality design along the San Diego River, Community Plan Implementation Overlay Zone (CPIOZ) –Type B is applied the area identified in Figure 15. A discretionary permit is required. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone, purpose and intent of the supplemental development regulations identified below, and San Diego River Park Master Plan.

All projects should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the supplemental development regulations of this CPIOZ section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for this CPIOZ areas.

Within the area designated as CPIOZ-Type B, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged, or established until a discretionary permit is obtained.

SUPPLEMENTAL DEVELOPMENT REGULATIONS

Boundaries

The San Diego River Park Subdistrict includes the River Corridor Area and the River Influence Area. The River Corridor Area comprised of the current 100-year floodway (floodway) as mapped by Federal Emergency Management Agency (FEMA) and the 35-foot wide Path Corridor on each side of the floodway. Figure 1 illustrates how the River Influence Area is the 200-foot wide area extending outward from the River Corridor Area on each side of the river.

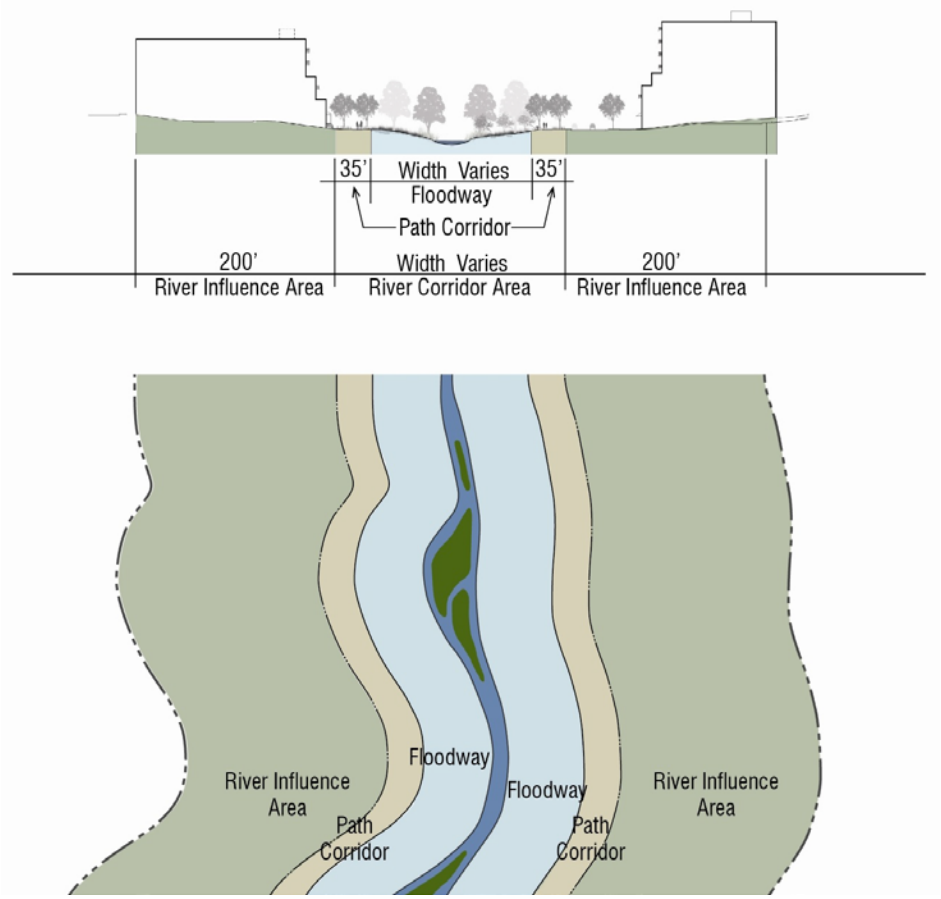


FIGURE 16: SECTION / PLAN VIEW OF RIVER CORRIDOR & INFLUENCE AREA

RIVER CORRIDOR AREA

Permitted Uses and Development

Development within the floodway shall be in accordance with Land Development Code Section 143.0145 (Development Regulations for Special Flood Hazard Areas).

- Within the 35-foot wide Path Corridor only the following development shall be allowed: the San Diego River Pathway, trails, and passive recreational uses, as determined by the City Manager, including picnic areas, scenic or interpretive overlooks, fitness stations, seating and educational exhibit areas.
- Within locations that are not mapped as Multi-Habitat Planning Area (MHPA), as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141, the following development shall be allowed; children's play areas, multi-purpose courts, turf fields and development determined by the City Manager to be for active recreation use.
- Portions of the 35-foot wide Path Corridor that are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0142 shall be developed in accordance with the MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.

Grading

- Grading within the floodway shall be conducted in accordance with MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Grading within the 35-foot wide Path Corridor shall, to the satisfaction of the City Manager; a) Avoid long continuous engineered slopes with hard edges; b) provide gradual transitions at the top and bottom of the slopes; c) and stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.

San Diego River Pathway

Development on a lot located wholly or partially in the River Corridor Area shall include a San Diego River Pathway and shall meander to the satisfaction of the City Manager.

Where portions of the Path Corridor are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141, the San Diego River Pathway shall be located outside the MHPA and the wetland buffer, immediately adjacent to the Path Corridor. See Figure 2, Path Corridor Realignment for MHPA and Wetland Buffer.

The San Diego River Pathway shall be dedicated with an easement that allows public access and shall be completed in the first phase of any phased development.

The San Diego River Pathway shall include the following features:

- A minimum 10-foot wide pathway of concrete or similar material, in a color that blends with the surrounding native soil.
- A minimum two-foot wide area of decomposed granite or similar material along each side of the San Diego River Pathway in a color similar to the San Diego River Pathway.
- A minimum 10-foot wide landscape area between the floodway and the San Diego River Pathway.
- A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.

Trails

Pedestrian-only trails may be located within the River Corridor Area in accordance with the following:

- Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
- Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignment resulting in a dead end.
- Trails located in areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141are subject to the MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Trails shall include the following features: i) A maximum eight-foot width; ii) An eight-foot vertical clearance above finish grade of the trail; and iii) Surface material shall be decomposed granite or similar material in a color that blends with the surrounding native soil.

Picnic Areas and Overlooks

- Development on a lot located wholly or partially in the River Corridor shall include at least one picnic area or overlook along the San Diego River Pathway unless either exists less than one-half mile away. Picnic areas and overlooks shall include a combination of site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs and drinking fountains, to the satisfaction of the City Manager.

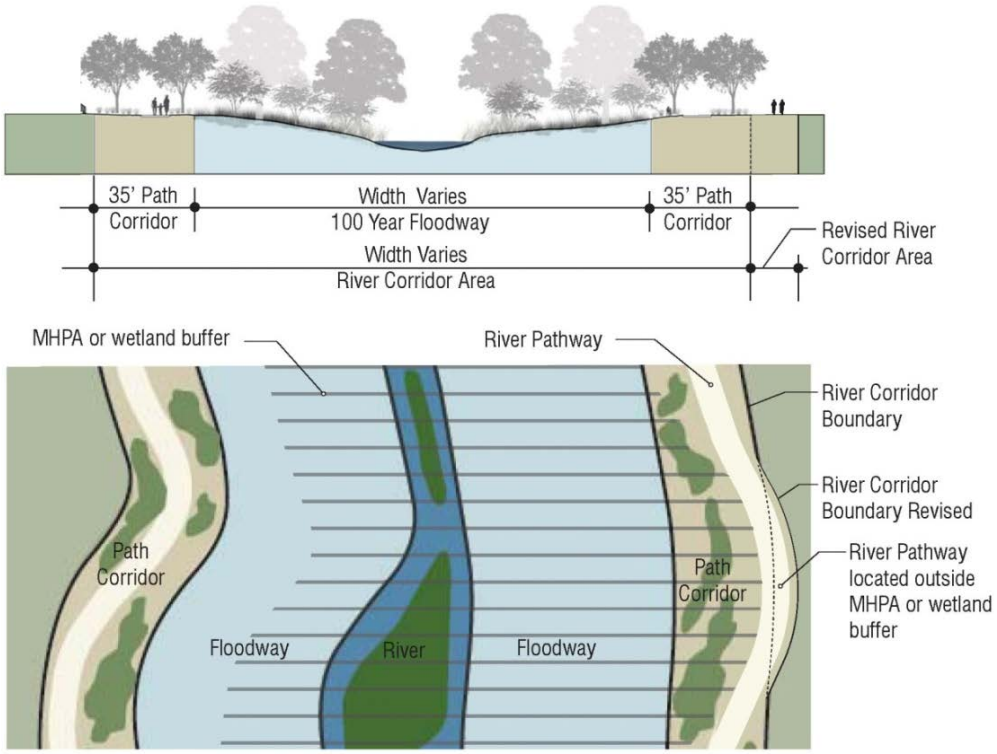


FIGURE 17: PATH CORRIDOR REALIGNMENT FOR MHPA AND WETLAND BUFFER

Lighting

- Shall be provided along the San Diego River Pathway as necessary to provide for security and personal safety. Light poles shall not exceed 12 feet in height. All lighting shall be shielded and directed away from the floodway, the edge of the San Diego River Pathway fronting the river and the MHPA.

Site Furniture

- Shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Shall be provided along the San Diego River Pathway at picnic areas, overlooks and other locations that complement the San Diego River Pathway. Lots that do not have picnic areas or overlooks shall include along the San Diego River Pathway a minimum of one piece of site furniture for every 200 linear feet of the San Diego River Pathway.

Signs

- Shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Overlooks shall include, at a minimum, one interpretive sign. Information Kiosks (as described in the San Diego River Park Master Plan Design Guidelines) shall be provided at any location where the San Diego River Pathway intersects a public street.

Fences

- Located between the San Diego River Pathway and the River shall be provided only as required to protect sensitive habitat or historic resources, and shall allow for wildlife movement. Fences shall be in accordance with the following:
- Located a minimum of five feet from the San Diego River Pathway or trails and shall follow the natural grade.
- Consist of horizontal rails of either wood peeler log or steel posts and cables, c) maximum height of 42 inches, and shall be at least 75 percent open.
- For purposed of this subsection, chain link fencing shall not qualify as a 75 percent open fence.

Plant Materials

- The River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type.
- Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with the Land Development Code Section 143.0141.

Visual Openings

- Views within the River Corridor Area shall be maintained at the pedestrian level along the San Diego River Pathway by using tall canopy trees, rather than short bushy trees. Plant materials shall be selected and located in order to provide views to the river along at least 50 percent of the river side of the San Diego River Pathway of each lot.

Plant Material Adjacent to the San Diego River Pathway

On the river side of the San Diego River Pathway and within 10 feet of the non-river side of the San Diego River Pathway:

- Trees shall have a canopy clearance of eight feet above the finish grade of the San Diego River Pathway
- All other plant materials shall not exceed a mature and natural growth habit of 30 inches in height above the finish grade of the San Diego River Pathway.

Buildings Height and Massing

- Maximum building height and massing on lots adjacent to the River Corridor Area shall be determined by the distance the building is set back from the River Corridor, and shall be in compliance with Table 2A or the base zone, whichever is more restrictive*. See Figure 3, River Influence Area Maximum Building Height and Setback.

***** Except for properties located along Fairmount Avenue within the Grantville neighborhood, where the maximum building height allowed shall be 70 feet.

TABLE 5: RIVER INFLUENCE AREA SETBACK, HEIGHT AND MASSING

Minimum Distance the Building is Set Back from the River Corridor Area [(1)]	**Maximum Building Height Allowed**	**Massing**
10 feet [(2)]	35 feet	No more than 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.
20 feet	45 feet	Not regulated by this Division
30 feet	70 feet	At or above 70 feet in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor.
70 feet	The maximum building height allowed is equal to the number of feet the building is set back from the River Corridor Area.	
115 feet	The maximum building height allowed is established by the base zone.	Not regulated by this Division

[(1)] Where river and street setbacks overlap, the requirements of the River Influence Area shall apply.

[(2)] Buildings shall be set back a minimum of 10 feet from the River Corridor Area. Architectural features such as eaves, cornices, eyebrows, trellises, bay window balconies, entry roofs and arbors, and fireplaces may extend a maximum of 4 feet into the 10-foot setback.

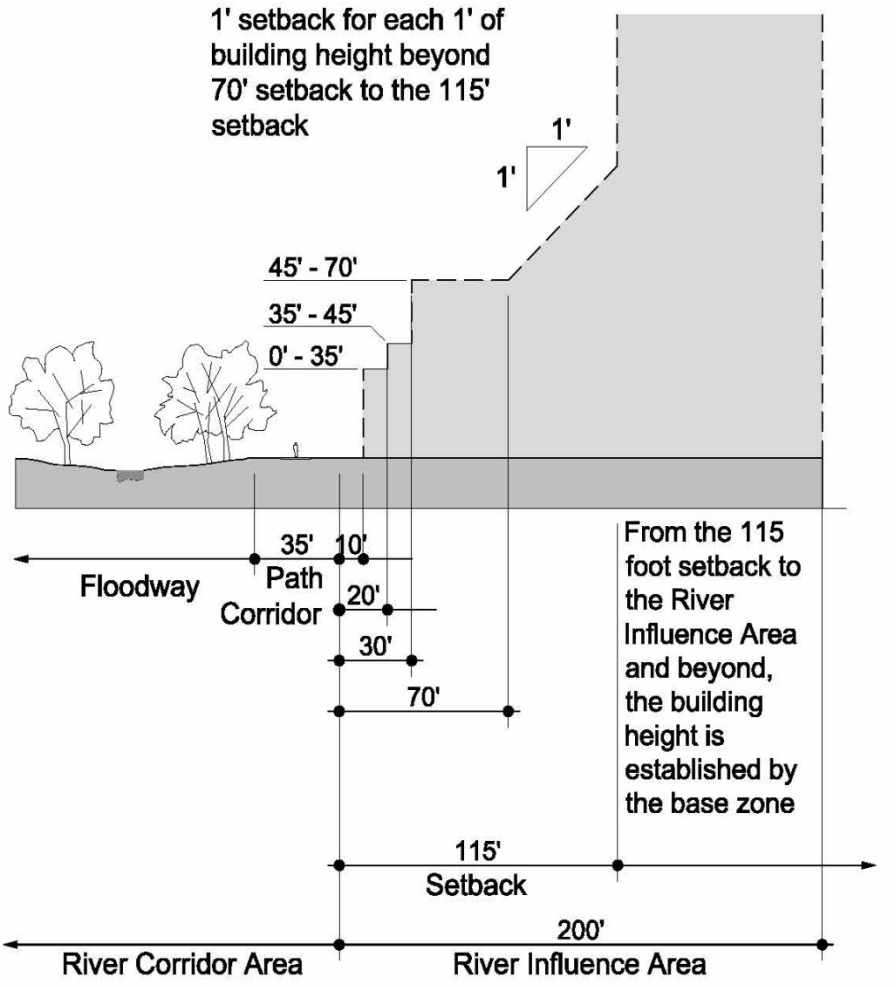


FIGURE 18: RIVER INFLUENCE AREA MAXIUMU BUILDING HEIGHT AND SETBACK

Setbacks not identified in Table 2A

- Refer to the Base Zone.

Off Setting Planes

- Offsetting planes requirements of the Base Zone and the Navajo Community Plan CPIOZ shall apply.

Building Façade and Entrance

- Development that abuts the River Corridor Area shall, provide a river-fronting façade and entrance that are of substantially equivalent design and quality of materials as the primary building façade and entrance to the satisfaction of the City Manager.

Building Transparency

- Building facades that front the River Corridor Area or building facades that front a street that abuts and runs parallel to the River Corridor Area shall provide building transparency in accordance with the following:
- The amount of transparency, measured as the visible light transmittance (VLT) shall be at least 0.65 VTL.
- Commercial and Mixed Use Zones, a minimum of 50 percent of the total façade shall be transparent and a minimum of 70 percent of the ground floor (between finish grade and the full height of the first floor) shall be transparent,
- Industrial Zones a minimum of 25 percent of the total façade shall be transparent.

Building Reflectivity

- Building facades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 10 percent.

Exterior Equipment Enclosures, Outdoor Storage, Loading Areas and Refuse Collection Areas

Shall be in accordance with the following:

- Located a minimum of 100 feet from the River Corridor Area.
- Shall be screened with landscape and an opaque wall at least 6 feet in height or, if the item to be screened exceeds 6 feet in height, a wall 1-foot taller than the item, to a maximum wall height of 10 feet shall be provided. Screening shall be of the same design and materials as the primary building façade.
- Loading areas shall also comply with the requirements of Land Development Code Section 1514.0403(d) Off Street Freight Loading Spaces Required.

Off-Street Surface Parking

- Off-street surface parking areas located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area, with one or more of the following:
- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
- Screened with landscape materials, in which case the following shall apply: i) Parking areas shall be setback a minimum of 20 feet from the River Corridor Area; ii) Parking areas adjacent to the River Corridor Area shall not exceed 30 percent of the length of the lot frontage along the River Corridor Area or a maximum of 120 feet of the lot frontage along the River Corridor Area, whichever is less; iii) Parking areas shall be screened with shrubs capable of achieving a minimum height of 30 inches along 80 percent of the length of the parking area along the River Corridor Area frontage within a 2 year period, except that screening shall not be required at pedestrian access points; and iv) Screening for parking

areas shall include one 24-inch box evergreen tree for every 30-foot of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings.

Parking Structures

Parking Structures located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area, with one or more of the following:

- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
- Shall be screened with landscape materials in accordance with Section (8)(b) and in which case the following provisions shall apply; i) Parking structures shall be setback a minimum of 30 feet from the River Corridor Area; and ii) Parking structures adjacent to the River Corridor Area shall not exceed 50 percent of the length of the lot frontage along the River Corridor Area.

Streets that Abut and Run Parallel to the River Corridor Area

- Shall be the minimum width allowed by the Street Design Manual of the Land Development Manual. Development shall be designed to minimize the number of curb cuts, to the satisfaction of the City Manager. On-street parking shall be provided in clusters of parking bays along the river side of the street.

Building Access to the River Corridor Area

Development on lots that abut the River Corridor Area shall provide building access paths connecting the primary structure with the San Diego River Pathway in accordance with the following:

- One building access path for every 300 linear feet of river frontage.
- The building access path shall be to the primary building entrance or to a secondary entrance that, to the satisfaction of the City Manager, is of substantially equivalent design and quality of materials as the primary entrance.

Public Access Pathway Across a Development Site

Development on lots that abut the River Corridor Area shall provide public access pathways connecting the public street and the San Diego River Pathway in accordance with the following:

- At least one public access pathway shall be provided for every 1,000 linear feet of frontage along the River Corridor Area.
- The public access pathway shall be designed to the same quality as the primary on site pathways, to the satisfaction of the City Manager.
- A public access pathway sign shall be provided at the public street and at the intersection of the San Diego River Pathway to identify the entry to the public access pathway and shall be placed in a clearly visible location.
- An easement for public use shall be required for public access pathways.

Public Access Pathways from Streets that Abut and Run Parallel to the River Corridor Area

Public access pathways shall connect the street to the San Diego River Pathway at every street intersection and, at a minimum, provide a connection every 1,000 linear feet of street frontage along the River Corridor Area.

Lighting

All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Fences

Within the 10-foot building setback area, only the following fences are permitted:

- A solid fence not to exceed three feet in height.
- A fence that is at least 75 percent open and does not exceed 6 feet in height; or
- A combination of a 3-foot tall solid fence topped with a 3-foot tall fence that is at least 75 percent open.
- d) For purposes of this Section, chain link fencing shall not qualify as a 75 percent open fence.

Signs

- Within 100 feet of the River Corridor Area, wall signs fronting the river shall not exceed a height of 15 feet above finish grade.
- Ground signs between a building and the River Corridor Area shall be monument signs not to exceed five feet in height and shall be located within a landscaped area at least equivalent to the area of the sign face.
- Signs fronting the River Corridor Area shall be face lighted or internally lighted.

Plant Material

- Plant materials within 15 feet of the River Corridor Area shall be non-invasive low water use species.

OPEN SPACE RETENTION AND UTILZATION

INTRODUCTION

In its broadest sense, the term "open space" refers to all land that is not used for buildings or structures. It may be either urban or non-urban. Open spaces affect the character of development and vice versa. Among other things, open space offers aesthetic variety and relief, shapes the environment, stabilizes other land uses, reduces noise and conserves natural resources.

The reasons for retention of open space are many. The more important of these were spelled out by the late President Kennedy in a special message to Congress: "Open space must be reserved to provide parks and recreation, conserve water and other natural resources, prevent buildings in undesirable locations, prevent erosion and floods and avoid the wasteful extension of public services and control the rate and character of community development."[13]

Urbanization is frequently unattractive and ugly. However, it need not be so; if man desires, he can remedy the physical blight and decay within aesthetically offensive areas by strategically introducing openness and greenery, thus providing sorely needed leavening for both visitor and resident.

Open space can serve a most important function by inhibiting that amorphous type of development commonly referred to as "urban sprawl," an affliction visited upon so many large urban areas. Open space also serves to limit concentrations of people and improvements under aircraft flight patterns or on floodplains. It should be used to minimize development in areas subject to geological hazards such as earth slippage and landslides.

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[3] President John F. Kennedy, "Our Nation's Housing," an address to the first session of the 87th Congress, March 9, 1961.

Open space has economic value and indirect benefits that are not generally recognized. For example some lands within highly urbanized areas may be more expensive to develop from the public standpoint than they are worth. As has been pointed out in a recent study, the "direct public benefits of a regional open space system would include:

- Income from leases on open space lands for agricultural, recreational, or other compatible uses.
- User benefits (in terms of dollar values) accruing to the public.
- The non-recoverable value of the public's investment in open space land."[24]

Indirect benefits deriving from the impact of the open space program on urban development patterns would include a series of non-measurable social, economic, and environmental benefits. In addition, a savings in utility costs might also be realized.

Open space may prove directly profitable in other cases as well. A number of examples have been reported where urban open space, especially in the form of city parks, has enhanced the value of surrounding properties to the point where the tax received from those properties exceeds any tax yield that might have been realized had the area of open space been built upon. A good example in the City of San Diego is the area surrounding Balboa Park.

This Plan is an attempt at fulfilling our obligation of leaving a meaningful legacy to future generations. For the long-range good of the entire community, generous expansions of natural open space must be preserved.

In summary, the case for open space in aggregate is impressive. While specific quantitative standards, like those utilized in determining needs for neighborhood and community park facilities, have not been developed for open space systems, the City of San Diego and the Navajo community have recognized this need.

A unique feature in the Navajo Community Plan is the open space element designed to preserve the river, scenic canyon and hillside areas, and to link elements of the community. The proposed open space areas will become green belts and will provide areas for pedestrian, bicycle or equestrian uses. The open space system conceived for the Navajo community envisions that the canyon and hillside areas could be used for both active and passive recreational uses. The majority of open space, however, will probably remain in its natural state, with pathways and picnic areas.

The study area contains many outstanding examples of open space as defined above. There are over 700 acres of scenic canyons, including Mission Gorge, which are dominant topographical features of the Navajo community. These canyons contain a natural reserve of trees and wildlife--resources that are quickly vanishing from the San Diego scene.

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[4] **AN OPEN SPACE SYSTEM** for the San Diego Region, San Diego Comprehensive Planning Organization, Open Space Study: Report No. 1,Livingston & Blayney, Royston, Hanamato, Beck and Beck, April 1972.

The San Diego River, another significant feature of the community, traverses Mission Trails Regional Park through Mission Gorge and is responsible for creating much of the existing topography. That portion of the river located in the northeast section of the community has been significantly altered as a result of an ongoing sand and gravel extraction operation. Much of the area in and around the river has already been mined and is currently being used for industrial and contractor storage and operation uses.

A mix of retail, industrial and industrial office park uses have been developed along that portion of the river that forms the western boundary of the Navajo planning area. The existing development has not taken advantage of the aesthetic qualities of the river environment, nor the passive recreation value of the river and wetlands abutting these sites, but has instead turned its back on the river. It is critical that future development proposals along the river be required to incorporate sensitive site design in addition to providing measures for protecting riparian habitat.

OBJECTIVES

Because there is pressure for intense use of land located within the urban complex, the following principal or overriding open space objective was adopted:

DESIGNATE AND PRESERVE OPEN SPACE BEFORE DEVELOPMENT TAKES PLACE. In this way, it is possible for the best land available for recreation and open space to be preserved to provide a framework for subsequent development. The assignment of a high priority to recreational open space development requires immediate action if preservation is to take place.

The Navajo community recognizes that there is a need to provide adequate and accessible open space for the needs of the population and that without positive action the community may lose this valuable open space through the development of the river area, canyons and hillsides. Therefore, the following additional objectives were adopted:

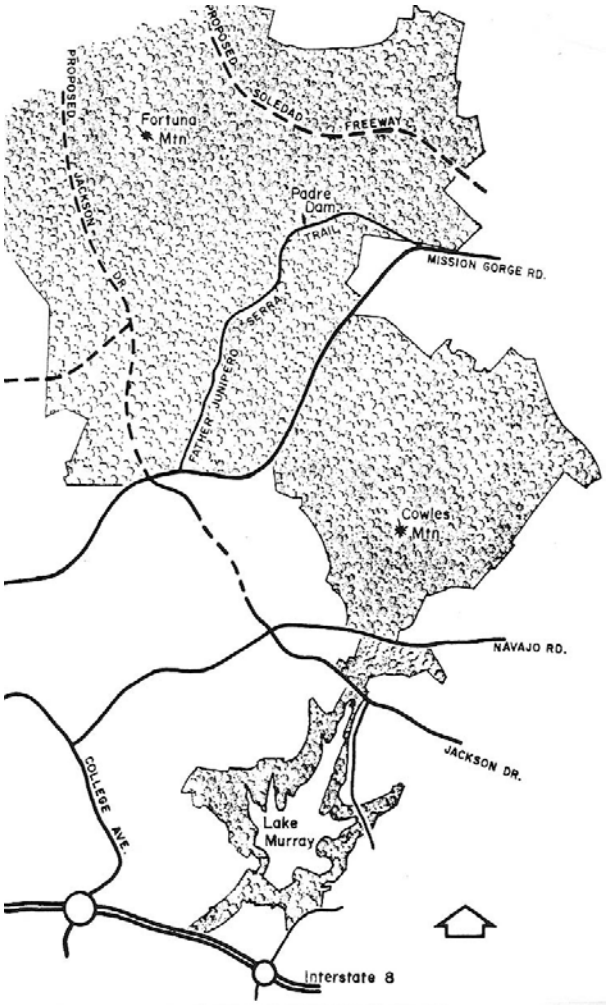
- Preserve, improve and reconstruct the wetlands and riparian habitat areas in and along both sides of the San Diego River.
- Enhance and maintain the aesthetic and recreational qualities of the San Diego River corridor as part of the open space system.
- Conserve the present amenity of Navajo, Rancho Mission, Mission Gorge and other canyons for the enjoyment of this generation and as a legacy for succeeding generations.
- Establish and preserve a total open space system in perpetuity and guard against its commercialization. Preserve the natural environment including wildlife, vegetation, and terrain.

- Permit only those uses within the system that are compatible with the open space concept.
- Ensure that any public improvements such as roads, drainage channels and utility services and any private lessee developments be compatible with the objectives of the open space system.
- Ensure that development of properties adjoining the open space system is in a manner compatible with the natural environment and in conformance with the Mission Trails Design District Ordinance and Design Manual and the San Diego River Park Master Plan.

PROPOSALS

The overall system entails a network of open space belts connecting larger open space areas. These areas for the most part are located in the canyons, along the San Diego River, and on Cowles Mountain as shown on the following map.

- The open space areas, including over 700 acres divided among Navajo Canyon (179 acres), Rancho Mission Canyon (258 acres), and Mission Gorge (300 acres), should be preserved in a substantially open character. Mission Gorge (the San Diego River System) should be given high priority for acquisition as a part of the City's open space system.
- Open space should initially be maintained in its natural condition. Studies, however, should be undertaken to determine uses compatible with the open space concept. Such uses, designed with consideration for topography, vegetation and access, may include archery ranges, hiking, biking trails, picnic facilities, wildlife preserves, and non-vehicular camping facilities.
- Any public improvements such as roads, drainage channels and utility services as well as any private lessee developments should be compatible with the objectives of the open space system. No through roads will be permitted except for the extension of Navajo Road, designed to parkway standards, through Navajo Canyon and the extension of Jackson Drive.
- Safe, convenient access should be established and maintained to all open space areas.



MISSION TRAILS REGIONAL PARK

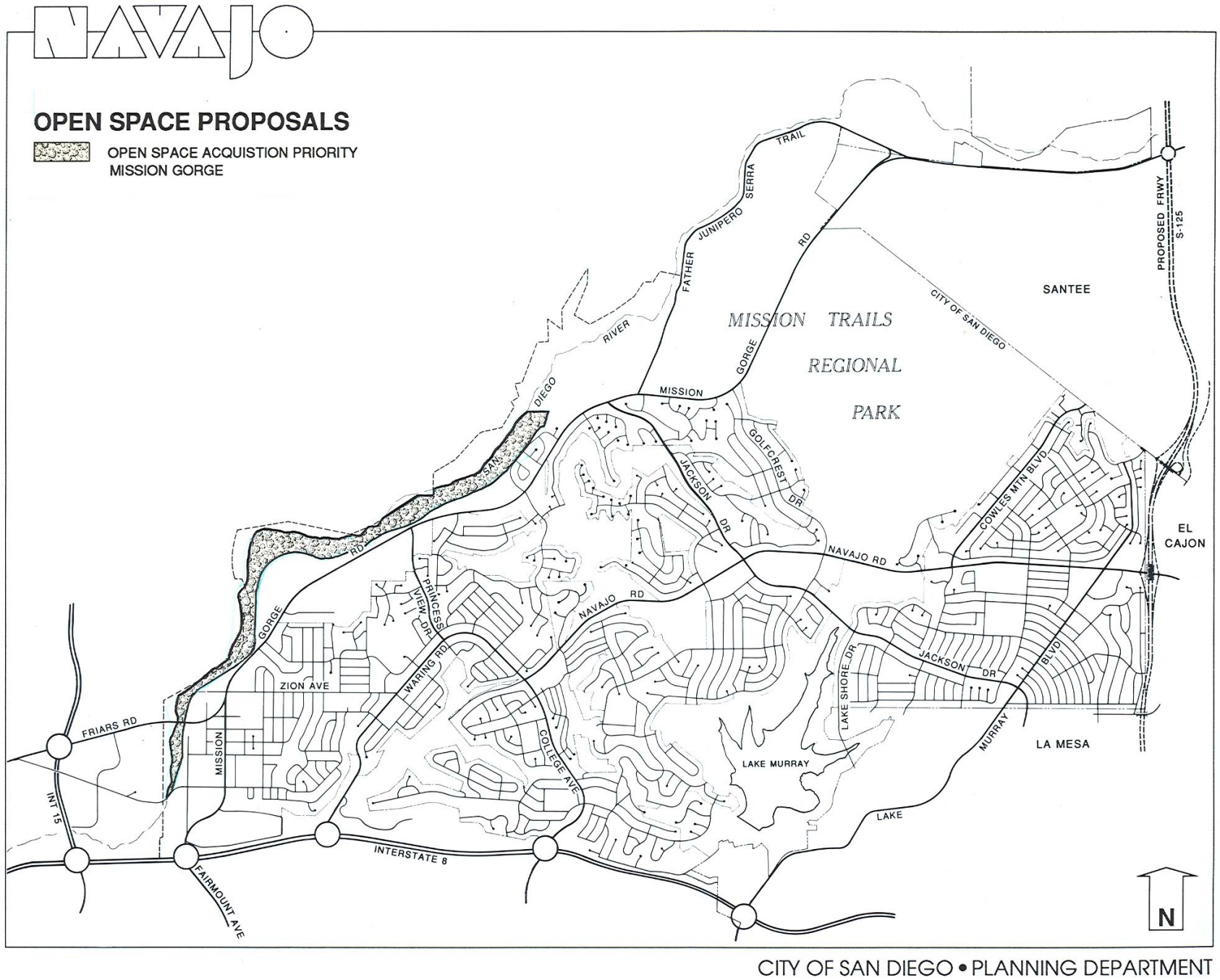


FIGURE 19: OPEN SPACE PROPOSALS

- In the event that those open space areas illustrated on page 77 are not acquired they should be permitted to develop according to the following guidelines:
- Low residential densities not to exceed one dwelling unit per acre in those areas falling within the Hillside Review (HR) Zone, except as noted below.
- In all cases improvements should implement the intent of the HR Zone, which is to "ensure that development results in minimum disturbance of natural terrain."
- The implication of this requirement is that densities for a given ownership will be transferred and clustered on the flattest and most developable land.
- Development in open space areas, including those in the HR Zone, should be guided by the following additional criteria:
    - Slopes of 0-12 percent should be permitted to develop up to two dwelling units per acre.
    - Slopes of 13-24 percent should be permitted to develop up to two dwelling units per acre.
    - Slopes of 25 percent and greater should be permitted to develop no more than one dwelling unit per acre.

  An exception to the above guidelines is:

    - That portion of the Navajo Canyon westerly of Waring Road, which should be limited to residential use of one dwelling unit per acre due to its location, restricted access and projected traffic conditions. A Planned Commercial Development for this area would be considered to allow for uses compatible with the open space concept, such as plant nurseries, etc.
- Residential development within the canyons should be designed to preserve natural amenities such as topography, trees and streams in an open space linkage system. Further studies would have to be undertaken to minimize problems such as drainage, unattractive hillside cuts, access, and inadequate public facilities resulting from increased population.
- If the canyons adjacent to existing or future school sites are not obtained for open space, a neighborhood park with a minimum of five acres should be reserved next to each school.

Development along the San Diego River should be regulated to minimize the disturbance to wetland habitat areas. The San Diego River Park Subdistrict of this Plan contains objectives and proposals for development of the river located within the Navajo community. These objectives and proposals have been incorporated into the River Park Subdistrict Community Plan Implementation Overlay Zone (CPIOZ B). All development proposals for property within the River Park Subdistrict CPIOZ will be required to comply with the CPIOZ B Supplemental Development Regulations contained within this Community Plan.

In addition to the CPIOZ for the San Diego River Subdistrict, future development along the river shall meet the requirements of the Multiple Species Conservation Program (MSCP) Subarea Plan and the requirements of the Environmentally Sensitive Lands Regulations. The MSCP has been prepared pursuant to the general outline developed by the United States Fish and Wildlife Service and the California Department of Fish and Game (herein referred to as the "Wildlife

Agencies") to meet the requirements of the California Natural Communities Conservation Planning Act of 1992.

The MSCP is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities in the San Diego region and was adopted by City Council in 1997. This Subarea Plan forms the basis for the Implementing Agreement which is the contract between the City and the Wildlife Agencies that ensures implementation of the plan and thereby allows the City to issue take permits at the local level. The MSCP's core, hardline biological preserve system has been mapped by the City in cooperation with the Wildlife Agencies, property owners, developers, and environmental groups and is referred to as the Multi-Habitat Planning Area (MHPA).

The MHPA delineates core biological resource areas and corridors targeted for conservation. Within the MHPA limited development may occur and all development must meet the MSCP Section 1.4, Land Use Considerations and the Framework Management Plan guidelines. The MSCP is implemented by the City through the Environmentally Sensitive Lands (ESL) Regulations of the City's Municipal Code. Also contained in the ESL are regulations on impacts to wetlands. A wetland buffer is required for all wetlands as appropriate to protect the functions and values of the existing wetland. The width of the wetland buffer is determined at the time of project proposal and the existing quality of the wetland area. It should be noted that the MHPA and the wetland buffer requirements take precedence over the San Diego River Subdistrict. The San Diego River Pathway will be required to be outside the MHPA and the wetland buffer.

- Establish regulatory zoning in the form of the Floodway (FV) and Floodplain Fringe (FPF) Zones along the entire length of the river corridor. The City Engineer should prepare the studies leading to the application of these zones.
- Establish hiking trails in the San Diego River Basin through Mission Gorge, which will minimize impacts to the riparian habitat. Trails should be located adjacent to the river within the buffer area in a manner that focuses activity away from sensitive habitat areas. Access to the habitat area should be discouraged through the design of the trails and the use of specialized plantings. Because horses can attract the brown-headed cowbird, a least Bell's vireo nest parasite, it is necessary to mitigate the effects of equestrian activities when they are near vireo habitat. During nesting season the trails should be closed.
- Restoration of the riparian habitat in the floodway should be pursued in lieu of channelization. If potential impacts to public health or safety clearly necessitate channelization, the channel should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel and to convey the 100-year flood

PARKS & RECREATION FACILITIES

OVERVIEW

The park system in the Navajo Community is made up of population-based parks, resource-based parks and open space lands. Population-based parks and recreation facilities are located within close proximity to residents and are intended to serve the daily needs of the community. The City's General Plan population-based park standard is to provide a minimum of 2.8 useable acres per 1000 residents. In communities that are built out and where there are land constraints, the City's General Plan states that Park Equivalencies should be considered to satisfy some of the community's population-based park needs during a community plan update or amendment. Park equivalencies could include Joint Use Facilities, Trails, Portions of Resource-based parks, Privately-owned Park Sites, and Non-traditional Park Sites.

Within the redevelopment of the Grantville area, public recreational opportunities should provide connections to Navajo's regional recreational and open space areas through linear parks along Alvarado Creek and the San Diego River. Locating neighborhood parks and/or pocket parks in centralized locations within Grantville, such as adjacent to the Trolley Station and along the San Diego River, would foster the re-establishment of the community's relationship with the San Diego River and Alvarado Creek. In addition, locating linear and pocket parks within the Grantville boundaries will enhance the community's character and create a sense of place by providing opportunities for social interaction and passive and active recreation for residents, employees and visitors.

The following is a discussion of the existing and proposed population-based parks and recreation facilities, including park equivalencies that are consistent with the General Plan's policies (See Table 3, Summary of Existing and Future Population-based Parks and Recreation Facilities), Resource-based parks and open space land are discussed at the end of the Parks and Recreation Element.

POPULATION-BASED PARKS, RECREATION CENTERS AND AQUATIC COMPLEXES

Per the General Plan Park standards, population-based parks consist of six facility types: 1) major park; 2) community park; 3) neighborhood park; 4) mini-park; 5) pocket park or plaza; and 6) special activity park. Typically, major parks are a minimum of 20 acres and serve single or multiple communities and provide specialized facilities that serve large populations. Community parks are a minimum of 13 useable acres, serve a population of 25,000, and provide a wide range of facilities including active and passive recreation, recreation centers, aquatic complexes and multi-purpose sports fields. Neighborhood parks are 3 – 13 useable acres; serve a population of 5,000 persons within approximately one mile radius. These parks generally provide picnic areas; children's play areas, multi-purpose courts, multi-purpose turf areas, comfort stations, walkways and landscaping. Mini parks are 1 to 3 useable acres within a half mile radius; Pocket parks and plazas are typically less than 1 useable acres within a quarter mile radius from residents to be served. Special activity parks vary depending upon the activity and population served.

The General Plan also established minimum standards for recreation centers and aquatic complexes based on population. A recreation center, typically 17,000 square feet in size, should be provided for every 25,000 residents, and an aquatic complex should be provided for every 50,000 residents. The following existing and future population-based parks, recreation centers and aquatic complexes are described below:

San Carlos Community Park and Recreation Center

The existing community park, 10.5 acres with 9.41 useable acres, is located on Lake Adlon Drive and adjacent to the Forward Elementary School. This existing park features a recreation center, multi-purpose courts, on-site parking, walkways, picnic areas, children's play area, multi-purpose fields and passive lawn areas The existing Recreation Center (11,880 square feet) provides indoor multi-purpose courts and community meeting rooms. Future improvements to the San Carlos Community Park should include sports field lighting to expand the use of the fields and the expansion of the recreation center to a 17,000 square foot building.

Allied Gardens Community Park, Recreation Center and Aquatic Complex

The existing community park, 13.5 acre site with 13.5 useable acres, is located on Greenbrier Drive and adjacent to Lewis Middle School. This existing park features a recreation center, an aquatic complex, multi-purpose courts, on-site parking, picnic areas, walkways, children's play area, and passive lawn areas. The existing recreation center (9,186 square feet) provides indoor multi-purpose courts and community meeting rooms. Future improvements to the Allied Gardens Community Park should include the replacement of the existing recreation center and providing a new 17,000 square foot building. The existing aquatic complex should be expanded to provide indoor locker rooms and showers, a new therapeutic pool and children's pool, expansion of the spectator areas and necessary upgrades to the existing pool. In addition, upgrades to the existing children's play areas to meet accessibility standards should be provided.

Lake Murray Community Park

The existing community park, 45.83-acre site with 41.86 useable acres, is located on Murray Park Drive and contiguous to Lake Murray. This existing park features tennis courts, ball fields, parking, comfort station, children's play area, passive lawn areas, walkways and trails through natural open space areas. Future improvements to the Lake Murray Community Park should include; the expansion of the parking lot (approximately 200 cars) and roadway adjacent to the central ball fields; the expansion of the children's play area with additional play equipment, site furnishings, picnic shelters and a comfort station; and the design and construction of a ball field and parking at Cowles Point, as shown on the approved General Development Plan. Synthetic turf and sports field lighting for several fields should be considered to expand the use of the fields.

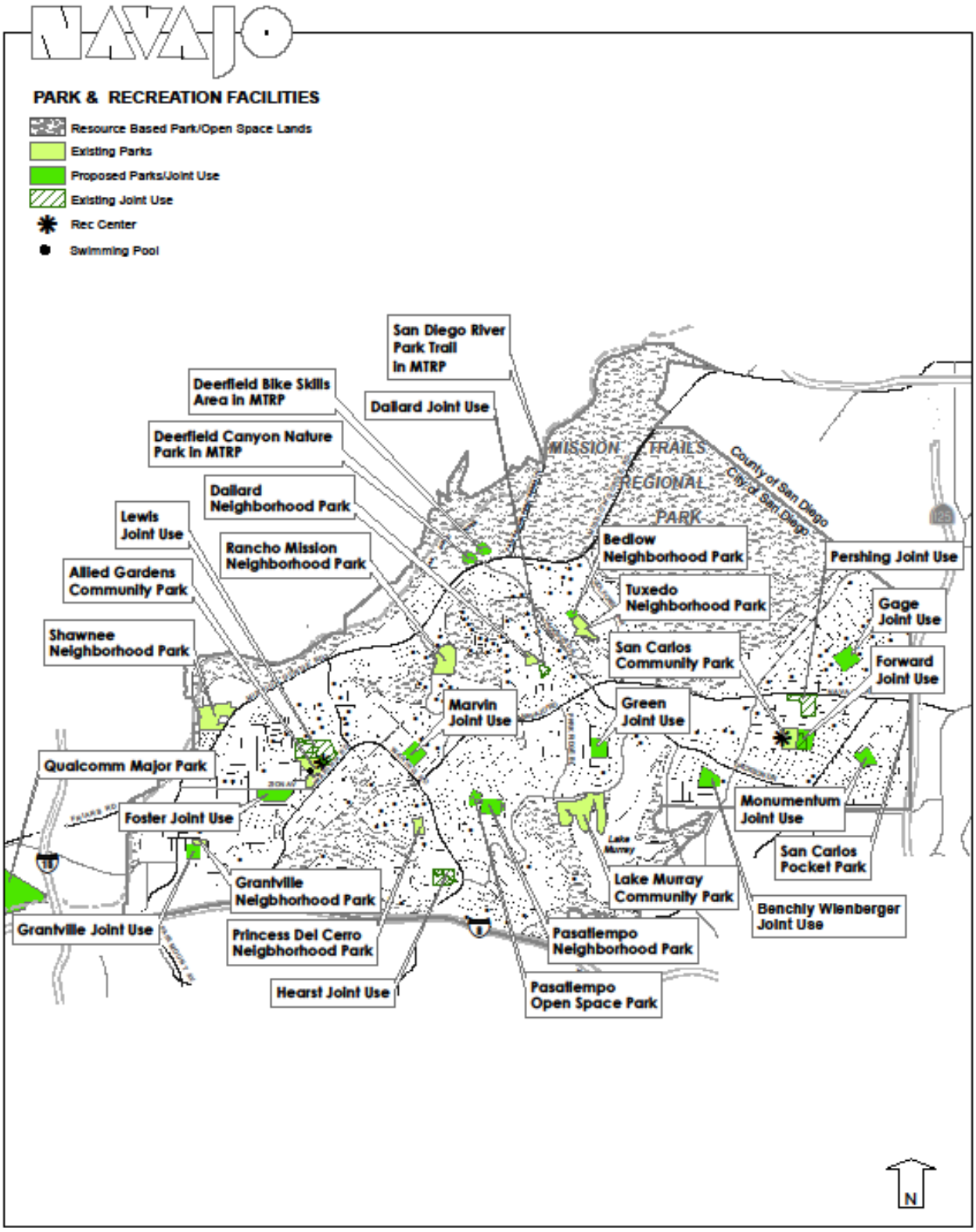


FIGURE 20: PARK AND RECREATION FACILITIES

Qualcomm Major Park and Recreation Center (future)

This future major park is planned to be 30 acres within the Qualcomm Stadium site, located off of Friars Road and adjacent to the San Diego River. This major park would serve both the Mission Valley and Navajo communities. Navajo community's portion would be approximately 10 acres of the 30 acres and provide active and passive recreation needs including lighted sports fields, picnic areas, children's play areas, multi-purpose courts, walkways, landscaping, and parking. In addition special activities such as skateboard, dog off leash and other unique uses could be located within the park. A Recreation Center of 25,000 square feet is proposed to serve both communities. The Navajo community's portion would be approximately 5,000 square feet. The Recreation Center could provide indoor gymnasium, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.

Dailard Neighborhood Park

The existing neighborhood park, 5.1 acre site with 3.30 useable acres, is located on Cibola Road and is adjacent to the Dailard Elementary School. Park amenities include children's play area, walkways and passive turf areas.

Tuxedo Neighborhood Park

The existing neighborhood park, 9.37 acre site with 5.62 useable acres, is located on Tuxedo Road. Park amenities include passive lawn areas, walkways, volley ball courts and children's play area.

Princess Del Cerro Neighborhood Park

The existing neighborhood park, 5.48 acre site with 4.4 useable acres, is located on Wenrich Drive. Park amenities include basketball courts, walkways, passive lawn areas, picnic areas and children's play area.

Grantville Neighborhood Park

The existing neighborhood park, 2.53 acre site with 2.28 useable acres, is located on Vandever Avenue. Park amenities include passive lawn areas, children's play area, walkways, and picnic facilities.

Rancho Mission Neighborhood Park

The existing neighborhood park, 18.84 acre site with 9.42 useable acres is located on Margerum Avenue. Park amenities include passive lawn areas, walkways through natural open space, picnic areas and on-site parking.

San Carlos Pocket Park

The existing pocket park, 0.30 useable acres, is located on East Lake Drive. Park amenities include walkways, seating and landscaping.

Pasatiempo Neighborhood Park (Future)

This future neighborhood park, 10.69 acre site with 5.0 approximate useable acres, is located on Pasatiempo Avenue. Park amenities could include passive lawn areas, walkways, picnic areas, small multi-purpose courts, children's play area, comfort station and on-site parking.

Bedlow Neighborhood Park (Future)

This future neighborhood park, 3.0 acre site with 2.5 approximate useable acres, is located on Bedlow Avenue. Park amenities could include picnic areas, children's play areas, passive lawn areas, walkways and landscaping.

Pasatiempo Open Space Park (Future)

This future open space park, 5.2 acre site with 2.0 approximate useable acres, is located on Pasatiempo Avenue. Park amenities could include walkways, native landscaping, fitness course and picnic facilities that take advantage of the panoramic views.

PARK EQUIVALENCIES

The General Plan standards for Park Equivalencies state that they must be easily accessed by the public, consistent with existing Resource-based Parks Master Plans and include typical population-based park components and facilities. Categories include; joint use facilities, trails, portion of resource-based parks, privately owned park with public access easements, non-traditional park sites and facility expansion or upgrade. The following existing and future park equivalencies for the Navajo community are described below:

JOINT USE FACILITY – PARK EQUIVALENCY:

Benchley/Weinberger Elementary (Future)

This future joint use facility, 3.40 useable acres, is located on the corner of Twin Lake Drive and Gloria Lake Avenue. Joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Dailard Elementary

The existing joint use facility, 2.98 useable acres, is located on Cibola Road. Joint use amenities include multi-purpose turf field.

Forward Elementary

The existing joint use facility, 4.50 useable acres is located on Boulder Lake Drive adjacent to San Carlos Community Park. Joint use amenities include multi-purpose fields with two backstops. Future amenities could include an additional multi-purpose field with School District approval.

Foster Elementary (Future)

This future joint use facility, 3.0 useable acres, is located on the corner of 51st street and Zion Avenue. Joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Gage Elementary (Future)

This future joint use facility, 4.7 useable acres, is located on the corner of Bisby Lake Drive and Hudson Drive. Joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Grantville Elementary (Future)

This future joint use facility, 2.2 useable acres, site is located on Decena Drive. Joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Green Elementary (Future)

This future joint use facility, 3.2 useable acres, is located on the corner of Wandermere Driver and Green Gables Avenue. Joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Hearst Elementary

The existing joint use facility, 4.18 useable acres, is located on Del Cerro Blvd. Joint use amenities include several sports fields with backstops and a children's play area.

Lewis Middle School

The existing joint use facility, 9.58 useable acres, is located on Irwin Avenue and adjacent to Allied Gardens Community Park. Joint use amenities include several sports fields with backstops. Future improvements should include synthetic turf and sports field lighting on the upper field and the lower field, known as Skunk Hollow area.

Marvin Elementary (Future)

This future joint use facility, 3.4 useable acres, is located on Brunswick Avenue. Future joint use amenities could include multi-purpose fields, multi-purpose courts, and walkways. Synthetic turf should be considered to expand the use of the fields.

Pershing Middle School

The existing joint use facility, 10.0 useable acres, is located on San Carlos Drive. The general development plan for the joint use facility includes multi-purpose fields, a comfort station, two shade structures, and a park entry sign. The future Phase I of the design was completed in 2006 and provided 5 acres of the multi-purpose synthetic turf fields. Phase II is to provide the

remaining synthetic turf fields (5 acres), a comfort station, two shade structures, a park sign and sports lighting on two fields to expand their hours of use.

TRAILS – PARK EQUIVALENCY:

Navajo Canyon Open Space Trails (Existing/Future)

These existing and future trails, approximately 15,300 lineal feet, are located in the center of the open space canyon and accessed from Waring Road, Lyden Road, Carthage Street and Eldridge Road. New trail amenities could include 3,200 lineal feet of new trails, trail kiosk, trail makers, interpretive signs, native landscaping and benches or picnic areas where appropriate.

Rancho Mission Canyon Open Space Trails (Existing)

These existing trails, approximately 21,900 lineal feet, are located throughout the open space canyon and accessed from Conestoga Street, Margerum Street, Hemingway Street, Cabaret Street and Navajo Street. In addition, trails within Rancho Mission Neighborhood Park provide access to the canyon trails. New trail amenities include trail kiosk, trail makers, interpretive signs, native landscaping and benches or picnic areas where appropriate.

PORTION OF RESOURCE-BASED PARK – PARK EQUIVALENCY

Deerfield Bike Skills Area at Mission Trails Regional Park (Future)

This future park, approximately 12 acres, is located in the western area of Mission Trails Regional Park. Park amenities could include typical components of bike skills parks, including overlook areas, picnic areas, walkways, parking, and native landscaping.

Deerfield Canyon Nature Park at Mission Trails Regional Park (Future)

This future park, approximately 2 acres, is located in the western area of Mission Trails Regional Park. Park amenities could include picnic areas, trails, interpretive panels, fitness course, children's play area of natural looking play structures, parking and native landscaping.

San Diego River Park Trail at Mission Trails Regional Park (Future)

The San Diego River Park Trail, approximately 4.3 miles, is located within the Mission Trails Regional Park. This trail will provide a western connection to Grantville Neighborhood and an eastern connection to Mission Trails Regional Park East Fortuna Staging area. Of the 4.3 miles of trail, 1.9 miles, approximate, exists along Father Junipero Serra trail and 2.4 miles, approximate, of new trail area are proposed. The new trail, depending on site conditions, will be approximately 4' to 14' feet wide and include a 5' to 10' feet wide buffer on each side to provide native landscaping, information kiosks, interpretive signs, identification/directional signs and benches/picnic tables where appropriate.

PRIVATELY OWNED PARK WITH A RECREATION EASEMENT – PARK EQUIVALENCY

Shawnee Neighborhood Park (Future)

This privately owned park, 5.3 acres, with a recreation easement for public use, is located on the north side of Mission Gorge Road and contiguous with the San Diego River Park. This future park will provide typical neighborhood park amenities, such as multi-purpose fields, multi-propose courts, walkways, plazas, children's play area, seating, picnic areas, and landscaping. In addition the park will also provide a section of the San Diego River Park pathway.

TABLE 6: SUMMARY OF EXISTING AND FUTURE POPULATION-BASED PARKS AND RECREATION FACILITIES

Existing and Future Population-based Parks	Existing Useable Acres	Future Useable Acres	Total Acres
Community Parks:			
Allied Gardens	13.35		
Lake Murray	41.86		
San Carlos	9.14		
Qualcomm Major Park (future)		10.00	
Total Community Parks:	64.35	10.00	74.35
Neighborhood Parks:			
Bedlow (future)		2.50	
Dailard	3.30		
Grantville	2.28		
Pasatiempo (future)		5.00	
Pasatiempo Open Space Park (future)		2.00	
Princess Del Cerro	4.40		
Rancho Mission Canyon	9.42		
San Carlos Pocket Park	0.30		
Tuxedo	5.62		
Total Neighborhood Parks:	**25.32**	**9.50**	**34.82**
Park Equivalencies:			
Bench/Weinb Elementary (future)		3.40	
Dailard Elementary	2.98		
Forward Elementary	4.50		
Foster Elementary (future)		3.00	
Gage Elementary (future)		4.70	
Grantville Elementary (future		2.20	
Green Elementary (future)		3.20	
Hearst Elementary	4.18		
Lewis Middle School	9.58		
Marvin Elementary (future)		3.40	
Pershing Middle School	5.00	5.00	
Navajo Canyon Open Space Trail (11,500 LIN. FT. X 24' WIDE = 6.33 ACRES EXISTING) (3,200 LIN. FT X 24' WIDE = 1.76 ACRES FUTURE)	6.33	1.76	
Rancho Mission Open Space Trail (21,900 LIN. FT. X 24' WIDE = 12.00 ACRES EXISTING)	12.00		
Deerfield Bike Skills area at Mission Trails Regional Park (Future)		12.00	

Existing and Future Population-based Parks	Existing Useable Acres	Future Useable Acres	Total Acres
Deerfield Canyon Nature Park at Mission Trails Regional Park (Future)		2.00	
San Diego River Trail at Mission Trails (10,032 LIN. FT. X 24' WIDE = 5.56 ACRES EXISTING) (12,672 LIN. FT X 24' WIDE = 7.00 ACRES FUTURE)	5.56	7.00	
Shawnee Neighborhood Park		5.30	
Total Park Equivalencies:	**50.13**	**52.96**	**107.90**
Total Existing and Future Useable	**139.80**	**72.46**	**212.26**
Recreation Centers:			
Allied Gardens	9,186 SF	7,814 SF	17,000 SF
San Carlos	11,880 SF	5,120 SF	17,000 SF
Qualcomm Major Park (future)		5,000 SF	5,000 SF
Total Existing and Future SF:	**21,066 SF**	**17,934 SF**	**39,000 SF**
Aquatic Complexes:			
Allied Gardens	1 COMPLEX	0.5	1.5 COMPLEX
Total Existing and Future:			**1.5 COMPLEX**

The population-based park and recreation facilities requirements for the community are calculated based on the community plan's full community development. For the Navajo community, full community development is projected to be 73,038 residents and will require 204.5 acres of population-based parks. Currently, there are 139.80 acres of existing population-based parks and 72.46 acres of future population-based parks identified, totaling 212.26 acres. This results in a 7.76 acre surplus of population-based parks

TABLE 7: SUMMARY OF POPULATION-BASED PARKS, RECREATION FACILITIES AND PARK EQUIVALENCIES FOR FULL COMMUNITY DEVELOPMENT

Existing and Future Population-based Parks and Park Equivalencies	Full Community Development	Useable Acreage Deficit/Surplus
212.26 acres	204.50 acres	7.76 acres Surplus
Existing and Future Recreation Centers SF		
39,000 SF	49,666 SF	-10,666 SF deficit
Existing and Future Aquatic Complex		
1.5 complex	1.46 complex	0.04 Surplus

PARKS AND RECREATION FACILITIES

OBJECTIVES

- Provide a sustainable park and recreation system that meets the needs of Navajo residents and visitors which serves a variety of users, including children, seniors, persons with disabilities, and the underserved teenage population.
- Provide parks and recreation facilities that keep pace with the Navajo Community population growth through timely acquisitions of available land and development of new facilities.
- Protect and enhance the integrity and quality of existing parks, open space and recreational programs in the Navajo Community.
- Provide a comprehensive pedestrian and bikeway connections between parks and open space lands within the Navajo Community, as well as to surrounding communities.

PROPOSALS

Parks, Recreation Centers and Aquatic Complexes

- Expand the hours of use of the fields at San Carlos Community Park by providing sports field lighting. Expand the existing Recreation Center from 11,880 square feet to 17,000 square feet building to meet General Plan Park standards.
- Demolish the existing Allied Gardens Recreation Center and construct a new 17,000 square foot building to meet the General Plan Park standards. Expand the Allied Gardens Aquatic Complex to provide new amenities such as; therapeutic pool, children's pool, additional locker rooms, indoor showers, changing areas and equipment. In addition, upgrades to the existing children's play areas to meet accessibility standards should be provided.
- Within the Lake Murray Community Park provide additional parking and roadway to serve the multi-purpose fields, expand the children's play area with additional play equipment, site furnishings, picnic shelters, and a comfort station. Complete the implementation of the Lake Murray Community Park General Development Plan by providing parking and a ball field at Cowles Point. Expand the hours of use of some of the existing fields by providing synthetic turf and sports field lighting.
- Provide a Major Park and Recreation Center at the city-owned site within Qualcomm Stadium. Site amenities could include active and passive recreation. The Recreation Center would be shared between the Navajo and Mission Valley community and would be 25,000 square feet. Typical amenities could include gymnasiums, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.
- Develop the city-owned Pasatiempo Neighborhood Park site with amenities that may include passive lawn areas, walkways, picnic areas, multi-purpose courts, and children's play area. Provide protection and interpretation of vernal pools with fencing and interpretive signs.

- Develop the city-owned Bedlow Neighborhood Park site with park amenities that could include passive recreation such as walkways, fitness courts, picnic areas, small multi-purpose courts.
- Develop the city-owned Pasatiempo Open Space Park with park amenities that could include walkways, native landscaping, fitness course, interpretive signs, seating areas, and picnic areas to take advantage of the panoramic views.
- Develop linear and pocket parks within the Grantville area along Alvarado Creek and the San Diego River. Park amenities could include typical neighborhood park amenities, including passive lawn areas, walkways, picnic areas, small multi-purpose courts, and children's play areas.

Park Equivalencies

- The City should, in cooperation with the School District, provide joint use facilities at selected Elementary Schools, such as Benchley/Weinberger, Foster, Gage, Grantville, Green, and Marvin.
- Construct Phase II of the Pershing Middle School to provide the remaining 5 acres of synthetic turf, comfort station, two shade structures, park sign and sports field lighting to expand the hours of field use.
- Develop 2.4 miles of the San Diego River trail in Mission Trails Regional Park (the entire trail is 4.3 miles, with 1.9 miles existing) and provide amenities such as native landscaping, information kiosks, interpretive signs, identification/directional signs and benches/picnic tables where appropriate. All improvements to be consistent with the Mission Trails Regional Park Master Plan.
- Develop a 12 acre site within Mission Trails Regional Park as a Bike Skills Area by providing amenities such as Bike Skills trails, viewing areas, picnic areas, walkways, parking, seating and native landscaping. All improvements to be consistent with the Mission Trails Regional Park Master Plan.
- Develop a 2 acre mini-park, the Deerfield Canyon Nature Park, in Mission Trails Regional Park with passive recreation including walkways/trails, picnic areas, fitness course and children's play area of natural looking play structures, parking and native landscaping. All improvements to be consistent with the Mission Trails Regional Park Master Plan.

RESOURCE-BASED PARKS AND OPEN SPACE LANDS

Resource-based parks are defined in the General Plan as serving regional residents and/or visitor populations. These parks are located at sites of distinctive scenic, natural, historical or cultural features. Developed amenities should not impair the distinctive features or resources within these parks. These parks typically provide habitat and resource protection. Open Space Lands are defined as city owned land, canyons, mesas and other natural landforms, exclusive of shorelines. These areas provide habitat protection and typical components include trails, staging areas, outlooks, viewpoints, and picnic areas. The current status of Resource-based Parks and Open Space Lands are described below.

Mission Trails Regional Park

The Mission Trails Regional Park is approximately 8,000 acres and is located in the Navajo, Tierrasanta and East Elliot community plan areas. The majority of this park is contained in the Navajo Community and provides hiking, biking, and equestrian trails. A Visitor and Interpretive Center is located off of Father Junipero Serra Trail. The development of this park is guided by the Mission Trails Regional Park Master Plan.

San Diego River (Regional) Park

The San Diego River Park is located along the San Diego River on private and public land. Recommendations within the San Diego River Park Master Plan provide for increasing the health of the river, unifying the natural habitat, creating a sequence of unique places, revealing the river valley history and reorienting development toward the river. The development of this park is guided by the San Diego River Park Master Plan and the San Diego River Park Subdistrict section of the Navajo Community Plan.

Passive and active uses are planned along the river to increase the recreational potential of the Navajo community. Some of the San Diego River Park acreage will be considered as a park equivalency to help address the population-based park deficit of Navajo. Through a Community Plan Amendment process, as part of a development proposal, the amount of acreage and locations will be determined. These areas of the river park will be designed to provide population-based park amenities as defined in the General Plan.

Within the Mission Trails Regional Park, the San Diego River pathway will connect the western boundary of the park, at the Grantville area, to the eastern boundary of the park. The pathway from Grantville to the Visitor's Center will need to be designed and constructed as a new pathway/trail. From the Visitor's Center the San Diego River Pathway will be located on the existing Father Junipero Serra trail. At the Grasslands Crossing within the Mission Gorge area the San Diego River pathway and then connect to the East Fortuna Staging area. This section of the pathway will need to be enhanced with interpretive signs and amenities.

Adobe Falls Open Space

Adobe Falls Open Space, approximately 4 acres, located at the foot of Adobe Falls Road between Waring Road and College Avenue. This site is adjacent to the San Diego State University land, which together with the City-owned parcel makes up Historical Site No. 80-Adobe Falls.

Navajo Canyon Open Space

Navajo Canyon Open Space, approximately 153 acres, is located in the southwest area of the Navajo community and accessed from Waring Road and Lyden Way. This site contains several trail heads, trail kiosks and trails through natural habitat, see Exhibit A.

Rancho Mission Canyon Open Space

Rancho Mission Canyon Open Space, approximately 237 acres, is located centrally in the Navajo community, adjacent to Rancho Mission Canyon Park and is accessed from Margerum Avenue. This site contains several trail heads, trail kiosk and trails through natural habitat, see Exhibit B. All of the existing trails connect to the Ranch Mission Canyon Neighborhood Park. Approximately 5,300 lineal feet of existing trails are to be closed for habitat protection.

RESOURCE-BASED PARKS AND OPEN SPACE LANDS

OBJECTIVES

- Develop Mission Trails Regional Park in accordance with the Mission Trails Regional Park Master Plan. The portions of the Master Plan applicable to the Navajo Community Plan cover the following three major geographical areas: Lake Murray, Cowles Mountain and Mission Gorge.
- Develop the San Diego River Park in accordance with the San Diego River Park Subdistrict of this plan and the San Diego River Park Master Plan.
- Protect and enhance the natural resources of Open Space lands by locating new trails in the least sensitive areas, re-vegetate with native plants and provide protection of sensitive habitats.

PROPOSALS

Mission Trails Regional Park

- Strengthen the role of Lake Murray and its shoreline as an active, water-oriented recreational complex. This entails: (1) expanding the scope and quality of water-related facilities; (2) protecting the lake environment; and (3) transforming the surrounding area into naturally defined spaces for picnicking, playing and other day uses.
- Retain the Navajo Golf Course in perpetuity for recreational use by the public.
- Due to the importance of Cowles Mountain as an open space backdrop for urban San Diego, limit uses to low-intensity activities. Examples include hiking, bicycling and horseback riding, picnicking, photography and nature study.
- Restore the environmental quality of Cowles Mountain by re-vegetation with native plant species and protection from erosion.
- Any new communication facility on Cowles Mountain should blend with the surrounding area and not be located at the top.
- Protect views of and from Cowles Mountain by implementing development controls on urban development in its vicinity in accordance with the Mission Trails District Design Manual.

The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

- Limit uses in the remainder of Mission Gorge include low-intensity activities such as hiking, biking, rock climbing and nature study.

San Diego River (Regional) Park

- Coordinate with the Mission Trails Regional Park to establish a continuous San Diego River Pathway through the park.
- Provide a kiosk at the west and east entrances to Mission Trails Regional Park along the San Diego River Pathway and provide park amenities along the trail.

Adobe Falls Open Space

- Provide a feasibility study for future uses that could include a trail heads with kiosks, interpretive signs on the significant history of the area, and public access trails to connect to the San Diego State University land.

Navajo Canyon Open Space

- Enhance the existing trail system by providing; trail heads with kiosk, trail markers, interpretive signs, overlooks, native landscaping, benches and picnic areas, etc. where appropriate for the trail type as determined by the City and provide sufficient budget for staffing and ongoing maintenance. Provide 3,200 lineal feet, approximate, of new trails and close 1,900 lineal feet, approximate, of existing trails for habitat protection and pursue an easement over private property to connect the northern trail to the southern trail.

Rancho Mission Canyon Open Space

- Enhance the existing trail system by providing; trail heads with kiosk, trail markers, interpretive signs, overlooks, native landscaping, benches and picnic areas, etc. where appropriate for the trail type as determined by the City and provide sufficient budget for staffing and ongoing maintenance. Approximately 5,300 lineal feet of existing trails are to be closed for habitat protection.

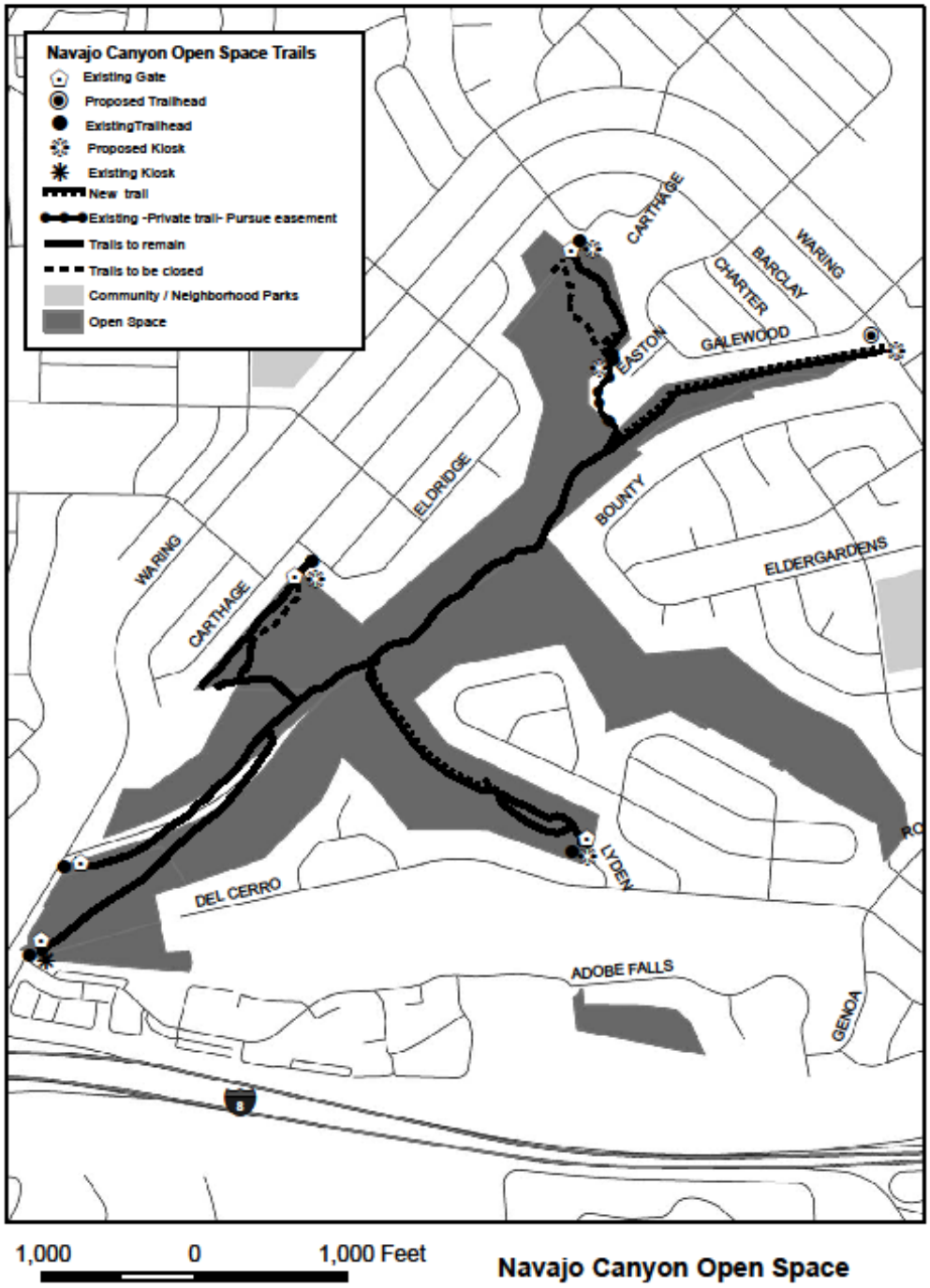


FIGURE 21: NAVAJO CANYON OPEN SPACE

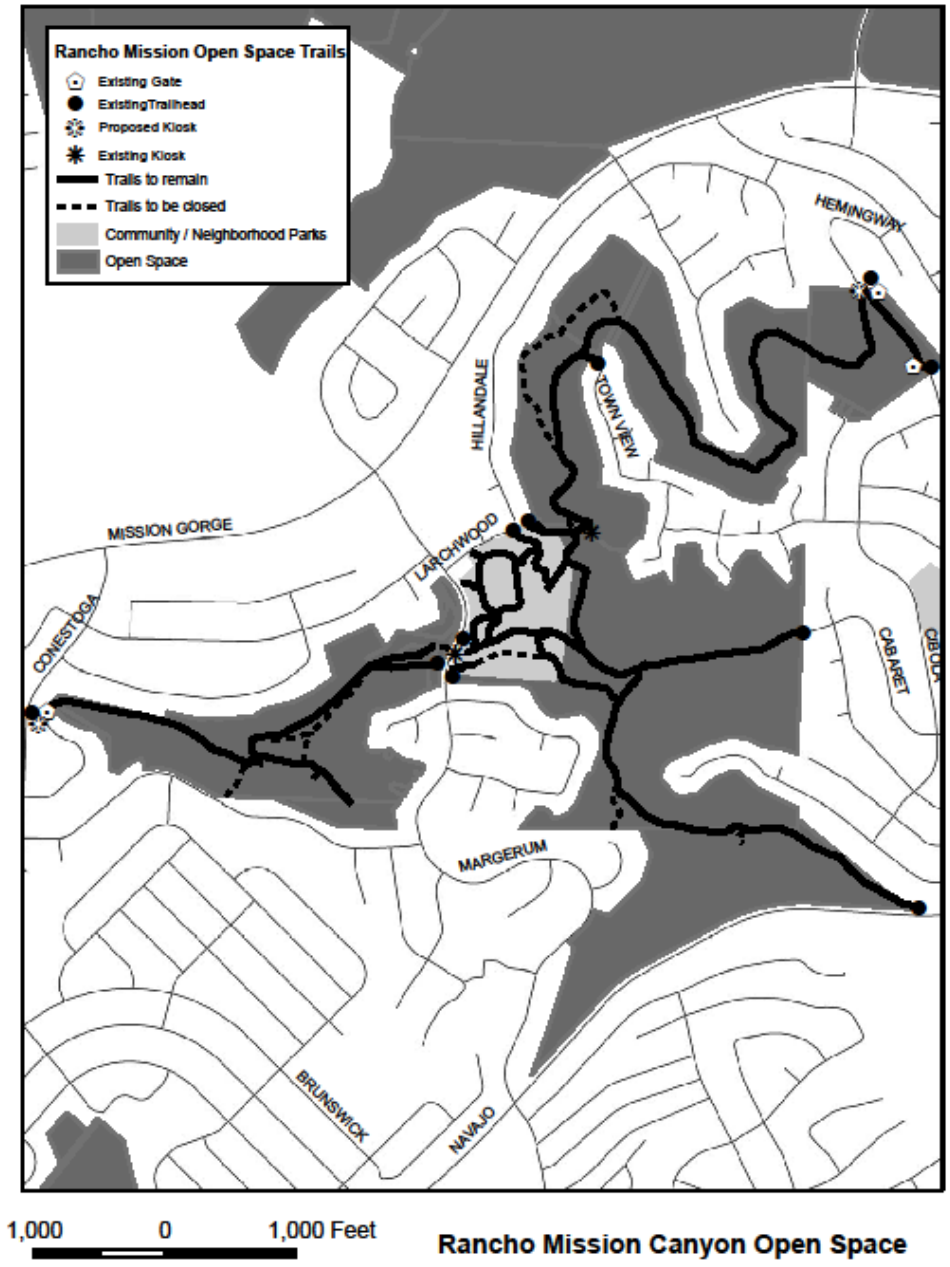


FIGURE 22: RANCHO MISSION CANYON OPEN SPACE

PUBLIC SCHOOLS

EXISTING CONDITIONS

The first school opened in Navajo in 1890, at Yard and Mission Valley roads in the subdivision known as Grantville. It contained only one room for all eight grades and was built at a cost of $1,488. The first year's enrollment was 29, but by the second year, the number of students had dropped to six, which turned out to be only a temporary setback. In 1916, the earlier one-room school was replaced by a modern two-room structure. By 1940, enrollment reached 77 students with two teachers. In 1949, the school was annexed to the San Diego City Schools System, and in 1954 the present Grantville educational facility was built.

At the present time, public educational facilities from kindergarten through the university level are located in or immediately adjacent to the Navajo area. These facilities include one senior high school, two junior high schools, ten elementary schools, the university, and a community college in El Cajon. In addition, there are three private schools. The Catholic Diocese of San Diego operates St. Therese Academy, an elementary school for grades one through six. This school was built in 1960 for an enrollment of 500 and at present time plans to continue operation. Kinder-Care Learning Center has classes and facilities for children from six months through grade three. The existing facilities, which were built in 1970, can accommodate 220 students. The majority of students attending the learning center are from the Navajo area.

Tifereth Israel Synagogue offers classes for children from kindergarten through grade seven. The existing facilities, which were built in 1979, can accommodate 225 students. In addition to the regular instruction classes, the synagogue offers a preschool program for ages 18 months to five years. The San Carlos United Methodist Church and the Del Cerro Baptist Church also provide preschool and child development programs for the community.

Grossmont Community College, located adjacent to the easterly boundary of the Navajo community, is operated by the Grossmont Community College District. Navajo is in the San Diego Community College District; however, students from Navajo may attend Grossmont Community College by agreement between the two districts.

San Diego State University, located south of the community on College Avenue, has a current total enrollment of 33,330 students. The University has been at this location since early 1931, at which time the enrollment was about 1,500 students. The name at that time was the State Teachers College.

All school structures in the community were built after the 1933 enactment of the Field Act, which provided minimum standards for structural resistance to horizontal forces, especially earthquakes and winds.

Single-family residences, which predominate in the area, originally attracted young families with many school age or younger children. In 1960, the average family size was 3.8. As these children matured, the average family size decreased to 2.8 in 1980.

Enrollment declines experienced in some schools, coupled with current and projected revenue deficiencies, may make it necessary to discontinue the use of some of these schools. In that event, the following alternative land uses are proposed:

- Other educational programs or institutions, such as special or adult education, university or community colleges, and private or parochial school purposes.
- Use by other governmental agencies.
- The community and/or the City should be given the opportunity to acquire the land for community-oriented purposes before the property is marketed and leased or sold for private development.
- In the event that the property is to be used for private development, the use should be restricted to a residential land use consistent with the density of the surrounding area.

Table 4 shows the optimum school enrollment and usable site area standards as used by the San Diego Unified School District. The three secondary schools (Henry, Lewis and Pershing) and four elementary schools (Forward, Foster, Gage and Dailard) meet the site size standards. Four elementary schools (Hearst, Green, Weinberger and Marvin) are slightly below standard size but are considered adequate for their enrollments. One elementary site (Grantville) is substantially below standard size. Present policy calls for providing permanent buildings sufficient to house the estimated long-term stable enrollment with allowance for increasing the enrollment capacity of a permanent school by 20 percent with the use of portable classrooms. The portable classrooms give the School District flexibility in meeting the fluctuating enrollments at the schools.

TABLE 8: OPTIMUM SCHOOL ENROLLMENT AND USABLE SITE AREA STANDARDS (SAN DIEGO UNIFIED SCHOOL DISTRICT)

School	Enrollment	Usable Site Area
Elementary	750-1,000	10+ acres
Junior High*	1,500-2,100	15-35 acres
Senior High*	1,800-3,000	15-60 acres
Community College	5,000-7,000	in excess of 123 acres

Exception is made for existing school sites.

* Junior and Senior High School site planning based on Planning Guide Standards of 15 usable acres plus one acre per additional 100 students of predicted ultimate enrollment.

Grantville, Foster, Marvin, Hearst, Gage, Green and Weinberger elementary sites are located on major streets or have their districts bisected by major streets which creates problems in determining safe routes for children to follow to get to school. Some of these major streets do not meet the requirements for marked school crosswalks or for school safety patrol. Walking distance exceeds one-half mile in the Marvin, Hearst, Dailard and Green elementary school districts. Many parents drive their children to these schools where the distance is excessive or where the safety of the child is endangered. Many parents have formed carpools to transport their children to school at personal expense. Students also attend elementary and secondary schools in the area through integration programs offered by the school district. Transportation for the majority of these students is provided by the school district.

All secondary schools and the community college are located on or near major streets. Henry High School and Lewis Junior High School are easily accessible to public transportation. Henry can be reached via bus route 115 and Lewis via bus route 13. Pershing is within walking distance of route 115. However, because of the inadequacy of service, most students use other transportation for school trips.

TABLE 9: EXISTING EDUCATIONAL FACILITIES

School	Location	Acres	Net Usable Facilities Class Rooms*	Year Built**
PUBLIC				
Elementary and Primary				
Dailard	6425 Cibola Road	10.00	24	1977
Forward	6460 Boulder Lake	11.92	14	1961
Foster	6550 51st Street	11.11	19	1956
Gage	6811 Bisby Lake	11.68	23	1963
Grantville	6145 Decena Drive	6.04	13	1954
Green	6665 Belle Glade Ave.	8.84	24	1968
Hearst	6230 Del Cerro Blvd.	9.18	14	1959
Marvin	5720 Brunswick Ave.	8.86	19	1958
Weinberger Junior High	6269 Twin Lake Dr.	9.64	14	1963
Junior High				
Lewis	5170 Greenbrier	21.42	30	1959
Pershing	8204 San Carlos	25.89	33	1964
Senior High				
Patrick Henry	6702 Wandermere	39.72	72	1969
Community College				
Grossmont	8880 Grossmont College Dr.	134.00	--	1961
PRIVATE				
Elementary and Primary				
St. Therese	5835 Navajo Rd.	3.00	--	1960
Kinder-Care	7007 Golfcrest Dr.	1.00	--	1970
Tifereth Israel	6660 Cowles Mountain Blvd.	4.00	--	1979

* The student enrollment capacity of all permanent public schools may be increased by moving portable classrooms onto the school site.

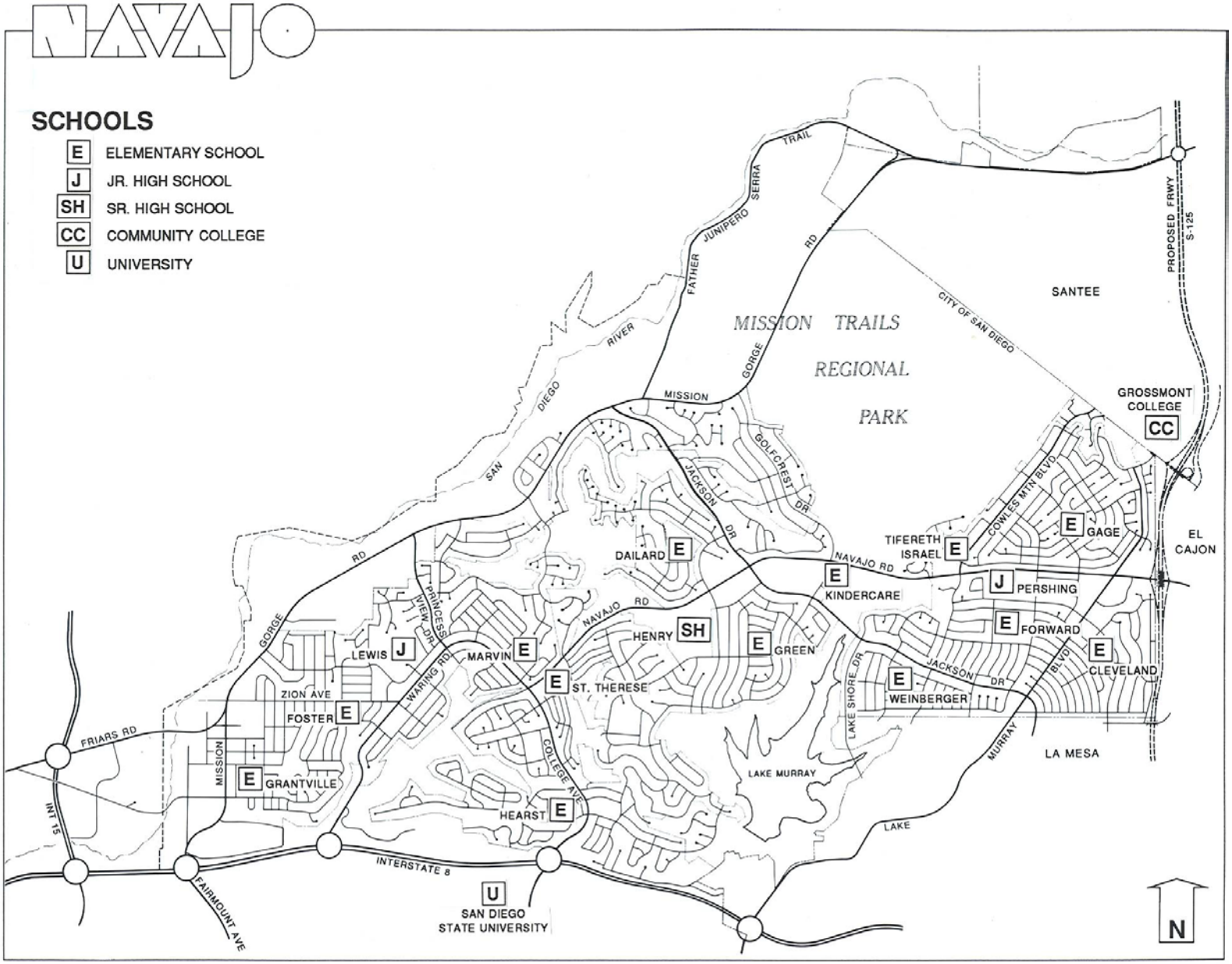
** These are the dates of completion of the oldest building on the site.

OBJECTIVES

The principal or overriding educational objective that would guide the long-range development of Navajo is to: ASSURE THAT EDUCATIONAL FACILITIES ARE CONSTRUCTED AND MAINTAINED TO SERVE THE POPULATION OF THE COMMUNITY AND THAT THEY CONFORM TO CURRENT BOARD OF EDUCATION POLICIES.

In addition to the principal objective, the following objectives were also adopted.

- Encourage use of school facilities for recreation, cultural and other activities.
- Assure all students direct, safe access to their school.
- Encourage community participation in identification, implementation and evaluation of the educational needs of the community.



CITY OF SAN DIEGO • PLANNING DEPARTMENT

FIGURE 23: SCHOOLS

PROPOSALS

- When a sustained need exists, schools should be constructed on available sites in order to reduce the excessive crowding at some existing facilities and provide elementary schools within a one-half mile radius of 90 percent of all dwelling units.
- All schools in the area should be built and maintained in accordance with the current board of education policy and the highest possible standards.
- Elementary school attendance boundaries should generally remain stable. However, changes should be considered when necessary to ensure safer access and balance school enrollments.
- Bus service to junior and senior high schools should be expanded to meet student needs.
- If the board of education declares any of the existing school sites surplus property, it is recommended that the community and/or the City be given the opportunity to acquire the land for community-oriented purposes before the property is put on the market and leased or sold for private development. It is further recommended that if such private development should occur, it should be restricted to a residential land use consistent with the density of the surrounding area.

OTHER COMMUNITY FACILITIES

EXISTING CONDITIONS

In addition to schools and parks, other community facilities are necessary to provide Navajo with essential services. These facilities include libraries; police and fire protection; sewer, water and drainage; and hospitals. Existing facilities do not meet the standards as outlined in the Progress Guide and General Plan. These inadequacies are the result of the public sector being unable to keep up with the rapid pace of private development.

Library Services/Facilities:

The City Library Department currently maintains two branch libraries in the Navajo community. The Edwin A. Benjamin Memorial Branch is located at 5188 Zion Street in Allied Gardens. Opened in 1964, this branch is 3,875 square feet in size and circulated 143,592 books in the fiscal year 1979-80. Although the original building was planned for a capacity of 20,000 volumes, the current collection contains over 26,000 volumes.

The San Carlos Library is located at 7265 Jackson Drive, just northwest of Golfcrest. Serving the San Carlos and Del Cerro areas, this library was opened in 1974. The building contains over 8,000 square feet and a collection of 25,000 books, with a circulation of 212,368 books during the 1970-80 fiscal years. While the opening of the San Carlos branch gave a much better circulation of books and services to the Navajo community, it did not relieve the overcrowding of the Benjamin branch. If additional facilities are required, alternative solutions to be considered include the possible expansion of the Benjamin branch as well as a third branch library in the community.

POLICE SERVICE/FACILITIES

The San Diego Police Department serves the Navajo community from the Eastern Substation in the Serra Mesa community. In addition to the Navajo community, the substation will be able to provide complete and immediate service to the community areas of Serra Mesa, Tierrasanta, State University and that portion of Mid-City lying north of University Avenue.

Patrol units are assigned and continuously operate in the community, in addition to traffic units that also operate there. The police department considers the community to be a high priority area for additional police coverage in the future.

Fire Department Facilities

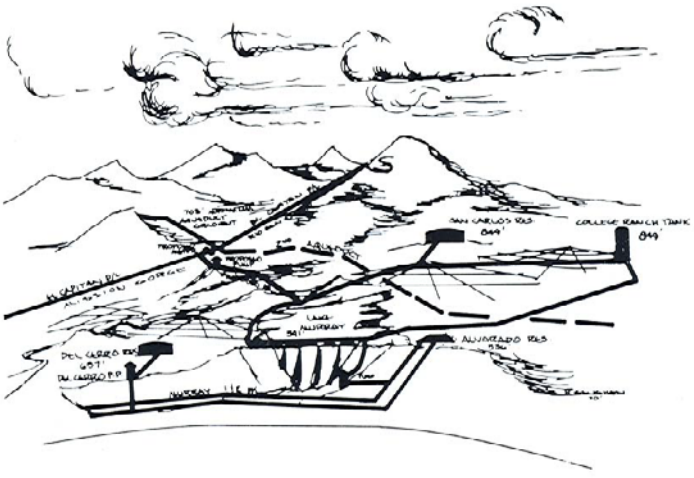
The San Diego Fire Department operates two fire stations in the Navajo community. Fire Station 31 at 6002 Camino Rico, near the intersection of College Avenue and Navajo Road, houses one engine company. Fire Station 34 at 6565 Cowles Mountain Boulevard, near Navajo Road, also houses one engine company. These facilities are not adequate to serve Navajo and meet the standards of the General Plan because the area's topography has created a fragmented street pattern requiring longer response times.

Water Facilities

The Navajo community includes one of the three major water supply facilities of the City of San Diego. This facility is the Alvarado Filtration Plant with its accompanying appurtenances and pipeline system that serves approximately 397,000 people in the central portion of the City including Navajo.

The Alvarado Filtration Plant and Pipeline System are operating at their maximum capacity. As the central portion of the City continues to grow, the filter plant and the pipeline system must be supplemented with a larger supply source from the County Water Authority, increased filtration plant capacity or imported filtered water, and additional distribution pipelines. These improvements are now in the planning and design stages and many of them should be constructed prior to 1990.

The Navajo community itself is served by three water distribution systems. They are the Del Cerro, the College Ranch, and the San Carlos systems. The existing water system and its planned improvements should provide water service to the proposed Navajo community of 70,000 people.



SCHEMATIC VIEW OF SAN CARLOS WATER SYSTEM

Sewer Facilities

The Navajo community is bounded by two major trunk sewers, which serve the communities in the El Cajon Valley and the city of La Mesa as well as the Navajo community and adjacent communities. One large trunk sewer is located in Mission Gorge and the other is located in Alvarado Canyon.

The two major trunk sewers are capable of serving a combined population of 300,000 people and related services. The proposed Navajo community population of 65,000 to 70,000 should not adversely affect these facilities. The undeveloped property within the community will require additional collector mains and trunk sewers as a normal subdivision requirement.

Gas and Electric

There are two electric transmission lines and one gas transmission line within the limits of the Navajo study area. At present, no additional electric transmission lines or electric substations are planned for the area. It appears that the existing transmission lines will be adequate for some time to come, however, if additional transmission capacity is required, the existing lines should be reconducted within the existing easements. Additional electric distribution facilities should be added to serve additional load in the area as the need occurs.

Floodplains and Flood Control

The Navajo community includes portions of the San Diego River and Alvarado Creek floodplains and a number of unnamed canyons. The San Diego River enters the community through Mission Gorge at Padre Dam in the northwesterly section of the community, parallels Father Junipero Serra Road and Mission Gorge Road, traverses the Navy golf course, and leaves the community near the Mission de Alcala west of Grantville.

A large portion of the business community in Grantville is subject to inundation from floodwaters of the San Diego River. A flood control project for the San Diego River (The Mission Valley Project) was authorized by Congress as a result of a U.S. Army Corps of Engineers report dated January 10, 1964. This project, which had at its eastern boundary the Friars Road Bridge just downstream of the Navy golf course, provided for 5.2 miles of concrete lined channel centrally located in the existing river bed. However, as a result of public opposition to a concrete lined channel, the Corps reevaluated the project and concluded that the concrete channel was no longer justified. The project was reclassified to an inactive category in January 1978.

Alvarado Canyon, within the study area, extends from College Avenue westerly to its confluence with the San Diego River immediately to the west of Fairmount Avenue. The Mission Valley Project included plans to construct a concrete lined channel along the westerly portion of Alvarado Creek; however, there are currently no plans for construction of a concrete channel.

Stormwater

The Municipal Storm Water Permit (MS4), issued by the San Diego Regional Water Quality Control Board (SDRWQCB), requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the Permit requires new development and significant redevelopment projects that exceed certain size threshold to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant in storm water runoff and control runoff volume.

The MS4 Permit is re-issued every five years, typically imposing more stringent requirements on a wider range of development. These requirements are adopted in the City's Land Development

Manual; Storm Water Standards Manual and apply to both private development and public improvements.

There is an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit requirements and TMDL as well. Examples of LID techniques are bioretention cells, green streets, green roofs, porous pavement, infiltration basins and biofiltration planters. To enhance stormwater, the following strategies are encouraged.

- Encourage the use of green streets in the right-of-way to reduce pollutant runoff into San Diego River.
- Encourage building roof downspouts to drain to pervious areas such as planter boxes or adjacent landscaping.
- Encourage the use of permeable pavement surface designs in low traffic roads and parking lots where feasible.
- Design parking lots to drain to landscaped areas to provide treatment, retention, or infiltration, where feasible.

Emergency Medical Service/Facilities

Emergency medical service is provided by three hospitals located in or near to the Navajo community. These are Grossmont Hospital in the city of La Mesa, the Alvarado Hospital on Alvarado Road south of I-8, and a 200-bed Kaiser Hospital near Zion Avenue and Mission Gorge Road, both in the City of San Diego. A portion of the Navajo community (San Carlos, Del Cerro) is included in the Grossmont Hospital District.

OBJECTIVE

THE COMMUNITY'S OBJECTIVE IS TO ASSURE THAT A HIGH LEVEL OF ALL PUBLIC SERVICES IS REACHED AND MAINTAINED BY ADHERING TO STANDARDS SET FORTH IN THE PROGRESS GUIDE AND GENERAL PLAN AS A MINIMUM.

PROPOSALS

- Continue evaluation of police and fire services to obtain and ensure adequate coverage in Navajo.
- Conduct periodic studies to obtain and ensure adequate sewer, water and drainage facilities.
- Design and implement flood control facilities to ensure adequate protection for the community, while preserving the natural topography and minimizing the adverse environmental effects on the community. If channelization is necessary, the channels should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel.
- Restrict development and encroachment in the floodplain, except as provided for in the Floodplain Fringe and Floodway zones.

- Proposals relating to flood control and floodplain boundaries should be restudied periodically and updated to reflect areas subject to inundation and current planning efforts.

The Floodplain Fringe (FPF) and Floodway (FV) zones should be applied to the entire San Diego River and Alvarado Creek basins within the planning area in order to control land use and regulate future development to avoid or reduce flood damage. These zones provide controls for development in the floodplain, and will encourage the preservation of the natural waterways associated with these two floodplains. Where possible, runoff through the lesser canyons should also be carried by the natural drainage course and these drainage courses should be maintained as open space.

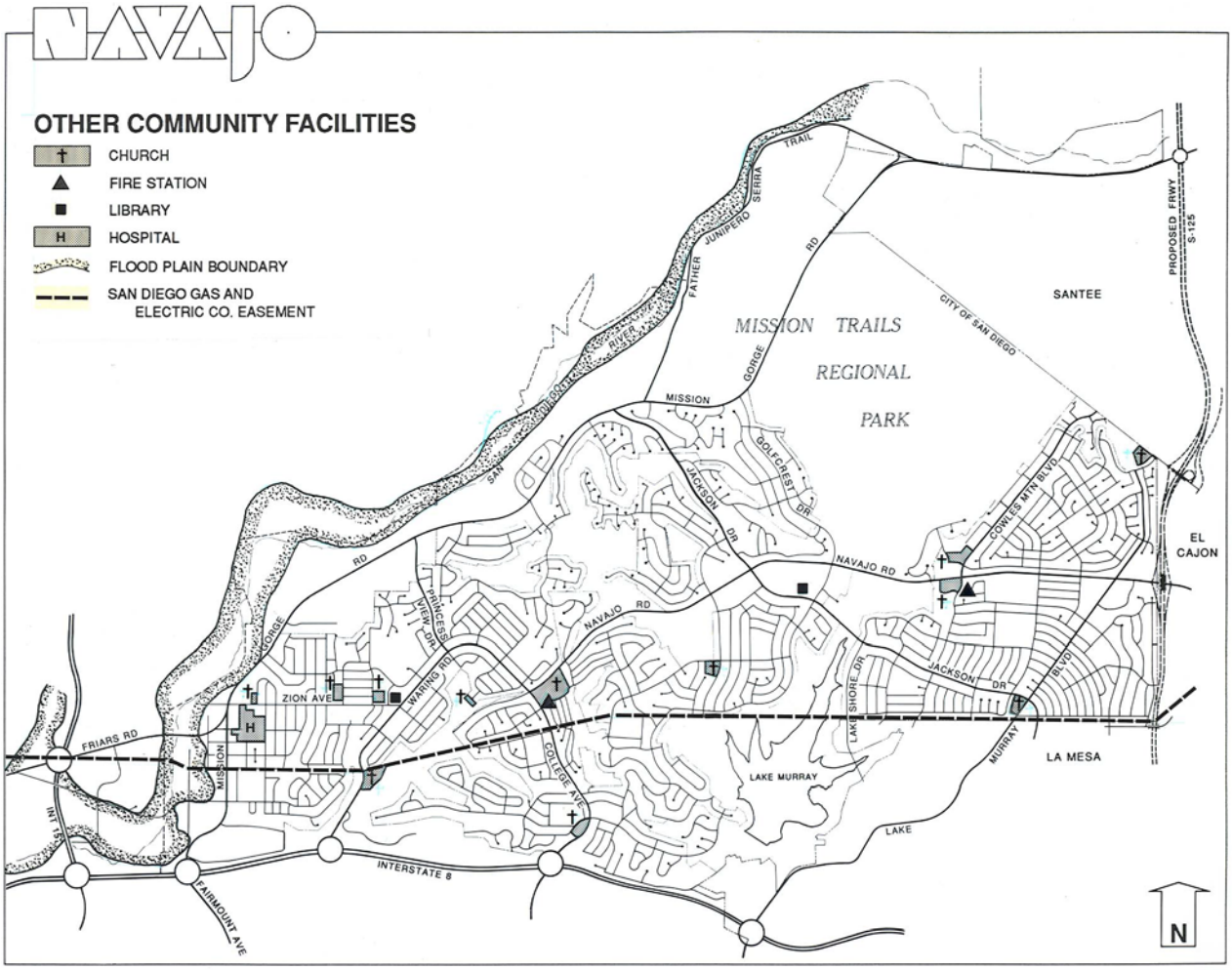


FIGURE 24: OTHER COMMUNITY FACILITIES

CIRCULATION

INTRODUCTION

Traffic circulation is an important concern inasmuch as the movement of people and goods within the Navajo community is directly related to its future economic, physical and social well-being. An adequate circulation system is essential to provide necessary services to households and businesses in the community.

Because the Navajo area has a greatly varying terrain, and because it is adjacent to the cities of Santee, La Mesa and El Cajon, some of the transportation problems encountered here are unique. Through the application of sound planning and engineering principles, it is possible to develop a balanced transportation system that will serve the community's internal travel needs and provide access to other communities outside the immediately surrounding area.

It is beginning to be realized that, "the effects from pollution, increasing dependency upon a single mode of transportation (motor driven vehicle) for all uses, and immobility among the poor, the aging, the young and the handicapped have caused doubt everywhere about the ultimate wisdom of our expanding roadway systems" (Report on Interim Hearings to the State Senate by the Senate Select Committee on Rapid Transit, 1971.) It is therefore necessary to make strenuous efforts to reduce our almost complete dependence on the automobile by providing efficient alternative methods for moving people. Buses and Light Rail Transit (LRT) service provide two of the most efficient, alternative and growing modes of transportation in San Diego. San Diego's Metropolitan Transit System has an integrated bus/rail system. Currently, a network of bus routes serves the Navajo area. In October 1997, the MTD Board approved the extension of LRT through the Navajo community, continuing to San Diego State University and La Mesa. The extension includes a station in Grantville. The LRT project included the extension of Alvarado Canyon Road over Waring Road to Adobe Falls Road, which provides a direct connection between the Navajo Community and the LRT station. Another recent development to reduce dependence on the automobile is the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through MTDB and Ridelink.

Future transportation requirements in the Navajo area are based upon anticipated future traffic volumes or "travel forecasts". Travel forecasts depend upon many factors, one of the most important of which is the future land use proposed for a particular area. Any substantial changes in proposed land uses and/or traffic forecasts in the Navajo area, therefore, may require a modification of the proposed transportation system, as would any change in present dependencies on the automobile for transportation. In addition to the local land use projections for Navajo, future travel demands for the entire region done by the San Diego Association of Governments (SANDAG) were used in evaluating the year 2000 transportation needs. Based on review of existing and currently anticipated future transportation needs of the Navajo area, it is proposed that the road and bikeway systems as indicated be adopted as a guideline for future street and bikeway development in the area. Additionally, it is strongly recommended that there be accelerated expansion of public transportation for the area.

OBJECTIVES

The basic objective of the circulation system is to provide each member of the community with safe, ready access around, as well as in and out of the community, by a mode of transportation of individual choice with minimal environmental damage.

To achieve this purpose will require that a fully integrated system of pedestrian, bicycle, public transit and automobile facilities be developed. The system should link all sections of the community--residential, commercial, employment, educational, recreational and cultural--by a safe mode best suited to the trip being made. With a well-balanced transportation system available, the necessity for a third or even a second car per household will be greatly reduced, thus decreasing air pollution and congested streets.

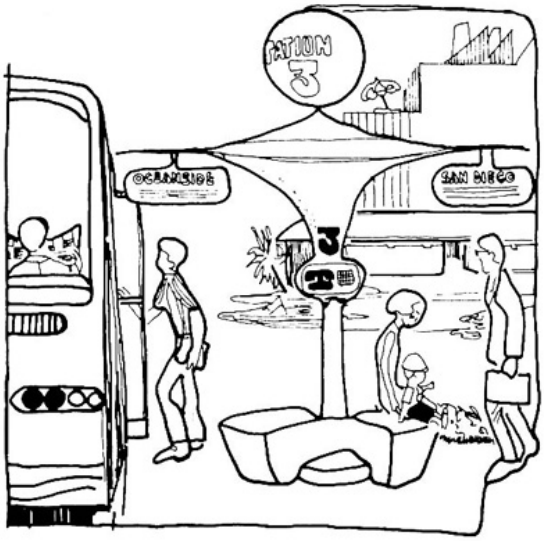
The following additional objectives concerning the circulation element are established for the Navajo community:

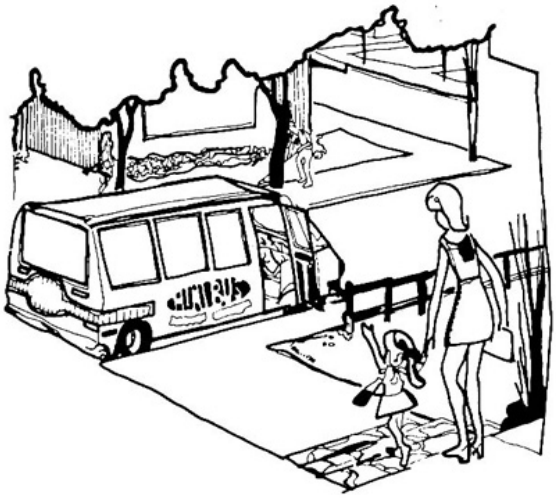
- Develop a balanced transportation system that adequately links the Navajo area to nearby communities as well as regional facilities.
- Encourage use of the integrated bus/LRT system to maximize the benefits of the transportation system and its ability to efficiently move people and goods.
- Develop a balanced transportation system that adequately accommodates the community's internal needs.
- Strive to separate automobile, pedestrian and bicycle conflicts and, where safe and practical, provide specially designated bikeways to accommodate the increased demand for this mode of travel.
- Encourage hillside view preservation in the design of new streets. Fit streets carefully into the topography to minimize grading to ensure that the street is compatible with the total landscape. The geology of an area may preclude or minimize grading in some specific cases.
- Create the San Diego River Pathway for bicycle and pedestrian users all along the south side of the San Diego river with connections to Mission Valley and Tierrasanta communities and Mission Trails Regional Park.

PUBLIC TRANSPORTATION

INTRODUCTION

The future improvements in public transportation should be viewed objectively with regard to requirements to meet Navajo's future transportation needs. A SANDAG report titled "Transit Development, Plan and Program," completed in June 1970, discussed future transit improvements for the entire region. Mentioned as possible problems in expanding service to areas such as Navajo is the low-density development, the varying terrain of the area, and the lack of a grid street pattern. Mentioned as positive factors for an increase in public transportation are the future anticipated increases in automobile congestion, concern over air pollution caused by automobiles, the increase in costs of parking for those who work downtown, and the progressive attitude of the San Diego Transit Corporation and other governmental agencies. With increased transit service, many residents will be given alternatives to multi-car ownership.





EXISTING CONDITIONS

Currently, there are five bus routes that operate in the Navajo community areas. Bus Route 13 provides cross-town service on College Avenue, Waring Road, Zion Avenue, and Mission Gorge Road. Its southerly terminus is the LRT station at Euclid Avenue and Market Street in Southeastern San Diego. At present, this route provides modified service on weekends and holidays. Bus Route 115 operates from Fletcher Hills to downtown San Diego with service in the community along Lake Murray Boulevard, Jackson Drive, Navajo Road, and College Avenue.

Bus Route 115 offers modified service on weekends and holidays. Route 854, County Transit System, provides limited service to the Navajo community. This route operates between Grossmont College in El Cajon and Grossmont Shopping Center in La Mesa, via Navajo Road and Lake Murray Boulevard in the City of San Diego. Bus Route 40 provides service five days/week during AM/PM peak hours only from Fletcher Hills to downtown San Diego with service in the community along Navajo Road and Waring Road. A fifth bus route, Bus Route 81, serves the southeast portion of the Navajo community via Baltimore Drive and Lake Murray Boulevard.

A study of Fiscal Year 1997 operating characteristics of the various buses serving Navajo showed that Route 115 is the most heavily used, carrying over 1,000,000 passengers annually with ten percent of its daily trips incurring standing loads. Of the five bus routes serving the Navajo community, Bus Route 40 carries the lowest number of passengers with annual boardings totaling 41,000.

A survey of transit passengers in San Diego conducted in 1995 by SANDAG, showed that many people who use routes servicing the Navajo community are transit-dependent. While passengers on Bus Routes 13, 40 and 81 used the bus for transportation to work (35-87 percent), most passengers on Bus Routes 115 and 854 used the bus for transportation to school (36-54 percent). Because of the community's proximity to San Diego State University and Grossmont College the percentage of riders using public transit for the home to school trips exceeds the citywide average.

PROPOSALS

Implied in the transportation recommendations is the realization that circulation systems for personal vehicles can be designed only to accommodate a desired optimum traffic volume. Before traffic reaches this point, other modes of transportation must be programmed. In the past the alternative has been to continually increase rights-of-way or acquire new alignments to accommodate heavier traffic volumes. This alternative can no longer be considered the only solution.

The Metropolitan Transit Development Board has embarked on a program to improve bus service for San Diego. Planned transit improvements and others under consideration include:

- Evaluation of rerouting Bus Route 13 to serve the future Grantville LRT station.
- Increase service on Bus Route 40 to operate all day, routing midday and selected peak period trips to the Grantville station. Evaluate effect of marketing efforts, need and possible service reductions in this route.
- Possible elimination of Bus Route 81 to coincide with the opening of the Mission Valley East Light Rail Extension.
- Work with the city of La Mesa to possibly implement Westside Shuttle route operation to serve the future 70th Street trolley station.
- Extend bus route 13 further north on Mission Gorge Road to service proposed developments north of Old Cliffs Road up to Princess View Drive and link to the LRT station.

For longer term improvements (up to the year 2000) there should be additional local and express service similar to that described above, with emphasis on minimizing travel time and wait time, extending service to provide a greater number of destinations and making transit travel more pleasing (e.g., modern vehicles and terminals).

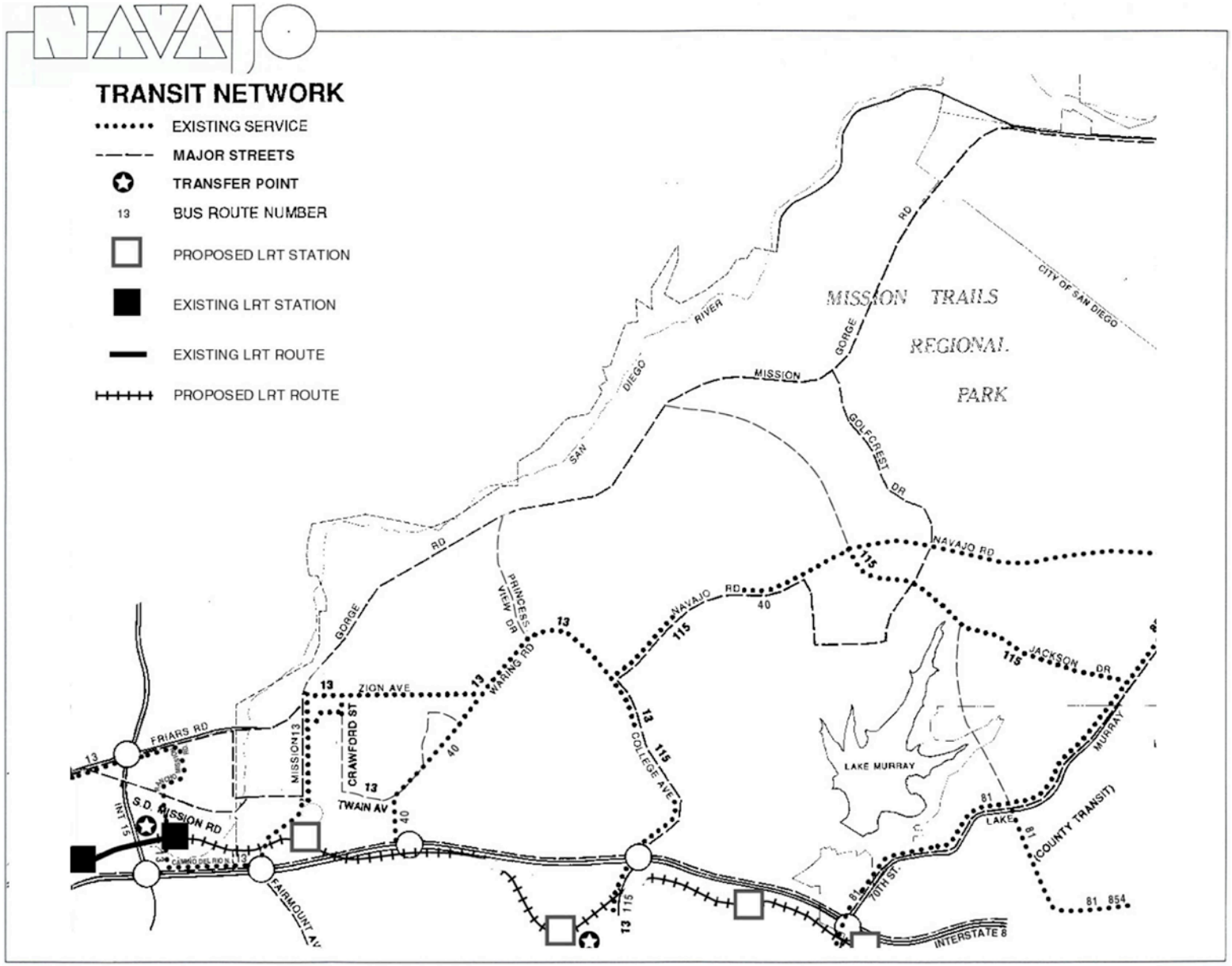


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FIGURE 25: TRANSIT NETWORK

BICYCLES

INTRODUCTION

Today across the United States the bicycle boom continues. People of all ages are riding bicycles as never before. People have turned to bicycles for exercise, recreation and transportation. Schools within a community often generate a high demand for bicycle facilities. Bikes do not pollute, are energy efficient, and they offer an opportunity to bypass congested streets.

The City has design standards for the construction of bikeways and an ongoing program of providing a comprehensive bikeway system for City residents that will connect to a regional bikeway network. Bikeways fall into three categories based on the degree or extent of their improvements: bicycle paths (Class I), lanes (Class II) and routes (Class III). Four such bikeways have been constructed in Navajo, and are noted on the bikeways map. They are described in the following section along with the proposed routes.

PROPOSALS

Regional Bikeway

A regional bike route is proposed from the ocean through Mission Valley to Mission Gorge Road and northeasterly along Mission Gorge Road. This route will also continue east parallel to the north side of I-8 from Mission Gorge Road to the vicinity of College Avenue.

Del Cerro Route

This route would be oriented to the Del Cerro area and would utilize Del Cerro Boulevard from Trinity Way on the west to Linfield Avenue on the east. The intended alignment would provide a scenic overlook of Mission Valley. Length: 2.0 miles.

Allied Gardens Route

This route would be oriented to Allied Gardens and also provide for the extension of bicycling opportunities from that community easterly to the Del Cerro area. This existing route utilizes Barclay Avenue and Brunswick Avenue between Galewood Street and Zion Avenue. Both streets run through attractive residential areas. College Avenue, the link to Del Cerro, would provide scenic overlooks of San Diego. Length: 2.0 miles.

Connector - This route provides a connection between the Allied Gardens route and the proposed San Diego River route in the vicinity of Zion Avenue. The route is aligned along Zion Avenue, Delbarton Street, Crawford Street, and Twain Avenue. Except for Twain Avenue, this route exists. Length: 2.0 miles.

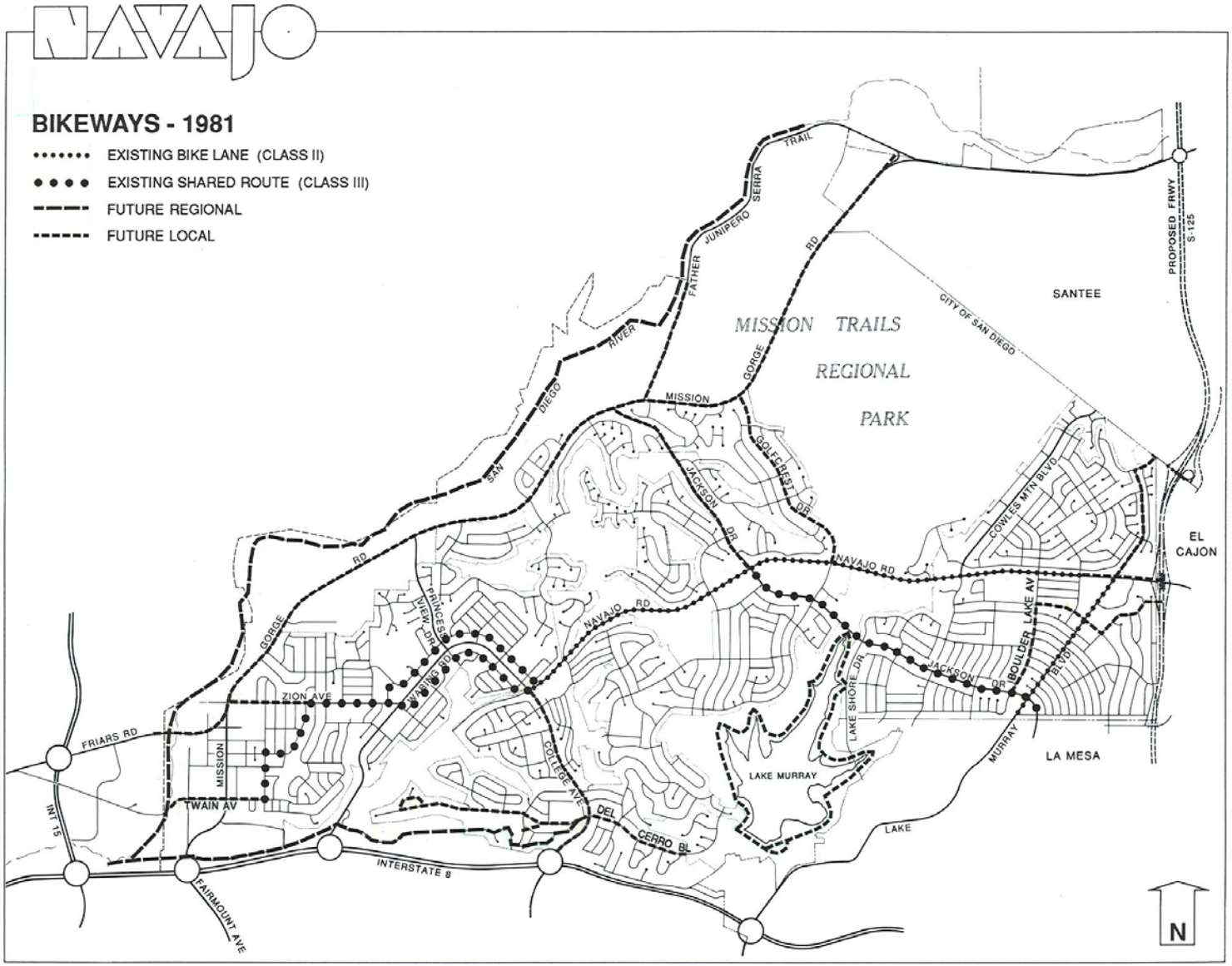

FIGURE 26: BIKE ROUTES

Jackson Drive Extension

An extension of the Jackson Drive route would be a route that lies largely outside the San Diego City limits. This route would run from the City limits to the San Carlos Community Center by way of East Lake Avenue, Lake Ashmere, Lake Arrowhead, San Carlos Drive, Boulder Lake Avenue, and Jackson Drive. The Jackson Drive portion now exists. Length: 3.2 miles.

Lake Murray Boulevard Route

This route would be along Lake Murray Boulevard from Grossmont Community College to a connection with the Del Cerro route extension at Jackson Drive. This route presently utilizes a portion of the Lake Murray Boulevard frontage road from Jackson Drive to the Navajo shopping center. From the shopping center to the college, a portion of Lake Murray Boulevard would be set aside with appropriate striping for use as a bike route. The southerly portion of the route is a tree lined boulevard through an attractive residential area. Length: 1.75 miles.

Jackson Drive Route

This route consists of an existing Class III bikeway from the city of La Mesa to Mission Gorge Road. Total length: 3.0 miles.

Navajo Road Route

This route is along Navajo Road from the intersection of Waring Road and College Avenue, easterly to the City limits at Fanita Drive with the possibility of extensions into El Cajon. This route exists except for the most eastern half-mile. Total length: 3.7 miles.

Golfcrest Drive Route

This route would be along Golfcrest Drive from Navajo Road to Mission Gorge Road and would serve as a connector between the bike routes on those streets. Length: 1.25 miles.

Mission Gorge Road Route

This route would be along Mission Gorge Road from the Santee - San Diego City limits to the western limit of the community. Although the parallel bikeway along the San Diego River will remain as a desirable goal for future implementation, its construction is dependent upon further development along Mission Gorge Road. When private developments along Mission Gorge north of the Archstone property are initiated, street improvements will include widening and the inclusion of a bicycle lane. In the meantime, relatively minimal and inexpensive work on Mission Gorge Road can produce a usable improvement for bicyclists. Total length: 5.2 miles.

Connector - This proposed route provides a connection between the Mission Gorge Road route and the proposed San Diego River route. The route would be aligned along Father Junipero Serra Trail. Length: 1.2 miles.

San Diego River Park Pathway

This San Diego River Pathway would be along the entire length of the San Diego River within the Navajo community on the south side of the river. Bicycle and pedestrian users would be able to connect to other regional bike routes from the San Diego River Park Pathway. The design of the pathway should be in accordance with the San Diego River Park Subdistrict of this plan and consistent with the San Diego River Park Master Plan. Through the development along the river the San Diego River Pathway location will be determined and an easement to allow for public access will be required on private land.

The routes shown and described above are bikeway corridors, and not exact alignments. When this Plan is implemented, minor deviations may be necessary.

STREETS

INTRODUCTION

The five basic functional categories of streets in San Diego are present in Navajo. They are: freeways, primary arterials, major streets, collector streets, and local streets.

Street and Highway Standards adopted for the City of San Diego in 1964 and revised in 1980, are shown in the Standards and Definitions section of this Plan. Although these standards are applicable primarily to streets in new subdivisions, they also indicate desirable features to be obtained whenever improvement of an existing street system is undertaken. Also shown on the table are the maximum Average Daily Volumes (ADT) of traffic desirable for each type of street.

EXISTING CONDITIONS

The Functional Road Network and Traffic Volumes map and the Street Classification map (see pages 114 and 115) show the existing functional classifications for streets in the Navajo community, from the primary arterial to the collector street level. Interstate 8 forms the southern boundary of the area. Friars Road, Mission Gorge Road east of Friars Road, and Navajo Road all function as primary arterials. The other streets shown on the existing road network map function as major or collector streets.

The traffic volumes carried by each street in the Navajo roadway network are also shown on the Functional Road Network and Traffic Volumes map and the Street Classification map (see pages 114 and 115). The volumes listed are in vehicles per average weekday.

Volumes of over 20,000 vehicles per day exist on portions of Mission Gorge Road, Waring Road, College Avenue, Friars Road, Navajo Road, and Lake Murray Boulevard. The highest traffic volume recorded on a surface street is on Mission Gorge Road between Friars Road and Zion Avenue (52,700) where a six-lane facility exists.

There are several streets in the area that are carrying traffic volumes in excess of their design volume. Fairmount Avenue extension between Mission Gorge Road and Twain Avenue is 50 feet wide, yet carries 7,600 vehicles on an average weekday. The maximum desirable ADT for a two-lane collector street is 5,000 vehicles per day. Zion Avenue varies in width from 40 to 50 feet and has a maximum desirable ADT of 5,000 yet is currently carrying over 14,300 vehicles per day. Similarly, College Avenue between I-8 and Del Cerro Boulevard, Twain Avenue between Mission Gorge Road and 50th Street, Mission Gorge Road between Fairmount Avenue and Twain Avenue, and Madra Avenue north of Del Cerro Boulevard all carry volumes that exceed what is desirable for their classifications. (All traffic counts are as of 1987.)

PROPOSALS

Freeways and Expressways

- A recently completed study by SANDAG concluded that the easterly extension of State Route 52 (SR-52) is the most critical improvement needed to relieve traffic congestion on Mission Gorge Road, Friars Road, and I-8. Construction of SR-52 from Santo Road in Tierrasanta to the city of Santee will be scheduled as soon as environmental clearance is obtained.
- An extension of Route 125 north to SR-52 is proposed. When built, this freeway and/or expressway would parallel the eastern edge of the Navajo community.
- Improvement by Caltrans of Interstate 15 (I-15) to 6-8 lanes between I-8 and State Route 163 (SR-163), and eight or more lanes north of SR-163 is being implemented.
- An additional westbound traffic lane on I-8 between College Avenue and I-15 is being proposed by Caltrans. This improvement will relieve traffic congestion on I-8 and Navajo community streets that access I-8 (i.e., College Avenue, Waring Road, and Mission Gorge Road). Caltrans is scheduled to advertise for bids for the widening in 1991.

Streets

- The synchronization of traffic signals along Mission Gorge Road, between I-8 and Rainier Avenue is currently being designed (Fiscal Year 1988). The traffic signals north of Rainier Avenue cannot be synchronized because they are spaced in excess of one-quarter mile apart, the maximum practical distance for synchronization.
- Friars Road, between Riverdale Street and Santo Road, is planned to be widened to six lanes to alleviate congestion at the intersection of Mission Gorge Road and Friars Road that is caused by the three westbound lanes on Friars Road narrowing to two lanes west of Riverdale. This project is included in the Capital Improvements Program for design in Fiscal Year 1989.
- The easterly extension of Alvarado Canyon Road will be constructed as part of the Mission Valley East LRT project as a two-lane collector crossing over Waring Road to Adobe Falls Road. The road will provide improved access to the planned Grantville LRT Station and help to mitigate traffic impacts on Fairmount Avenue, Mission Gorge Road, and the westbound I-8 off ramp.
- A study of the realignment of Alvarado Canyon Road should be completed and the project undertaken as soon as feasible. Subject to environmental review, the intersection of Alvarado Canyon Road with Mission Gorge Road should be moved northward to align with the Mission Gorge Road/Fairmount Avenue intersection. This realignment will help alleviate traffic congestion on the westbound I-8 off ramp/Fairmount Avenue intersection. Consideration should also be given to widening the southbound Fairmount Avenue to westbound I-8 on-ramp in conjunction with this project.

The circulation plan must be oriented to provide a balanced transportation system for the Navajo community. Additional streets and alterations to existing streets should be limited to remedial

and corrective measures. Only as a last resort should the widening or addition of streets, as would be required by the City's street standards, be considered.

Special treatment should be provided as indicated on the Street Classification Map to handle capacity problems. The special treatment required may take the form of parking prohibitions, widening at intersections to obtain additional lanes, adding or changing intersection channelization to facilitate heavy directional moves, and special traffic signal phasing or interconnection.

In the event the above techniques cannot adequately facilitate traffic, the following improvements should be considered:

- Navajo Road should be widened to a six-lane major street east of Lake Murray Boulevard.
- Mission Gorge Road should be widened to a six-lane facility north of Zion Avenue with no left-turn lanes except at signaled intersections. Between Fairmount Avenue extension and I-8 (at its southerly terminus) Mission Gorge Road should also be improved to be a six-lane major street.

In preparing this next recommendation, City and state agencies and community interests were consulted and numerous alternatives were considered and analyzed. The recommendation for the extension of Navajo Road through Navajo Canyon appears to be the best solution at this time, but only under the following conditions:

Since this Plan recommends maintaining Navajo Canyon as open space, the extension of Navajo Road through the canyon should be designed to parkway standards and limited to a two-lane facility with four lanes at the intersections with College Avenue and Waring Road and no intermediate access; sufficient capacity must exist on I-8 to accommodate the Navajo Road traffic; and a reevaluation of the entire recommendation shall be undertaken if at any time before construction, any curb on automobile traffic, such as the use of gasoline rationing, etc., takes place in San Diego.

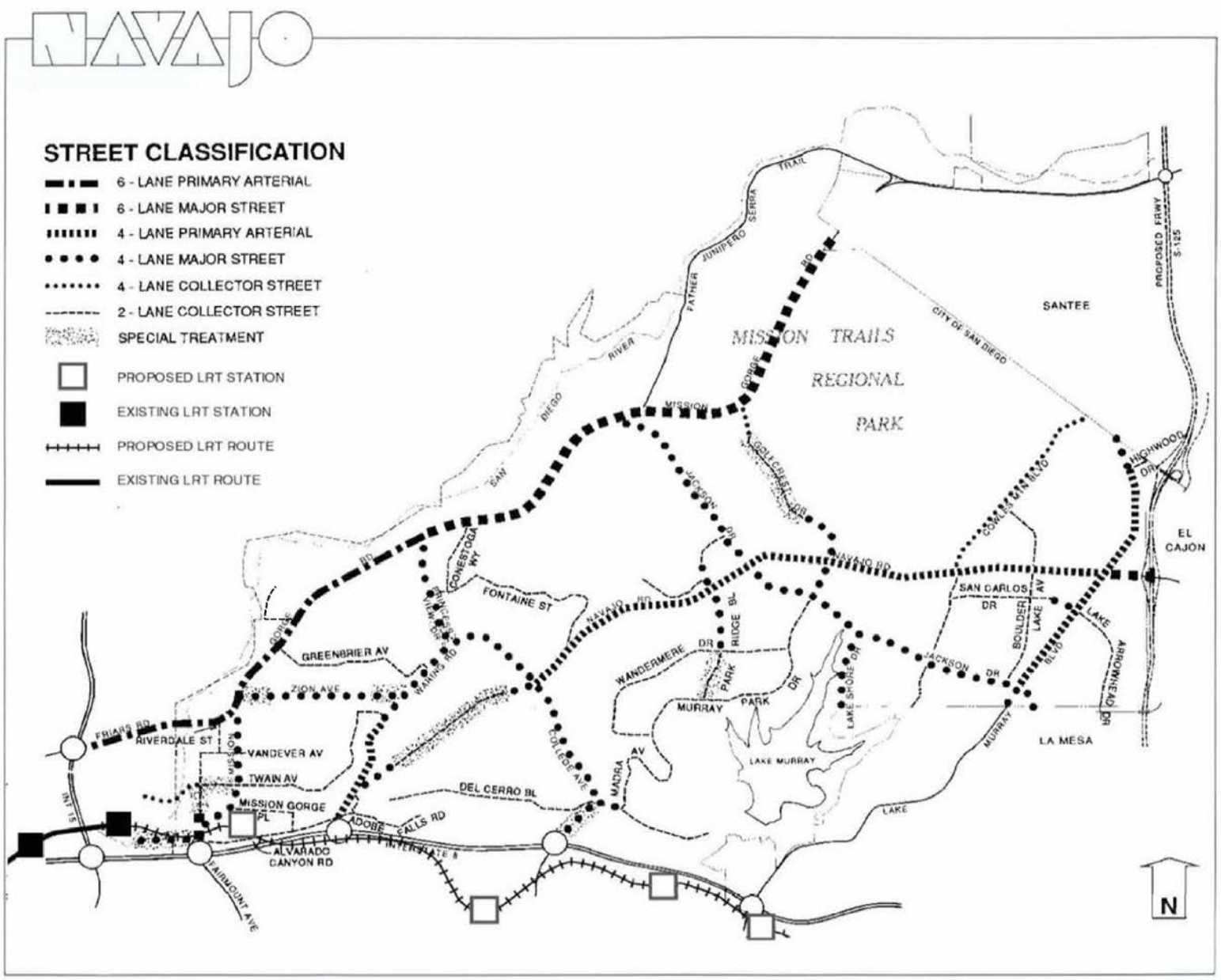

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FIGURE 27: STREET CLASSIFICATION

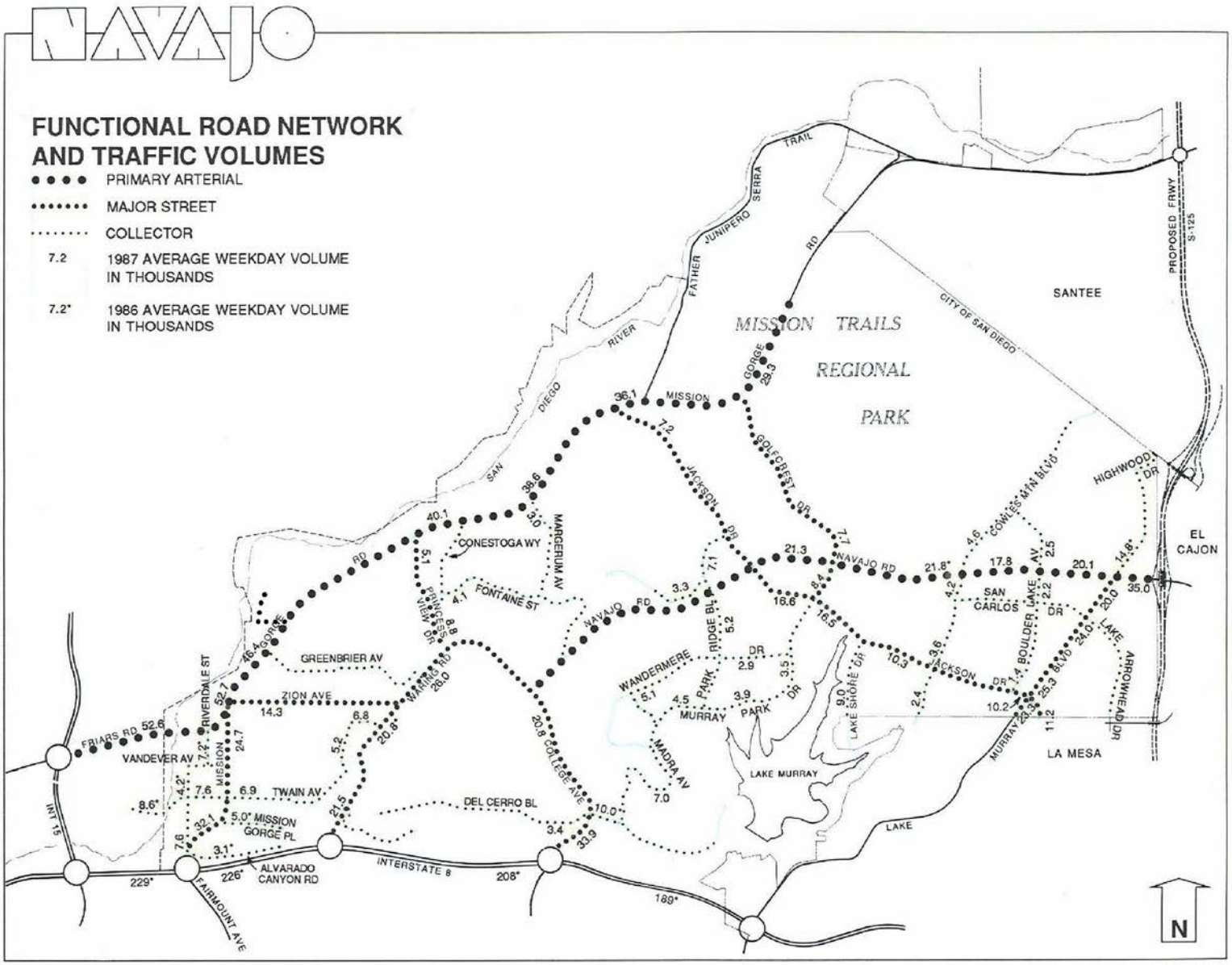

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FIGURE 28: FUCTIONAL ROAD NETWORK

Design Principles

One aspect of transportation planning which has been overlooked is that portion of its site planning which involves the art or form of the transportation facility. It is especially important that roadways be regarded as an integral part of the landscape in which they are sited. They must be something more than the standard provision of a surface for moving cars or guiding public transit vehicles. However, the design of the facility must not override, but be considered equally with, the safety and capacity of the facility.

Because of topography, many of the City standards for streets are not suitable for the Navajo community. The following standards are suggested for use in these areas.

Street Widening

Widening and realignment frequently destroys the visual character and identity of streets by the removal of mature trees, other landscaping, and median strips. The approach to street widening and realignment should be more sensitive to the character of the street and the quality of adjacent development. When substantial environmental damage may result to adjoining properties, the traffic carrying capacity of the street might be improved by eliminating on-street parking or using reverse lanes at peak hours rather than physical widening. When a street must be widened and necessarily encroaches on a dwelling's front or side yard, variations should be permitted in the zoning code requirements that would permit high walls to give residents privacy from the sight and noise of traffic.

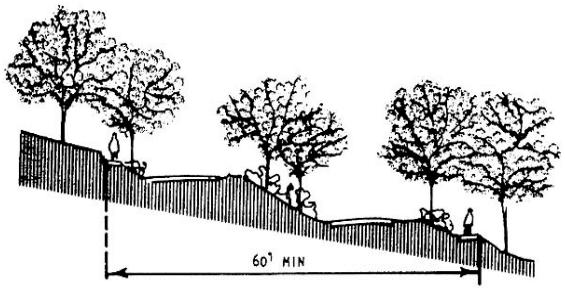
Street Accessories

- Standards for street paving and lighting are not varied systematically throughout the City. Most of the streets and sidewalks in the City are paved in the same materials, and lighting fixtures often do not reflect the character and scale of the frontage development.
- Placement of telephones, police and fire call boxes, mail deposit boxes, street numbers and newsstands in consistent locations along the street would facilitate their use. These accessories should not be placed in the path of pedestrians or wheelchair users.
- A coordinated system of variation in the use and placement of street trees, lighting, and other details could give streets better visual continuity and provide differentiation between through streets and local streets to aid driver orientation and traffic flow. The variations could include size, spacing and species of street trees and other landscaping, and intensity, spacing, and design of lighting fixtures. For example, major streets might have tall, widely spaced street trees; bright, closely spaced street lights; and large street signs. Local streets might have smaller, dense and more closely spaced trees; compass headings could be indicated by

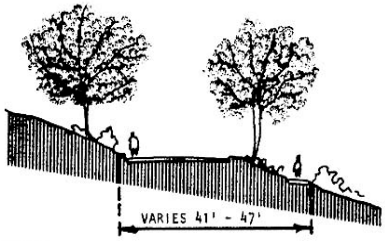
symbols on light poles or on the pavement. A more logical and systematic method of street naming should be used.

Hillside Streets

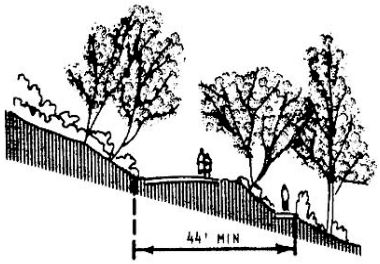
- Hillside street standards should be reviewed for compatibility with the terrain. More restrictive grading controls, street landscaping, and limitation of on-street parking to one side of all hillside roads, should all be considered. Even under existing standards however, the use of retaining walls and horizontally or vertically split street alignments would make the road blend into this special topography. These methods were common in earlier hillside street construction.



HILL COLLECTOR STREET
STREET DIVIDED TO BETTER FIT THE TOPOGRAPHY AND TO MINIMIZE EARTHWORK. PARKING ONE SIDE OF EACH ROADWAY.



HILL RESIDENTIAL STREET
A SINGLE SIDEWALK IS PROVIDED WHICH COULD BE LOCATED AT A DIFFERENT LEVEL THAN THE MAIN ROADWAY.

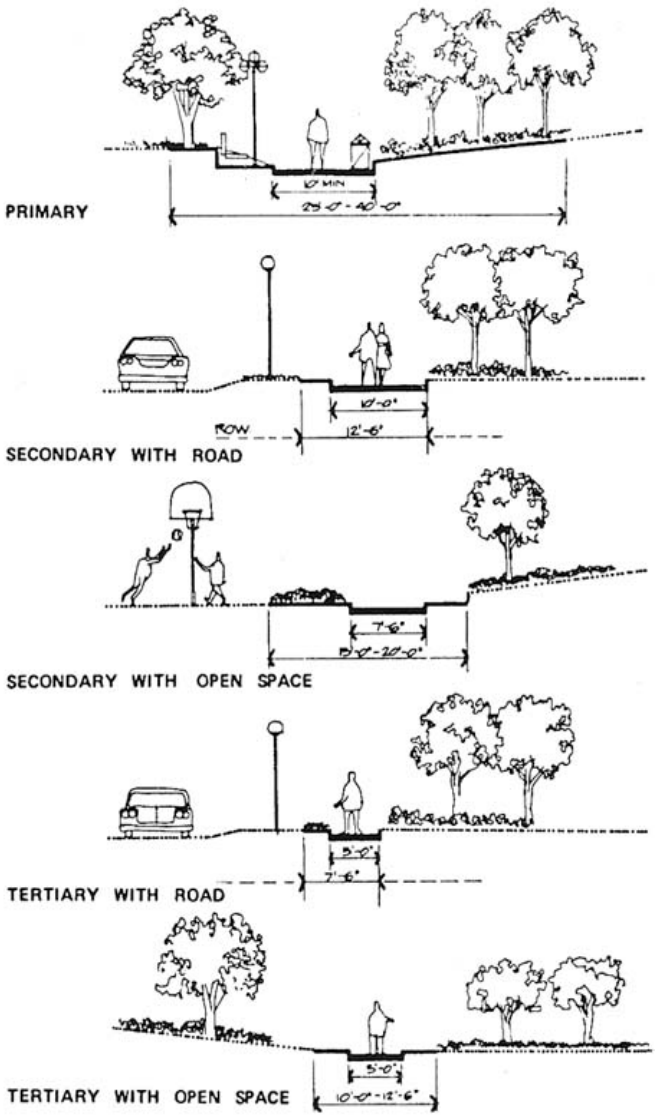


HILL RESIDENTIAL STREET
ASSUMED HERE THAT ON-STREET PARKING IS PROHIBITED. EMERGENCY PARKING BAYS PROVIDED AT APPROXIMATELY 500 FOOT INTERVALS. DEVELOPMENT ONLY ON DOWNHILL SIDE.

HILLSIDE STREET TREATMENTS

Pedestrian Walkways (Sidewalks)

- Design walkways and parking facilities to minimize danger to pedestrians. Pedestrian walkways should be sharply separated from traffic areas and set apart where possible to provide a separate circulation system. Where necessary and practical, the separation should include landscaping and other barriers. Walkways should pass through the interiors of blocks. Walkways that cross street corners should have good sight distances for motorists and pedestrians.
- Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways.
- Commercial and industrial truck loading should occur on private property rather than in roadways or on sidewalks. Residential parking should be as close as possible to the dwellings served, with adequate lighting along the walking route from the parking to the dwellings.



PEDESTRIAN WALKWAYS

COMMUNITY ENVIRONMENT

INTRODUCTION

The term "environment" in its broadest sense refers to all the external dimensions--social and economic as well as physical--which affect the life of an individual. This element focuses on that dimension of traditional concern to urban planning, and recently of increasing concern to the public--the quality of the physical environment, natural and man-made.

The visual form of a community's physical environment should be comfortable, educational, rich in variety and highly identifiable, expressive of the community's functions and social life, and capable of being shaped by its inhabitants. The primary goal in this area of concern is the improvement, restoration, and protection of the quality of the natural and built environment. All of this is taken into account in identifying the opportunities for improvement of the visual environment.

The environment of any community is more than the sum of the homes, shops factories, schools and parks. The maintenance and improvement of the natural and built environment do much to determine the quality of particular neighborhoods and communities to preserve their distinct identities.

To many individuals, the image of the community they are most familiar with is the motorist's view as he passes through. The lack of landscaping on the perimeter of roadways, the barrenness of residential and commercial subdivisions and the seemingly endless areas of pavement are frequently expressed concerns. Residential development establishes the dominant environmental character of Navajo. Relatively uniform house size and design, parcel area and site layout--a situation typical of many postwar developments--typifies much of the community. New approaches to site and building design, however, have provided some interesting variety--an example being the San Carlos townhouse apartments at Jackson Drive and Golfcrest Avenue.

Visual clutter is a major environmental problem. The numerous signs, billboards, telephone and electrical distribution poles and lines, and television antennas are distracting and unattractive. The problem is most evident upon entering the community on Mission Gorge Road from I-8.

Signs are examples of visual nuisances that create a poor environmental image of a community and its character. Often, these signs are concentrated to appeal to the eye of the motorist.

A clutter of signs proliferates in many of the commercial areas. The signs are unsightly, disorganized, and generally degrading to the entire community. Mission Gorge Road is the most notorious example of an area blighted by excessive signs. The attempt to compete with larger, brighter, and gaudier signs not only detracts from the appearance of the area but diminishes the effectiveness of signs. The problem of sign clutter is also prevalent in the shopping centers.

Other clutter is produced by elements placed in the street areas. The undergrounding of overhead wires should continue at the most rapid pace possible, with the goal of complete elimination of such wires within a foreseeable period of time. Every other element in street areas, including public signs, should be examined with a view toward improvement of design and elimination of unnecessary elements.

Both public and private efforts in the installation and maintenance of landscaping should be increased. In residential areas, side yards and setbacks provide the best opportunities for landscaping visible in public areas. If no such space exists, then trees should be placed in the sidewalk area, preferably in the ground rather than in containers. Care should be taken to select species of trees suitable to each location. The most visible points, such as street intersections, should be given special attention. Other unused opportunities for landscaping exist on exposed banks, usually along roadways. Where it is feasible, these should be planted and maintained by the owners of the land.

In addition to landscaping, other features along the streets add to the comfort and interest of pedestrians. Sidewalk paving and furnishings, if designed in a unified way, make walking more pleasurable. Gentle changes in level have the same effect. In commercial areas, continuous and well-appointed shop windows and arcades are invitations to movement. Little used alleys and easements can be improved as walkways, and new promenades put through blocks in new developments. Screening of the sand and gravel and industrial areas along Mission Gorge Road through the use of walls, fences and substantial landscaping can greatly enhance the appearance of these areas.

OBJECTIVE

TO PRESERVE AND ENHANCE THE NATURAL BEAUTY AND AMENITIES OF THE NAVAJO COMMUNITY.

PROPOSALS

Programs

- Grading and landscaping standards should be improved. Hillside cuts, in particular, must be better controlled to preserve the natural topography.
- Define acceptable noise rating levels for the use of motorized equipment and aircraft.
- Restrict heavy truck traffic to certain areas.
- Develop new programs and practices for the reclamation of waste water for secondary uses.
- Develop new programs and practices for the disposal or recycling of garbage, refuse and other solid wastes.
- Establish restrictions on odor-producing activities based on wind direction, atmospheric temperature, topography and proximity to built up areas.

Buildings - Structures

- Create, through design, harmony between natural features and urbanized areas and activities.
- Encourage an orderly transition of height, density, scale and arrangement of buildings to preserve the identity of each element as well as the cohesion of the whole.
- Promote the coordination of building groupings to foster neighborhood and community identity and unity.
- Encourage an overall quality of design by using materials, color and texture to give identity and focus to groups of structures within the urban landscape.
- Cable television should be encouraged throughout the study area to help eliminate the clutter of individual antennas. Future planned residential developments should include no more than one master antenna to serve all units.
- All telephone and electrical distribution lines should be underground where technically and economically feasible, in accordance with systematic long-range program establishing priorities for the Navajo area.
- Develop points of visual relief in the urban landscape through the use of open spaces and landscaping, building setbacks, building materials, location of public facilities, and street and right-of-way design and maintenance.
- Improve the appearance of public and private special use properties such as flood control channels, power line rights-of-way, mineral extraction operations, and water storage areas.

- Improve flood control and storm and sewer installations.
- Protect distinct areas and communities from intrusion and encroachment of incompatible uses.
- Minimize nuisances to adjacent uses through the control of noise, odor, pollution, vibration and glare, and the screening of unaesthetic land uses.
- Implement development controls on urban development in accordance with the Mission Trails District Design Manual, which provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

Signs

- The size, placement, design and height of signs should be controlled through reasonable and uniform regulations utilized to prevent encroachment on the visual form of the community's physical environment.
- Signs should not project above the eave of the building to which the signs are attached.
- Signs should not protrude over the sidewalk or street, but be placed against the face of the building. Freestanding signs should be prohibited.
- Signs for the various businesses in any shopping center should be attractively clustered upon a marquee near the entrance to the center.
- Signs with moving parts or flashing lights should not be allowed.
- Signs should be limited in size based upon the linear feet of street frontage.
- Signs on trucks, autos, or other vehicles used to circumvent sign regulations should be restricted.
- Permitted signs should be kept in good appearance and repair. Nonconforming signs should be removed.

Landscaping

- Use trees and shrubbery along heavily traveled streets to help lessen effects of traffic noise.
- Support feasible soundproofing of residential, commercial and industrial structures.
- Mission Gorge Road industrial development should be properly screened with landscaping and other suitable means. The area should be made presentable to the community and motorists on Mission Gorge Road because of its importance as an entry to the community, the Old Mission, and Mission Trails Regional Park.
- Establish financing programs, such as assessment districts, to provide for and maintain landscaping in the public right-of-way for major streets within the community.
- The following streets should receive first priority for such right-of-way improvements: Navajo Road, Mission Gorge Road, College Avenue and Waring Road. These improvements should include the planting of street trees as well as landscaping of the center median.

Natural

- Utilize natural elements as points of visual relief in the urbanized areas.
- Establish and maintain an open space system to conserve natural resources, preserve scenic beauty, and define urban form.
- Create and preserve open space in and around built-up areas to aid in lessening the effects of high noise levels.
- Strengthen environmental pollution control measures. Support research into causes and prevention of environmental pollution.
- Prevent deterioration of natural watershed areas.

The development of an attractive community is one of the first considerations of the residents of the Navajo community, not only as a matter of personal pride and stabilization of property values, but in realization of the natural attractiveness of the area as a desirable place to live.

It is the intent of this community plan that all public facilities be provided commensurate with the need for such facilities. In some cases, the exact location for such facilities has not yet been determined. The final site selection of these facilities will be accomplished during the subdivision map filing process. City policy requires that subdivision maps be reviewed by all public agencies that may have an interest in the proposal. If through this process it is determined that a specific parcel of land within the subdivision is needed for public facility purposes, the parcel in question will be withheld from development for a reasonable period of time to allow the appropriate agency time for property acquisition. It is also intended that in the event the public agency does not arrange for the acquisition of the needed property within a reasonable period of time, private development of the property may occur as consistent with the Plan goals and objectives. Such private development shall conform to Council Policies 600-4 (standards for public rights-of-way improvements),

600-10 (adequate public services in connection with development proposals), 600-18 (residential/commercial/industrial developments phasing), or any other present or future policy of the City of San Diego that may be effective at the time of future development proposals.

Future Study Area

A City-owned parcel adjacent to Pasatiempo Avenue, consisting of ten acres of relatively level land, has been set aside for additional study. This property has been designated as FUTURE STUDY AREA to permit studies to be undertaken to determine an appropriate permanent use[5]

[5] For land use types, refer to the General Plan Land Use and Community Planning Element - Table LU-4.

IMPLEMENTATION

Thus far, the Navajo Community Plan has set forth a wide range of goals, objectives and proposals aimed at enhancing the community. Based on these, specific actions must be undertaken to realize the Plan. These actions and the ensuing financial obligations usually are joint efforts of private citizens and enterprise and local, state and federal governments. Some implementation programs, however, may be carried out by private initiative only.

Because Navajo is a community developed to relatively high standards and not requiring extensive redevelopment, implementation will emphasize the retention of those qualities such as undeveloped canyons and hillsides which have made the community a desirable place in which to live.

The following is a descriptive list of proposals that includes means of and responsibility for implementation. Although various governmental agencies are listed as having responsibility for carrying out the Plan proposals, the City Council has ultimate responsibility. Regardless, the true burden of the Plan rests with an interested active citizenry. Without constant citizen participation and concern, the implementation of these proposals will never be a reality.

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
I ORGANIZATION				
A. Maintain community rapport.	Continuing	1. Arrange publicity, conduct public meetings, and provide information service.	NCP[(1)]	Not determined
B. Maintain and implement plan.	Continuing	1. Monitor proposed plans and other actions affecting community plan, provide input as appropriate. 2. Arrange annual public community NCP meeting (more often, if needed) to appraise changing needs and adjust planning & implementation accordingly. 3. Take other steps to promote community consciousness and identity, such as distribution to each	NCP	Not determined

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
		new resident (as well as present residents) of a pamphlet describing how citizens may participate in community planning and development.		
II RESIDENTIAL				
A. Encourage a wide range of densities (30-43, 15-29, 10-14, 5-9, & 0-4 D.U. per acre), develop and/or maintain these densities as shown on the community plan map.	Continuing	Allow no rezoning that conflicts with plan proposals.	Planning Dept.	
[(1)] Navajo Community Planners, Inc.				
B. Adopt, as City policy, inclusion of a portion of low and moderate income housing in all major residential developments based on objective determination of need for such housing.	Continuing	1. Adopt policy. 2. Enforce policy in working with owners, realtors, developers. 3. Monitor implementation.	City Council Planning Dept. NCP/ Community Action	
C. Vary housing types and densities to create interest and provide a mix of economic and social characteristics. Implement the Mobile-home Park Overlay Zone.	Immediate	1. Adopt balanced community concept. 2. Enforce policy in working with owners, developers. 3. Monitor implementation.	City Council Planning Dept. NCP/ Community Action	
D. Require all major residential development proposals to be carried out under a PRD.	Immediate	1. Commission & Council approval of policy. 2. Apply policy to major proposed residential developments.	Planning Dept. Planning Dept.	

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
E. Relate dwelling units to topography.	Immediate	Work with property owners, realtors, developers to strongly encourage the use of PRD, PCD procedures.		
F. Provide adequate, off-street parking.	Immediate	Work with property owners, realtors, developers to strongly encourage the use of PRD, PCD procedures.	Planning Dept.	
G. Implementation of the Mission Trails District controls.		1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept./NCP Community Action	
H. Implementation of the geologic hazard area controls.	Immediate	1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept.	
III COMMERCIAL				
A. Maintain and/or develop community commercial centers at Lake Murray Blvd. & Navajo Rd., Jackson Dr. & Navajo Rd. & at Waring Rd. & Orcutt St. to include professional & business offices, entertainment & cultural activities, & public & semipublic facilities.	According to need	1. Work with owners, realtors, developers using PCD and other means available.	Planning Dept.	
B. Develop neighborhood commercial centers at Golfcrest Dr. & Mission Gorge Rd to supplement 3 existing centers.	According to need	1. Work with owners, realtors using PCD and other means available. 2. Maintain zoning at existing centers. 3. Rezone land where needed to implement plan.	Planning Commission/ Planning Dept.	

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
E. Retain visitor-oriented facilities at I-8 at Waring Rd. & Mission Gorge Rd. at Alvarado Canyon Rd. No additional visitor-oriented facilities are proposed.	Immediate & continuing	Monitor situation.	Planning Dept.	
F. Regulate number & location of service stations.	Immediate	1. Obtain approval for criteria. 2. Enforce criteria.	Planning Dept./NCP Planning Dept.	
G. Remove off-premise signs and consolidate multiple on-premise signs.	Continuing	1. Enforce City sign code. 2. Monitor development projects.	Planning Dept./NCP	
H. Process new commercial center developments as PCDs.	Continuing	Require PCD with map or rezone processing.	Planning Dept.	
I. Ensure compliance with design standards in Grantville.	Continuing	1. Apply CPIOZ. 2. Monitor development projects.	Planning Dept./NCP	
J. Implement the Mission Trails Design District controls.		1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept./NCP Community Action	
IV INDUSTRIAL				
A. Ensure that property rezoned to permit industrial use is developed in a manner compatible with the river and surrounding residential areas.	Upon application for rezone	Require processing of PID concurrent with rezone processing.	Planning Dept.	
B. Ensure that future development of the remaining sand and gravel facility (VR Dennis) is reviewed for compatibility with the river and Mission Trails Park, and for traffic impacts.	Upon application for rezone	Require processing of master PID concurrent with rezone application.	Planning Dept.	

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
C. Ensure that future development complies with the design standards for Grantville.	Immediate & continuing	1. Apply CPIOZ SDRs. 2. Monitor development projects.	Planning Dept.	
D. Implement the Mission Trails Design District controls.	Continuing	1. Monitor implementation. 2. Work with owners, realtors, developers, & tenants to solicit interest and participation.		
V OPEN SPACE RETENTION AND UTILIZATION				
A. Acquire open space system: Mission Gorge 300 ac. (San Diego River system).	As soon as possible	Initiate proceedings for hearing and Council action on establishment.	NCP/City Council/ Community Action	Not determined, Assessment District (see cooperative arrangement w/ Water Dist. on land it owns)
B. Redesignate those lands within the open space areas to the guidelines established in the open space element of this report.	Contingent on Open Space Implementation	1. Initiate rezoning. 2. Monitor development of plans for preservation of natural amenities.	Planning Dept.	Not determined
C. Establish hiking trails in S.D. River Basin through Mission Gorge linked to City-County system.	Immediate	Schedule into CIP.	Park and Rec. Dept.	To be determined/ CIP or other funds
D. Public access to open space areas.	Immediate	Establish and maintain.	Park and Rec. Dept.	
E. Establish FW and FPF zoning along the river.	Immediate	Rezone in accordance with FEMA maps.	Engineering & Dev't.	
F. Regulate dev't. adjacent to the river to minimize disturbance to the wetland habitat.	Immediate & ongoing	1. Apply CPIOZ. 2. Adopt Habitat Conservation Plan.	Planning Dept./ SANDAG	
VI PARKS & RECREATION				
Park & Recreation Centers				
A. Lake Murray Community Park & Rec. Center #370)	As soon as possible	Expanded parking lot, children's play area, site furnishings, and new ball field.	Park and Rec. Dept.	CIP, Park Fees, 1973 Bond Issue

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
B. Allied Gardens Community Park & Recreation Center (#380)	As soon as possible	Expand lockers, new pools & ADA updgrades.	Park and Rec. Dept.	CIP, Park Fees
C. San Carlos Community Park & Recreation Center (#360)	As soon as possible	Ball field lighting.	Park and Rec. Dept.	CIP, Park Fees, 1966 Bond Issue
D. Qualcomm Major Park and Recreation Center	As soon as possible	Sports fields, picnic areas, children's play area, passive recreation areas.	Park and Rec. Dept.	CIP, Park Fees
Neighborhood Parks				
A. Margerum (#383)	1st	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees, 1966 Bond Issue
B. Tuxedo (#373)	2nd	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees
C. Cowles Mountain (#361)	3rd	Open Space Park--Lease & develop acreage on Gage Elementary School for active play fields.	Park and Rec. Dept.	CIP, Park Fees, 1977 Bond Issue
D. Dailard (#372)	4th	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees, 1973 Bond Issue
E. Pasatiempo Open Space Park (#371)	5th	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees
F. Princess Del Cerro (#381)	6th	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees
G. Del Cerro (#371)	7th	Investigate purchase of private park.	NCP	Private
H. Grantville Neighborhood Park	As soon as possible	Develop City-owned site.		
Rancho Mission	As soon as possible			
. Small parks & plazas in community & neighborhood	Continuing	Encourage developers to include beautification when maps are submitted.	Planning Dept.	Private
Resource-Based Parks				
A. Mission Trails Regional Park				
B. Adobe Falls Open Space Park				
C. Padre Dam				

Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
D. San Diego River Park (SDRP)	Immediate & ongoing	Apply San Diego River Subdistrict CPIOZ	Development Services Dept.	CIP Private Grants
VII SCHOOLS				
Adjust boundaries to maintain proper balance.	As needed		San Diego Unified School District	
VIII OTHER COMMUNITY FACILITIES				
Library				
Appraisal of need for additional service.	Continuing	1. Evaluate effect of new branch. 2. Consider expansion of Benjamin Branch. 3. Consider adding third branch in Community.	City Librarian	CIP CIP
Police, Fire, Water, Sewer, Private Facilities				
Monitor adequacy of service.	Continuing	Notify appropriate City staff of unmet service needs and follow up as needed with staff and/or Council.	NCP/ Community Action	
Flood Control				
A. Monitor San Diego River Control Plan.	Continuing	1. Ensure adequate control plan is implemented.	NCP/ Community Action	
B. Monitor Alvarado Creek Control Plan.	Continuing	2. Apply appropriate zoning.	NCP/ Community Action	
IX CIRCULATION				
Public Transportation				
A. Increase frequency & hours for routes.	Immediately	Implement plans.	MTDB	Not determined
B. Extend routes indicated on Network Map.	As soon as possible	Implement plans.	MTDB	Not determined

	Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
C.	Provide I-8 express service--El Cajon to Downtown with a stop in Navajo Community.	As soon as possible	Implement plans.	MTDB	Not determined
D.	Institute area minibus system.	Long-range	Develop and implement local service plan, possibly linked to citywide.	NCP/ through MTDB or Private	Not determined
E.	Construct LRT system along the east Mission Valley corridor.	Short-range	Implement plans.	MTDB	Local, State and Federal Transit Funding
	Bikeways				
F.	Develop community bikeway system coordinated with regional system.	As soon as possible	Follow through for implementation of approved plans.	Engineering & Dev't.	CIP, Bikeway Fund, General Fund
	Streets				
G.	Increase I-8 & I-15 traffic handling capacity.	As soon as possible	Continuing study and improvement.	Engineering & Dev't./ State Div. of Highways	Hwy. Trust Fund, Gas Tax
H.	Extend Navajo Rd.	When needed & conditions met	Monitor need and I-8 access; schedule into CIP.	Engineering & Dev't.	CIP, Gas Tax
I.	Expansion of existing roads to 6 lanes: Friars Rd., Mission Gorge Rd.	According to need	Schedule into CIP according to need.	Engineering & Dev't.	CIP
J.	Extend Jackson Dr. to Mission Gorge Road.	As soon as possible	Construct according to CIP.	Engineering & Dev't.	CIP, Gas Tax
K.	Provide misc. special treatments.	As needed	Monitor & determine needs and opportunities to increase capacity of road system through special treatment.	Engineering & Dev't.	CIP and/or General Fund
L.	Construct easterly extension of Alvarado Canyon Rd.	Concurrent with LRT system	Implements plans.	Engineering & Capital Projects Dept.	Local, State and Federal Funding
M.	Realign Alvarado Canyon Rd. to Fairmount/Mission Gorge Rd.	As soon as possible	Proceed with design and environmental review when funding has been identified.	Engineering & Capital Projects Dept.	Local, State and Federal Funding

Proposal or Activity	Priority or Timing		Action	Responsibility	Financing Method
N. San Diego River Bike Pathway			Implement the bike route through private development	Development Services Dept.	CIP Private Funds
X COMMUNITY ENVIRONMENT					
A. Improve grading, landscaping standards and control of hillside cuts.	Immediate	1.	Proposed amendment to PRD, PCD, & HR requirements to provide better protection and enhancement of environment.	Planning Dept.	
		2.	Enforce adopted standards.	Planning Dept.	
B. Underground utilities.	As soon as possible		Seek scheduling of undergrounding of utilities on major streets not already undergrounded.	Community Action/NCP	Utility Co. assume program or Assessment District
C. Extend Cable TV.	As soon as possible		Approach franchise operators re: expediting service follow-up.	Community Action/NCP	
D. Require use of master antenna in PRDs.	Continuing		Establish criterion through City Council that master antennas only are allowed in PRDs.	Planning Dept.	
E. Extend sign control.	Immediate		Adopt proposed changes in Sign Control Ordinance.	City Council	
F. Screen Mission Gorge Road industrial development.	Immediate		Persuade property owners to create special assessment.	NCP/ Community Action	Assessment District
G. Plant street trees & landscaping: Navajo Road, Mission Gorge Road, College Ave., & Waring Road.	Immediate		Initiate special assessment districts as determined with City staff.	NCP/ Community Action	Assessment District
H. Control environmental pollution.	Immediate & continuing		Develop new programs & practices.	Community Action/City Council	
I. Prepare Urban Design Plan.	Immediate			Planning Dept.	

	Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
J.	Implement the Mission Trails Design District controls.	As soon as possible	Monitor implementation.	Planning Dept./NCP/ Community Action	

CONCLUSION

Comprehensive review of the community plan by the Navajo Community Planners and City staff should be undertaken at periodic intervals to accomplish the following:

- Review and analyze the relationship of development trends to the goals and proposals of the Plan.
- Investigate new implementation tools and aids for their application in making sustained progress towards achievement of the goals of the Plan.
- Recommend appropriate Plan amendments to the City Planning Commission and City Council to ensure the Plan is kept up to date.

Navajo is one of the fastest growing residential areas in the City of San Diego. As such, its future will be a significant factor in the quality of the City as a whole. As a young community, Navajo exhibits the promise of youthfulness and the problems of rapid growth. It is paramount that guidelines be established for the community as a desirable place in which to live.

It is the purpose of the Navajo Community Plan to provide such a framework for the City Council, Planning Commission, private developers and other people concerned with the area's future. In essence, the Plan gives rational direction to the recognition that planning must be an ongoing process supported by the citizens. The continuing vitality of the Navajo Community Planners will be a key element in the success of planning for this community.

The Navajo Community Plan can only be meaningful if it leads to action-oriented implementation. The programs outlined previously, both public and private, are necessary tools for the effectuation of the Plan. They chart a course that embodies the various proposals presented, and together with the entire Plan, assure the significance which it deserves now and in the year 2000.

Balanced Transportation System - A transportation network in which the several circulation subsystems (auto, bus, LRT, bike, etc.) complement and reinforce one another and provide mobility, accessibility and safety for residents of the community.

Bikeways fall into three general categories based on the degree or extent of their improvements:

Bicycle paths (Class I) are completely separate from vehicle traffic.

Bicycle lanes (Class II) along streets are reserved for bikes only. They may be marked with a painted stripe on the road (more a psychological than a physical protection) or with curb barriers.

Bicycle routes (Class III) are simply lightly traveled streets marked with signs encouraging bicycle use and cautioning motorists.

Commercial

Regional Centers emphasize such shopping goods as apparel, major household appliances, and furnishings. The dominant establishments are usually one or more department stores. Variety and specialized stores are typical tenants, as are business and professional services. Recently, automobile agencies and major recreational facilities have made their appearance. In all, more than forty different kinds of establishments are generally required to provide the range of goods and services associated with regional centers.

Community Centers provide a wide range of convenience goods as well as some shopping goods. A variety or junior department store may be the primary facility among the more than twenty different kinds of establishments normally found in this type of center.

Neighborhood Centers characteristically provide goods and services of a convenience nature, designed to meet daily needs. The dominant store is usually a supermarket. Other establishments may include a drug store, liquor store, self-service laundry, beauty and barber shop, shoe repair and service station. At least fifteen different kinds of establishments are necessary to provide a complete range of convenience goods and services.

A smaller center is sometimes economically feasible and will provide public convenience where the distance to the nearest shopping center is at least one mile, or where the local topography isolates an area of residences. These smaller centers, which can be supported by resident populations of one to two thousand, consist of a small grocery store, service station, and one or more service establishments. However, the limited size and composition of such small centers place them at a competitive disadvantage except under the unusual circumstances noted.

Specialized commercial uses include automobile sales agencies, furniture stores, bowling alleys, drive-in theaters, hotels, motels and a wide variety of business, personal and repair services. Their trade areas are normally not easily definable since these establishments may attract patronage from a metropolitan or regional area. Specialized commercial uses are generally found

in strip developments along major streets; however, they occasionally seek to cluster for mutual support, and sometimes locate within or adjacent to community and regional centers.

Visitor-oriented commercial uses are intended primarily to serve tourists, business travelers, or those persons attending conventions. Such uses largely include hotels, motels, trailer parks and convention facilities. Locations are determined by regional access routes and terminals, specialized recreational facilities, and centers of financial and administrative facilities.

Business and professional office development is often efficiently clustered near such institutional facilities as hospitals, clinics, and research complexes. In addition, it may be appropriately located at the periphery, or even within major concentrations of commercial activities.

Planned Commercial Development (PCD) - a Planned Commercial Development is a predominantly commercial project designed and improved in accordance with a comprehensive project plan located within any commercial zoning district except CP (Commercial Parking). It may include residential, office, institutional, cultural, selected light manufacturing and recreational uses and facilities. A Planned Commercial Development may be subject to a development phasing program reflecting anticipated needs of project population growth in the service area of the project.

The PCD regulations provide for a greater variety of goods and services than is normally found within a center built under typical commercial zone regulations. Included are residential and certain light industrial or handicraft uses as well as a full range of both light and heavy retail uses, commercial recreation activities and public services.

An underlying purpose of the Planned Commercial Development is to encourage full-time use of the center's facilities while minimizing space allocated to parking. Consequently, it is conceived that reductions in the total off-street parking requirement might be granted by the Planning Commission where it can be shown that different uses utilize the same parking facilities at different times of the day. This provision could, in some instances, significantly reduce the vast parking areas typically required in larger regional and community centers.

The PCD regulations also provide for a program of phased development where it is deemed desirable. Such a program would be based upon population growth within the potential service area of a Planned Commercial Development. This provision requires that the developer present and follow a construction program that will ensure that residents of the service area are provided with adequate commercial services during development of the center and to ensure that community and regional shopping centers are not developed in a piecemeal manner with a resultant loss in design cohesiveness and sensitivity.

Conditional Use Permits are issued for special uses of land which are not included in the normal range of permitted uses in any zone. Examples include churches, schools, service stations, etc.

Demography is the science of vital and social statistics, such as the births, deaths, diseases, marriages, etc.

Density is the ratio between numbers of persons or dwellings and land area.

Density Ranges

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwellings units per acre
Medium-high density	30-43 dwelling units per acre
High density	44-73 dwelling units per acre
Very high density	44-109 dwelling units per acre

Developed Land is land upon which improvements have been made (grading, structures, agricultural use).

Dial-A-Bus is a system of small buses on fixed routes or in designated areas. On-call vehicles will pick up passengers at home and take them to their destination.

Dwelling Unit - a room or suite of rooms in a building or portion thereof, used, intended, or designed to be used or occupied for living purposes by one family, and containing only one kitchen.

Express Bus - buses operating nonstop or with limited stops between two points over existing streets and/or freeways.

Field Act - Long Beach, in 1933, experienced an earthquake that destroyed a large number of school buildings. As a consequence of this earthquake, the State Legislature enacted legislation known as the "Field Act" which provided for the establishment of structural standards both in design and construction of school buildings. This Act was amended in 1968 to provide that any building classified as unsafe shall not be used for classroom purposes after July 1, 1975.

Fire Stations - require a site size of approximately three-quarters of an acre. This is regarded by many authorities as appropriate for a fire station. This provides an adequate amount of layout area for fire hoses.

According to present General Plan standards, fire station service areas should be determined on the basis of present and proposed land use patterns and freeway and major street systems. Currently, in newly developing areas, fire stations are being provided on the basis of a four-mile service area and five-minute response time. Fire stations should be situated so as to permit easy access to major streets.

Floodplain - the relatively flat area of low lands adjoining, and including, the channel of a river, stream, water course, bay or other body of water which is subject to inundation by flood waters of the Standard Project Flood established by the U. S. Army Corps of Engineers.

Floodplain Fringe - all that land in a floodplain not lying within a delineated floodway. Land within a floodplain fringe is subject to inundation by relatively low velocity flows and shallow water depths.

Floodway - that land in a floodplain, which is delineated on a map approved by the City

Council, required for passage of a 100-year frequency flood in an unlined channel with a resultant rise in the natural flood water profile of one foot. The natural flood water profile is the water surface elevation of a non-confined 100-year frequency flood in the natural undeveloped floodplain.

Health Care Facilities - Hospitals should be located as near as possible to the center of the population served. Community hospitals should be located not more than 20 minutes automobile travel time from any point in the service area.

General hospitals should have frontage on a prime arterial or major street. Specialized hospitals and long-term care facilities should have frontage on a collector or local street. Community general hospitals should have public transportation available within one-quarter mile of the facility. Regional general hospitals, because of the very large area served, should have convenient access to all forms of transportation.

Hospitals normally should not be located adjacent to lands that create an exceptionally high degree of activity or generate undue noise such as that emanating from railroads, freight yards, schools, stadia, or playgrounds. Specialized hospitals and long-term care facilities should be a part of or in proximity to a community or metropolitan general hospital in order to provide a full range of medical care for the inpatients.

Site area should be sufficiently large to accommodate the facility, the required off-street parking, planned future additions, and open space. When fully developed, about 50 percent of the site should remain uncovered by buildings.

Libraries

Community Branches - Currently, the General Plan standards state that a branch library should have a minimum of 5,000 square feet of floor area and contain a minimum book collection of 20,000 volumes. The branch library should have a site size of approximately one acre and should serve a resident population of at least 15,000 persons. Recently, the City Librarian advocated a system of larger branches or community libraries. Under this proposal, these facilities would be spaced farther apart and serve larger geographical areas. Large branch libraries would be from 10,000-15,000 square feet in floor area and house 44,000 to 66,000 volumes. The service area would have a radius of about two miles and include from 33,000 to 45,000 residents. Site size would be approximately one and one-half acres. In some cases, medium size branch of 8,000-10,000 square feet of floor space with 35,000-44,000 volumes would be provided to serve a resident population within a radius of slightly less than two miles. Small branches under 8,000 square feet would be provided for areas between large branches as funding became available and after there had been an opportunity to observe the effectiveness of the larger unit's operation.

Bookmobiles - Bookmobiles should contain 2,000 to 3,000 books per unit and serve sparsely populated or inadequately served areas on a once or twice a week basis, as demand indicates. Bookmobiles should also be used to test future locations for new branch libraries.

Modal Split - the separation of person trips by type of travel used, such as driving automobiles, riding on transit facilities, or walking.

Multiple Dwelling - a building used or designed to be used for housing three or more families.

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

Parks

Population-Based Parks[1] - those intended to serve the recreational needs of the immediately surrounding residential population. The two categories of such parks are discussed below.

Neighborhood Parks and Playgrounds - Neighborhood parks should contain a minimum usable area of three to thirteen acres. They should serve a resident population of 5,000 persons within approximately one mile. The arrangement of space and the type of facilities located within each park must be related to the population and use characteristics of the neighborhood served. However, each park should have at least a play area, multipurpose courts, picnic facilities, lawn area and landscaping.

Community Park and Recreation Centers - Community parks Recreation Centers should serve a population of 25,000. Community Parks to be 13 acres minimum. Community parks should provide a wide range of facilities including athletic fields and multipurpose courts, picnic facilities, a variety of play areas, a recreation center building, lawn areas, and landscaping.

Resource-Based Parks[2] - Resource-based parks and recreation areas should be located in areas notable for scenic, natural, or cultural attractions. The two subcategories of resource-based parks are Regional Park and Shoreline Parks and Beaches. Resource-Based parks serve regional residents and/or visitor populations. Developed amenities should not impair the distinctive features or resources.

River Corridor Area - The area comprised of the current 100-year floodway as mapped by the Federal Emergency Management Agency (FEMA) and the 35-foot wide Path Corridor on each side of the floodway.

River Influence Area - The 200-foot wide area extending outward from the River Corridor Area on each side of the river.

Mini-Parks - Small areas used for open space or recreation. They may be used as play areas for small children, in which case they supplement individual backyards. They may serve senior citizens only, older children, or all age groups, depending on the needs in the neighborhood. They may include play apparatus, paved areas, sand pits, wading pools or simply be planted in grass. Their size usually ranges from one acre to 3 acres, although in the past the size and location generally depended more on availability of vacant parcels of land than on other factors. Mini-parks serve population within ½ mile and are accessible primarily be bicycling and walking.

Park-and-Ride - Terminals where passengers may leave their cars and transfer to public transportation.

Planned Residential Development - A predominately residential development improved in accordance with an overall project plan and characterized by the following:

1. The density regulations of the zone in which the Planned Residential Development is located are applied to the total area of the Planned Residential Development rather than separately to individual lots or building sites.

2. The right to use and enjoy any privately-owned common open space areas and recreational facilities provided on the site of the Planned Residential Development shall be coupled with the severalty interests of the owners of the dwelling units. Ownership may be of lots or condominiums or both.

3. A Planned Residential Development may include accessory commercial, office and recreational facilities limited in size and capacity to the needs of the occupants of the development and their guests.

Public Transportation, Mass Transit, Mass Transportation - General terms, often used interchangeably to describe a system of common carrier facilities offering transportation service on a fare payment basis and operating on established schedules along designated routes with specific stops.

1. LRT-Light Rail Transit is a mode of urban transportation utilizing predominantly reserved but not necessarily grade-separated rights-of-way. Electrically propelled rail vehicles operate singly or in trains. The LRT provides a wide range of passenger capabilities and performance characteristics.

2. Bus Transit is a mode of urban transportation operating primarily in 40-foot transit vehicles on public rights-of-way. Buses operate on clean diesel or Compressed Natural Gas (CNG). Bus transit is characterized by route and planning flexibility to allow service modifications as community dynamics change.

Rapid Transit - Mass transportation either by rail or bus, distinguished from other transit by its operating at high average speeds over exclusive, grade separated rights-of-way.

Street Classifications - The five basic functional categories of streets in San Diego are present in Navajo. They are freeways, prime arterial, major streets, collector streets and local streets.

Freeways (usually under the jurisdiction of the California Division of Highways) - are designed to carry large volumes of through traffic and are always divided highways. They have no at-grade intersections and traffic may cross, enter, or leave it only via the ramps of an interchange.

Prime arterials also are intended to facilitate the movement of large volumes of traffic and are usually, but not always, divided highways. Most street crossings will be at-

grade, but there may be a few interchanges. There will be no driveways from abutting property, and traffic may cross, enter, or leave the road only at an interchange or intersection.

Major streets are designed primarily to carry traffic through an area but will generally also provide access to abutting property. They may be divided but normally all street crossings will be at-grade and there will be little or no restriction of driveway access.

Collector streets function both to distribute traffic from arterial thoroughfares and to provide access to abutting property. They are rarely divided, all street crossings will be at-grade, and there will be no restriction of driveway access.

Local streets are designed primarily to provide access to abutting property. They normally are not divided, but have all street crossings at-grade and have no restriction on driveway access.

Parkways are limited access roads that traverse a corridor within which all natural scenic resources and aesthetic values are protected and enhanced.