

TIERRASANTA COMMUNITY PLAN

Prepared by:

The City of San Diego Planning Department 202
C Street, MS 4A
San Diego, CA 92101

and

The Tierrasanta Community Council



Printed on recycled paper.

This information, or this document (or portions thereof), will be made available in alternative formats upon request.

TIERRASANTA COMMUNITY PLAN

The following amendments have been incorporated into this April 2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Removal of the western portion of the 1971 Elliott Community Plan and the inclusion of that area within the Tierrasanta Community Plan			July 27, 1982	R-256890
Redesignated area north of SR-52 alignment for military use. Redesignated centrally located area for Regional Park			April 29, 1985	R-263065
10-acre area changed from Commercial to Residential; number of dwelling units per net acre reduced			April 15, 1986	R-265460
Northern boundary aligned with SR-52			June 17, 1986	R-266025
51-acre parcel redesignated from Military to Industrial Park; guidelines for the development of this site added. 99 acres redesignated from Military to Open Space			December 8, 1987	R-269977
Redesignated land from Fire Station to Office Commercial; guidelines for the development of this site added			September 12, 1989	R-274381
Redesignated land from Neighborhood Commercial to Specialized Commercial and redesignated land left over from SR-52 to Specialized Commercial; guidelines for the development of this site added			September 12, 1989	R-274383
Added MCAS Miramar and Montgomery ALUCP policy language and deleted references and revised maps related to NAS Miramar	February 17, 2011		April 26, 2011	R-306737
<u>Mission Trails Regional Park Master Plan Update</u>				

Table of Contents

INTRODUCTION	3
The Planning Area	3
History.....	3
Scope and Purpose of the Plan.....	5
Legislative Framework	6
Goals	7
PLAN SUMMARY	10
PLAN ELEMENTS	13
Housing	15
Commercial	25
Industrial	31
Community Facilities.....	35
Military	52
Open Space	55
Mission Trails Regional Park Additions	55
Urban Design	59
Transportation	77
Social Environment.....	101
PLAN IMPLEMENTATION	107
Land Use	107
Rezoning	107
Grading.....	107
Environmental Review.....	107
Mission Trails Regional Park.....	108
Transportation	108
Educational Facilities.....	108
Financing Plan	108
Capital Improvements Programming	108
Plan Maintenance and Updating	109
General Plan Map	109
Summary of Public Projects.....	112
Community Plan Map	114 113
APPENDIX - Airport Influence Area	117

List of Figures

Figure 1. Location Map	2
Figure 2. Undeveloped Residential Areas	14
Figure 3. Tierrasanta Norte	18
Figure 4. El Dorado Hills	20
Figure 5. Regency Hill	22
Figure 6. Community Shopping Center	24
Figure 7. Neighborhood Shopping Center	26
Figure 7a. Specialized Shopping Center	28
Figure 8. Industrial Use	32
Figure 9. Community Facilities	38
Figure 10. Mission Trails Regional Park	42
Figure 11. West Fortuna Mountain	44
Figure 12. East Fortuna Mountain	46
Figure 13. Mission Gorge	48
Figure 10 <u>14</u> . Military	51 <u>50</u>
Figure 11 <u>15</u> . Open Space	54 <u>53</u>
Figure 16. Future Study Area	58
Figure 12 <u>17</u> . Tierrasanta Norte Design	67 <u>66</u>
Figure 13 <u>18</u> . El Dorado Hills Design	70 <u>69</u>
Figure 14 <u>19</u> . Regency Hill Design	73 <u>72</u>
Figure 15 <u>20</u> . 1981 Functional Street Classification	76 <u>75</u>
Figure 16 <u>21</u> . Transit Routes	79 <u>78</u>
Figure 17 <u>22</u> . Major Pedestrian Routes	82 <u>81</u>
Figure 18 <u>23</u> . Proposed Street System	85 <u>84</u>
Figure 19 <u>24</u> . Year 2000 Average Weekday Traffic Forecast	88 <u>87</u>
Figure 20 <u>25</u> . Potential Park-and-Ride Sites	91 <u>90</u>
Figure 21 <u>26</u> . Proposed Bikeway System	94 <u>93</u>
Figure 22 <u>27</u> . Proposed Pathway System	97 <u>96</u>
Figure 23 <u>28</u> . Social Facility Sites	100 <u>99</u>
Figure 24 <u>29</u> . General Plan Map	111 <u>110</u>
Figure 25 <u>30</u> . Community Plan Map	114 <u>113</u>

INTRODUCTION

THE PLANNING AREA

The Tierrasanta community is centrally located within the greater San Diego metropolitan area (**Figure 1**). The industrial area of Kearny Mesa is to the west, Marine Corps Air Station (MCAS) Miramar (formerly Naval Air Station Miramar) to the north and Mission Valley is to the southwest. Grantville lies to the south and the city of Santee to the east. The boundaries of the planning area are Interstate 15 (I-15) on the west, Friars Road and the San Diego River on the south, the city of Santee on the east and MCAS Miramar on the north. The planning area is approximately 6,700 acres in size, of which about 42 percent is within ~~the proposed~~ Mission Trails Regional Park.

HISTORY

The Tierrasanta area was part of the original Rancho de la Mission San Diego de Alcalá and the El Cajon Rancho, two mission ranchos which flourished during the first half of the 19th Century. Padre Dam, the first major irrigation project in California, is located within the boundaries of the Tierrasanta community area. It remains today as a national historical monument.

In 1941, the Tierrasanta area became part of Camp Elliott when the United States government acquired 27,700 acres of land for a Marine Corps training camp. The camp extended from Murphy Canyon Road on the west to Sycamore Canyon on the east, and from Pomerado and Beeler Canyon roads on the north to the San Diego River and Mission Gorge Road on the south.

In 1960, Camp Elliott was annexed into the City of San Diego (City). Approximately one-half of Camp Elliott, 13,277 acres, was then declared surplus by the Navy and was subject to the provisions for disposal under the General Services Administration.

Prior to the time the property was released for public sale, the City of San Diego was given the opportunity to prepare a community plan and acquire land needed for public uses at a reduced price. The 1962 Elliott Community Plan was a result of the City taking advantage of this opportunity. Based on the plan, the City acquired several park sites, major street right-of-ways, a fire station and a library site. In addition, the San Diego Unified School District obtained several school sites. During the period from 1962 to 1970, the federal government sold most of the property declared surplus. Since 1970, major subdivisions and planned residential developments have been built, based on a new Elliott Community Plan adopted in 1971.

A Master Development Plan for ~~the proposed~~ Mission Trails Regional Park was prepared in 1976. This plan ~~delineates~~ delineated the boundaries and ~~specifies~~ specified uses and improvements within this resource-based park. A smaller version of this park was first proposed in the 1962 plan. In August 1980, the area northeasterly of the proposed Mission Trails Regional Park was detached from the original Elliott planning area. The westerly area was renamed the Tierrasanta community planning area with the easterly area becoming known as East Elliott.

This action was taken due to the isolated nature of East Elliott and the special needs of this area.

In 2016 a Master Plan Update incorporated the community of East Elliot and the West Sycamore area of the Rancho Encantada Precise area into the boundaries of Mission Trails Regional Park. This increased the park acreage to approximately 9,700 acres.

SCOPE AND PURPOSE OF THE PLAN

The Tierrasanta Community Plan (Plan) is intended to serve as a guide for future public and private development within the Tierrasanta community through 2000. The Plan includes a series of goals and objectives established by the community which are consistent with citywide policies. While this Plan also sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Controls over zoning, subdivision, transportation, building construction and other development must be enacted separately as part of the implementation program. Future development based on this Plan shall be undertaken in complete conformance with City Council Policy 600-10 and all other appropriate City Council policies with respect to providing necessary public facilities.

The adoption of the Plan requires rescinding that portion of the Elliott Community Plan within the Tierrasanta plan area. While this Plan is consistent with the policies and proposals of the City of San Diego Progress Guide and General Plan (General Plan) text, its adoption will require amendment of the General Plan Map. Changes to the community plan area boundaries, ~~Mission Trails Regional Park boundaries~~ and other land use changes must be incorporated into the map.

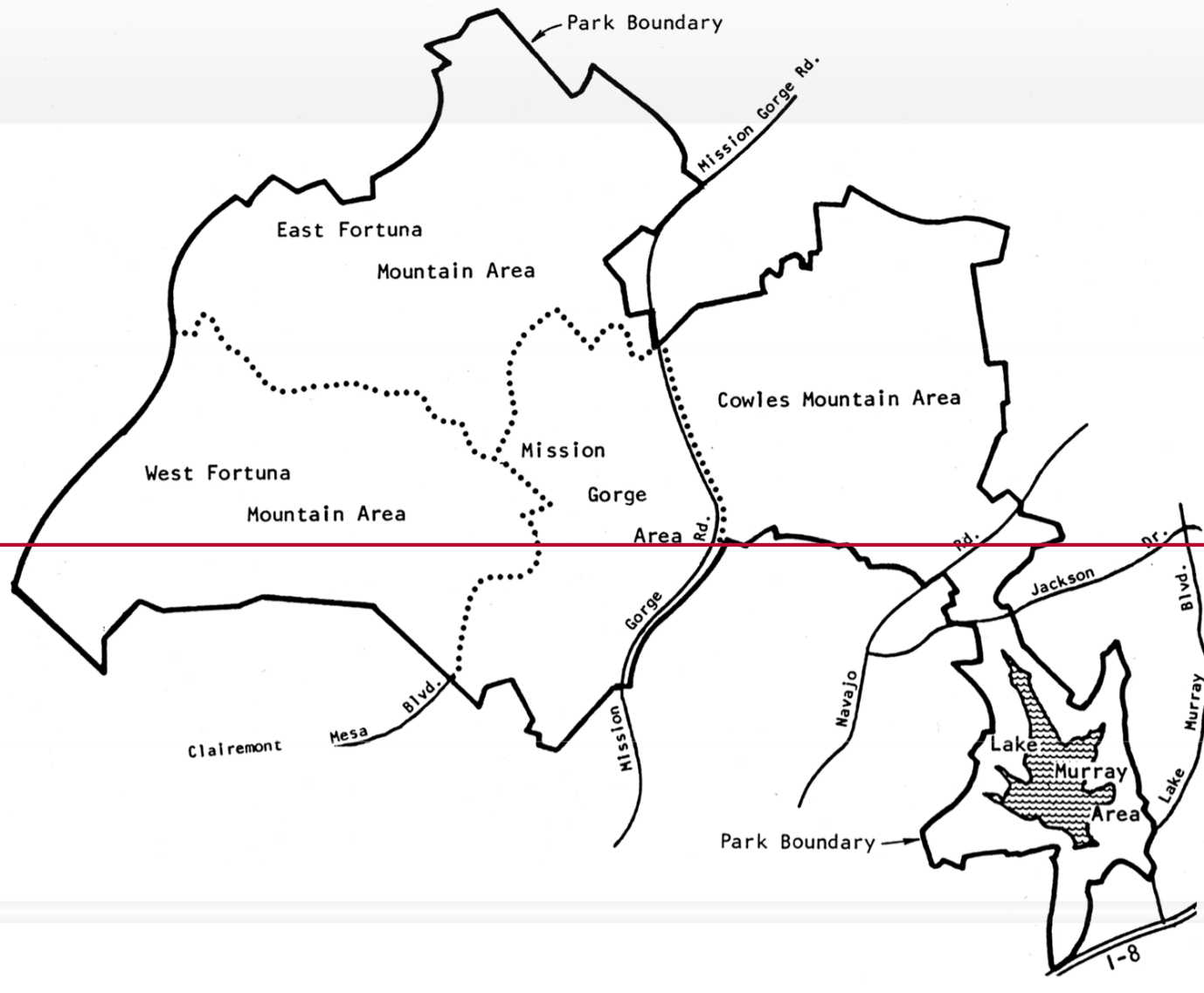
This Plan should not be considered the conclusion of the planning process. Two additional steps will follow this Plan's adoption: implementation and review. Implementation is the putting into effect of Plan policies and recommendations. This implementation process must be a cooperative effort among private citizens, City officials and other agencies. Among other actions, it will include the adoption of a Financing Plan for the provision of public facilities.

Unanticipated changes in environmental, social or economic conditions may occur which could necessitate a revision of this Plan. Community conditions must be continually monitored and this Plan frequently reviewed to ensure that it will remain relevant to community and City needs. Following adoption of the Plan by the City Council, any amendments, additions or deletions will require additional public hearings before the Planning Commission and City Council.

GOALS

As Tierrasanta continues to grow, it has become known as a high-quality, planned residential community. It includes diverse housing types, ranging from private and Naval apartment units to luxurious, custom built homes, all interspersed with open space canyons. The relative isolation of Tierrasanta from surrounding communities has enhanced the sense of community felt by its residents. The following overall goals have been established to guide future governmental and private actions related to Tierrasanta. These goals serve as the foundation for proposals throughout this Plan.

- TO PROVIDE A VARIETY OF NEW HOUSING TYPES WITHIN THE COMMUNITY.
- TO ENCOURAGE THE DEVELOPMENT OF COMMERCIAL AREAS WHICH UTILIZE HIGH DESIGN STANDARDS AND MEET THE NEEDS OF THE COMMUNITY.
- TO FOSTER THE DEVELOPMENT OF MISSION TRAILS REGIONAL PARK.
- TO PROMOTE A HIGH LEVEL OF COMMUNITY SERVICES AND FACILITIES TO ADEQUATELY MEET THE NEEDS OF THE TIERRASANTA COMMUNITY.
- TO PROTECT THE NATURAL ENVIRONMENT.
- TO PROVIDE AN EFFICIENT TRANSPORTATION SYSTEM TO MEET THE NEEDS OF COMMUNITY RESIDENTS.



Mission Trails Regional Park
 Tierrasanta Community Plan

10
 FIGURE



MISSION TRAILS REGIONAL PARK

Description

Approximately 2,830 acres (42 percent) of the Tierrasanta community is ~~designated to be~~ a part of ~~the future~~ Mission Trails Regional Park, formerly known as the Lake Murray, Cowles Mountain, Fortuna Mountain Regional Park (**Figure 10**). ~~As envisioned in the 1976 Master Development Plan for the park, it will extend approximately five miles from Interstate 8 (I-8) on the south to the boundary of MCAS Miramar on the north, and about two and one-half miles from the San Diego Aqueduct on the west to Little Sycamore Canyon on the east.~~

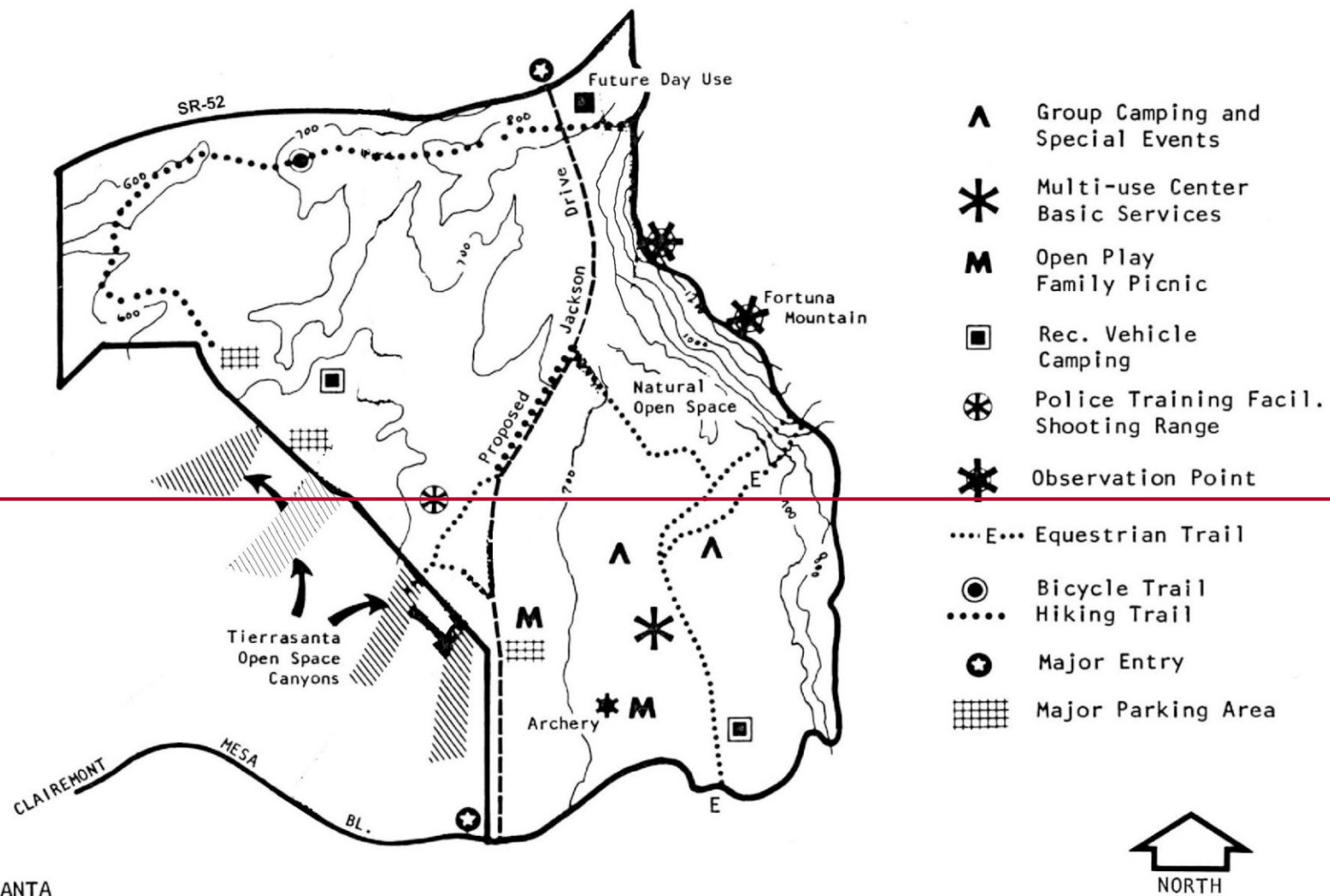
The park is notable for its size and its diverse features. At a potential size of 9,7006,200 acres, it ~~will become~~is one of the largest urban regional parks in the United States. Within the boundaries of the park are a variety of landforms that provides an enormous potential for habitat preservation and recreational use.

The development of the park is guided by the Mission Trails Regional Park Master Plan and Natural Resource Management Plan.

~~At the southern end of the park is Lake Murray, an existing 200-acre reservoir, park and golf course. Immediately north of Lake Murray is Cowles Mountain, a 1,370-foot high regional landmark. Northwest of Cowles Mountain, the San Diego River cuts through Mission Gorge and flows on through Mission Valley. North of Mission Gorge lies Fortuna Mountain, which comprises a prominent upland ridge and canyon complex. This area offers opportunities for a wide range of traditional park activities as well as many specialized uses. These include educational and cultural activities that relate to the unique historic, scenic and ecologically significant areas of the site.~~

Relationship to Tierrasanta

~~Three~~Two of the major subareas of the park are located within the Tierrasanta community plan area: ~~West Fortuna Mountain, East Fortuna Mountain~~ and Mission Gorge.



West Fortuna Mountain
Tierrasanta Community Plan

11
FIGURE



West Fortuna Mountain (Figure 11)

The ridge and canyon topography of the western portion of the Fortuna Mountain area in this area provides an important visual focus for the community. In addition, several of the canyons which comprise the open space system in Tierrasanta continue through the urban area easterly into the park land. This situation provides ~~the opportunity~~ for trail systems linking the community open space with a ~~future~~ trail system in the park.

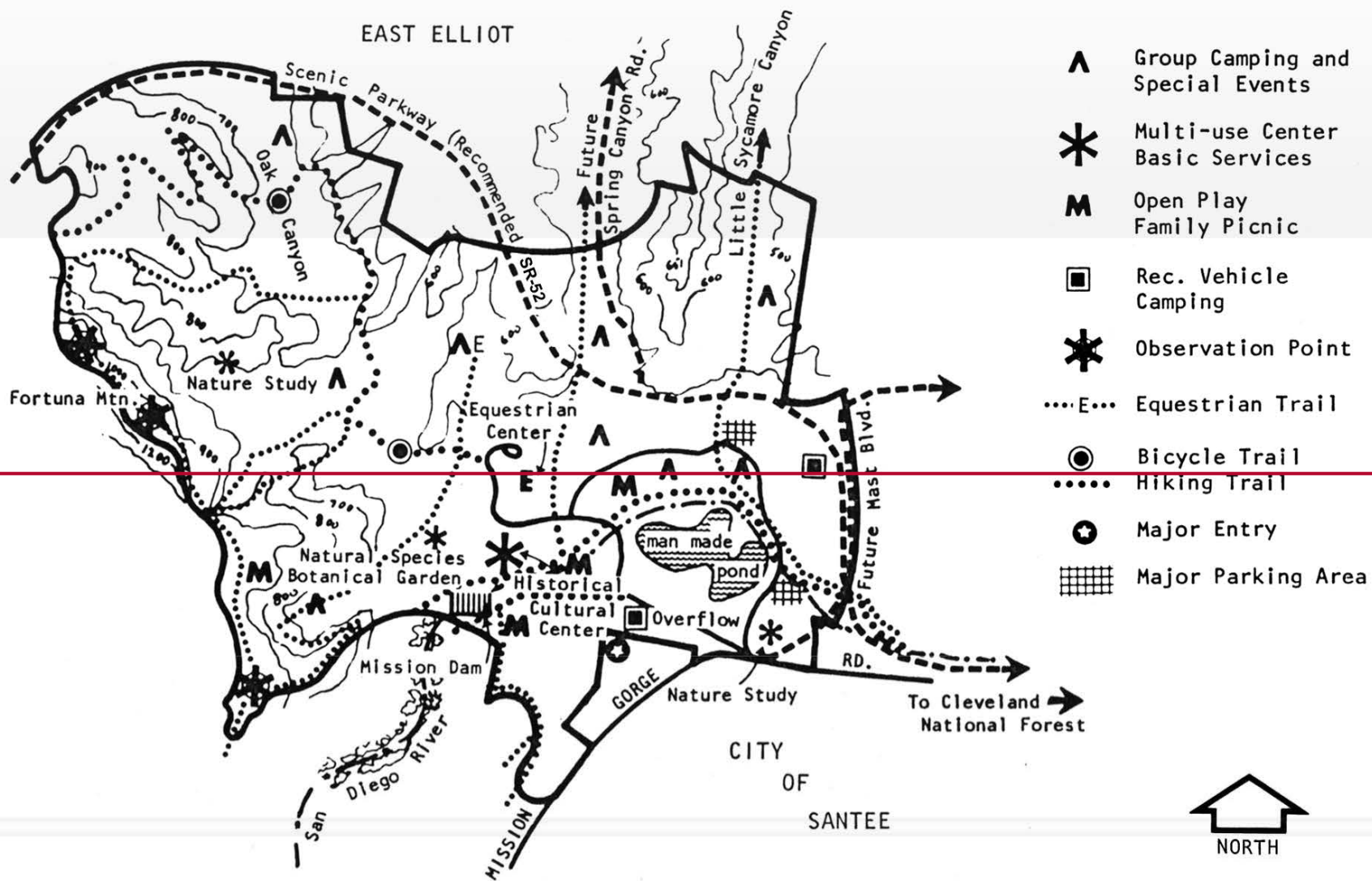
The eastern part of this area comprises the most diverse area of the park. The topography ranges from the steep eastern face of Fortuna Mountain with its dense stands of chaparral vegetation, to Kumeyaay Lakes. This area also contains isolated canyons as well as the Old Mission Dam historic site at the head of Mission Gorge. The diversity in topography and vegetation makes this area extremely significant in terms of potential park use.

Mission Gorge

The steep north slopes of Mission Gorge are also within the Tierrasanta community plan area. The Mission Gorge area is one of the most valuable resources of the park, containing approximately two miles of the San Diego River and associated riparian habitat.

~~The West Fortuna subarea will contain three major access routes. From SR 52, visitors will enter the park via an extension of Jackson Drive which will traverse the park and provide access on the south from Mission Gorge Road. The third access point, and the one most directly affecting Tierrasanta, will be from the west via Clairemont Mesa Boulevard.~~

~~Figure 11 reflects the Mission Trails Regional Park Citizens Advisory Committee recommendation to delete a proposed off road motorcycle area and driver training track shown in this area, citing these as inappropriate uses within a resource-based park. The relocation of the proposed shooting range to the northwesterly portion of this area is also being explored.~~



East Fortuna Mountain
Tierrasanta Community Plan

12
FIGURE

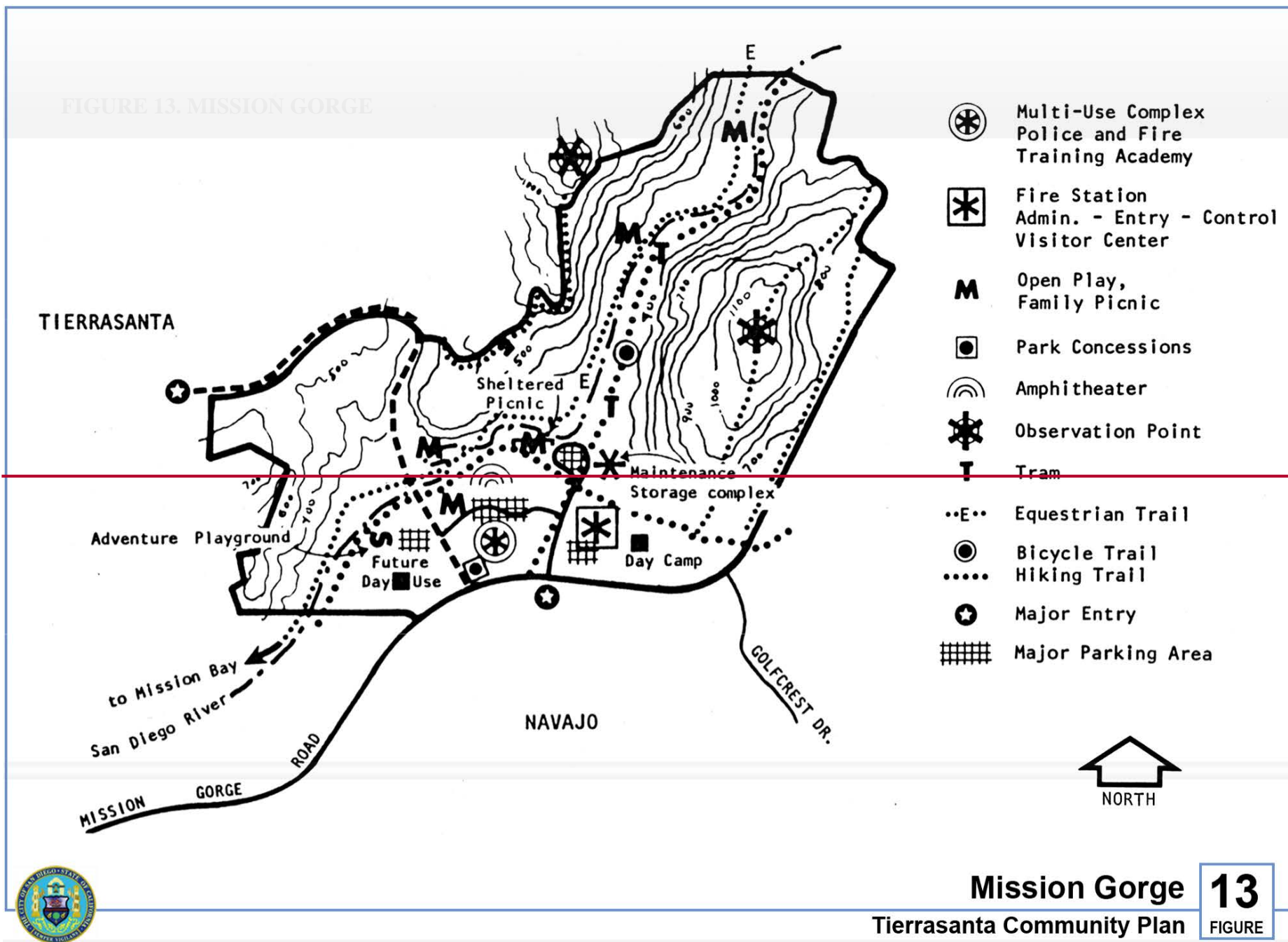


1. East Fortuna Mountain (**Figure 12**)

This area comprises the most diverse area of the park. The topography ranges from the steep eastern face of Fortuna Mountain with its dense stands of chaparral vegetation, to the man-made ponds associated with past sand and gravel extraction along the San Diego River. The East Fortuna Mountain subarea also contains isolated canyons as well as the Old Mission Dam historic site at the head of Mission Gorge. The diversity in topography and vegetation makes this area extremely significant in terms of potential park use.

The East Fortuna Mountain subarea relates directly to the currently undeveloped East Elliott community plan area and the city of Santee. Inasmuch as major canyons such as Spring and Little Sycamore continue northward from the park, there are opportunities to relate future urban land use to these open space canyons and therefore link them to the park.

FIGURE 13. MISSION GORGE



Mission Gorge **13**
Tierrasanta Community Plan FIGURE

~~2. Mission Gorge (Figure 13)~~

~~The steep north slopes of Mission Gorge are also within the Tierrasanta community plan area. The Mission Gorge subarea is one of the most valuable resources of the park, containing approximately two miles of the San Diego River and associated riparian habitat. It will provide opportunity for possible developed park uses in addition to the natural amenities.~~

GOAL

PROVIDE FOR A MAJOR PARK TO SERVE RECREATIONAL, EDUCATIONAL AND CULTURAL NEEDS OF THE SAN DIEGO REGION IN A MANNER THAT RESPECTS AND ENHANCES THE TIERRASANTA COMMUNITY.

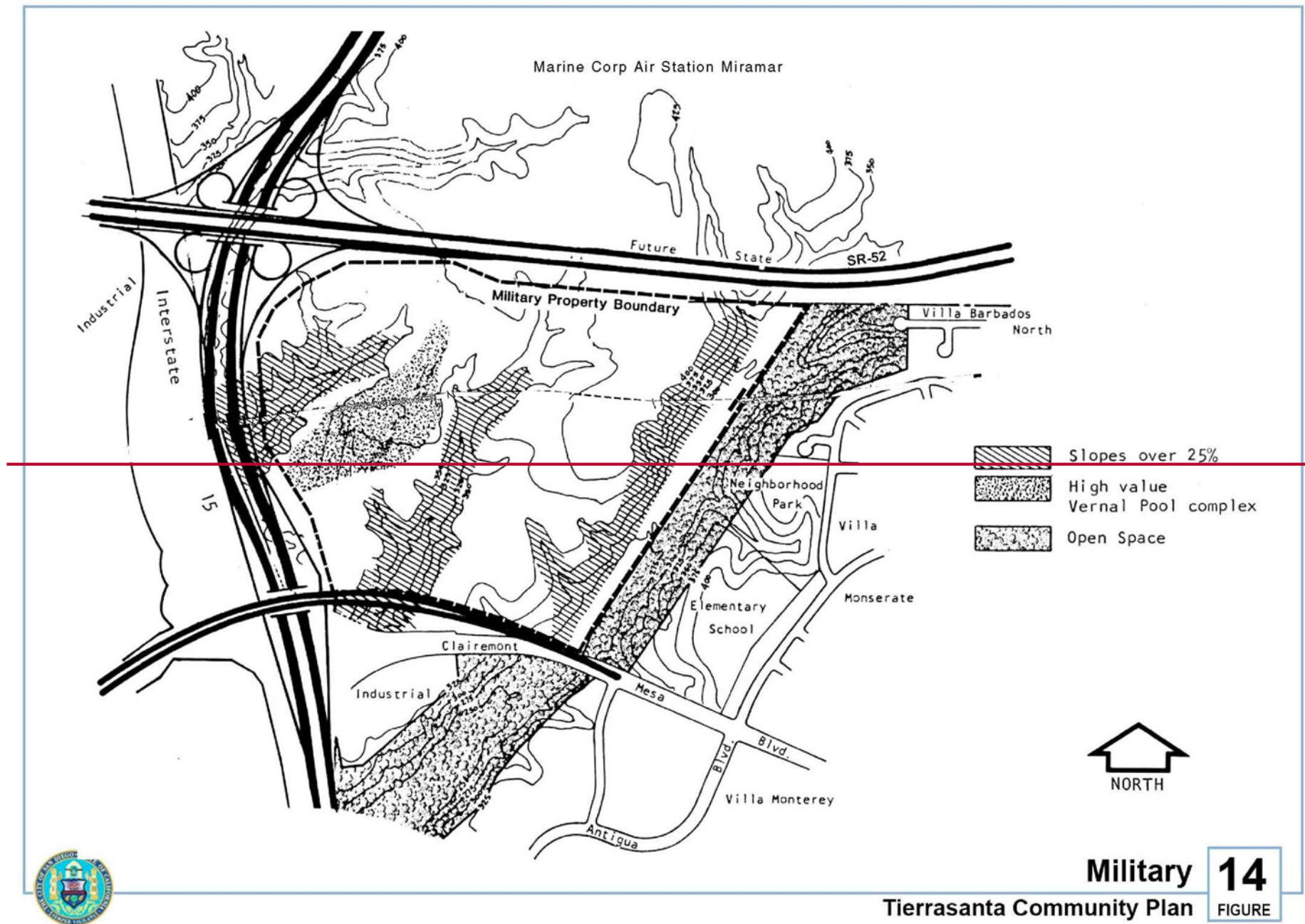
PROPOSALS

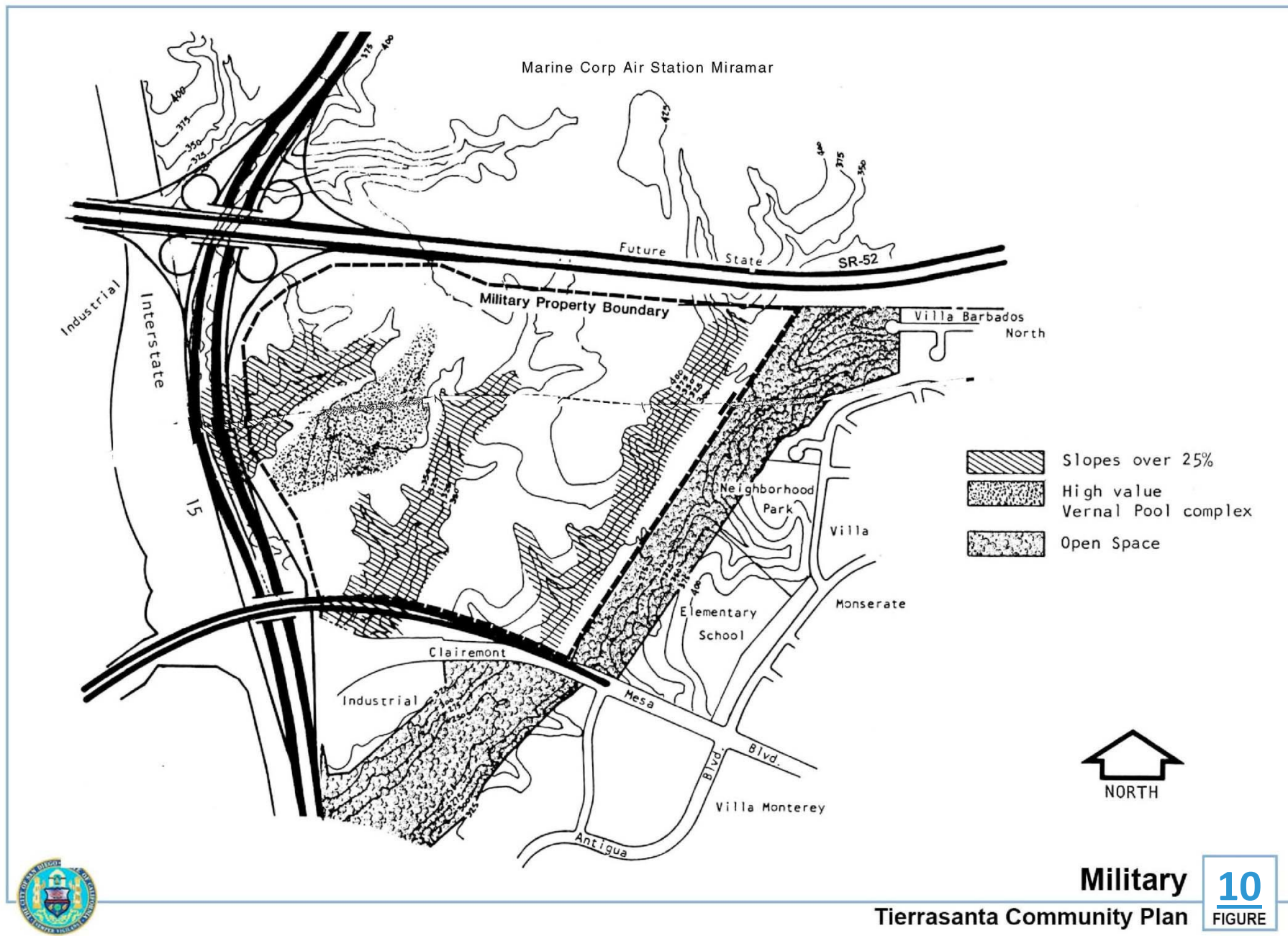
1. With the exception of sand and gravel extraction, only park related uses should be allowed within the adopted regional park boundaries.
2. Future urban land use for all areas that abut the park should be sensitive to it, as proposed within the **Urban Design Element** of this Plan.
3. Urban open space systems that physically continue into the park should be given consideration in the park use planning program, as proposed within the **Open Space Element** of this Plan.
4. Future construction of SR-52 should provide for pedestrian and equestrian access from the park into the East Elliott community at Oak Canyon, Spring Canyon and Little Sycamore Canyon.
5. The Tierrasanta Community Council, serving as the officially recognized planning group for the community, should continue to be represented on the Mission Trails Regional Park Citizens Advisory Committee.
6. All proposed park uses should be carefully evaluated with regard to their potential impacts on the Tierrasanta community. Incompatible park uses should be relocated, or appropriate mitigation measures should be applied to ensure compatibility of land uses.

~~7. This Plan should be amended to incorporate the final park plan when adopted.~~

~~8.7.~~ It is the primary desire of the Tierrasanta Community Council that the federally-owned lands on both sides of Clairemont Mesa Boulevard be incorporated within the park boundaries (**Figure 1611**).

It is important to understand that Mission Trails Park is a major regional facility, and as such has a service area far greater than the Tierrasanta community. While input from the community regarding park design and uses is important, the master plan and its implementation is independent from the Tierrasanta Community Plan. However, it is intended that the needs of Tierrasanta be given careful consideration, as well as the needs of other communities that abut the park, and that regional park needs will be accommodated without adversely affecting neighboring communities.



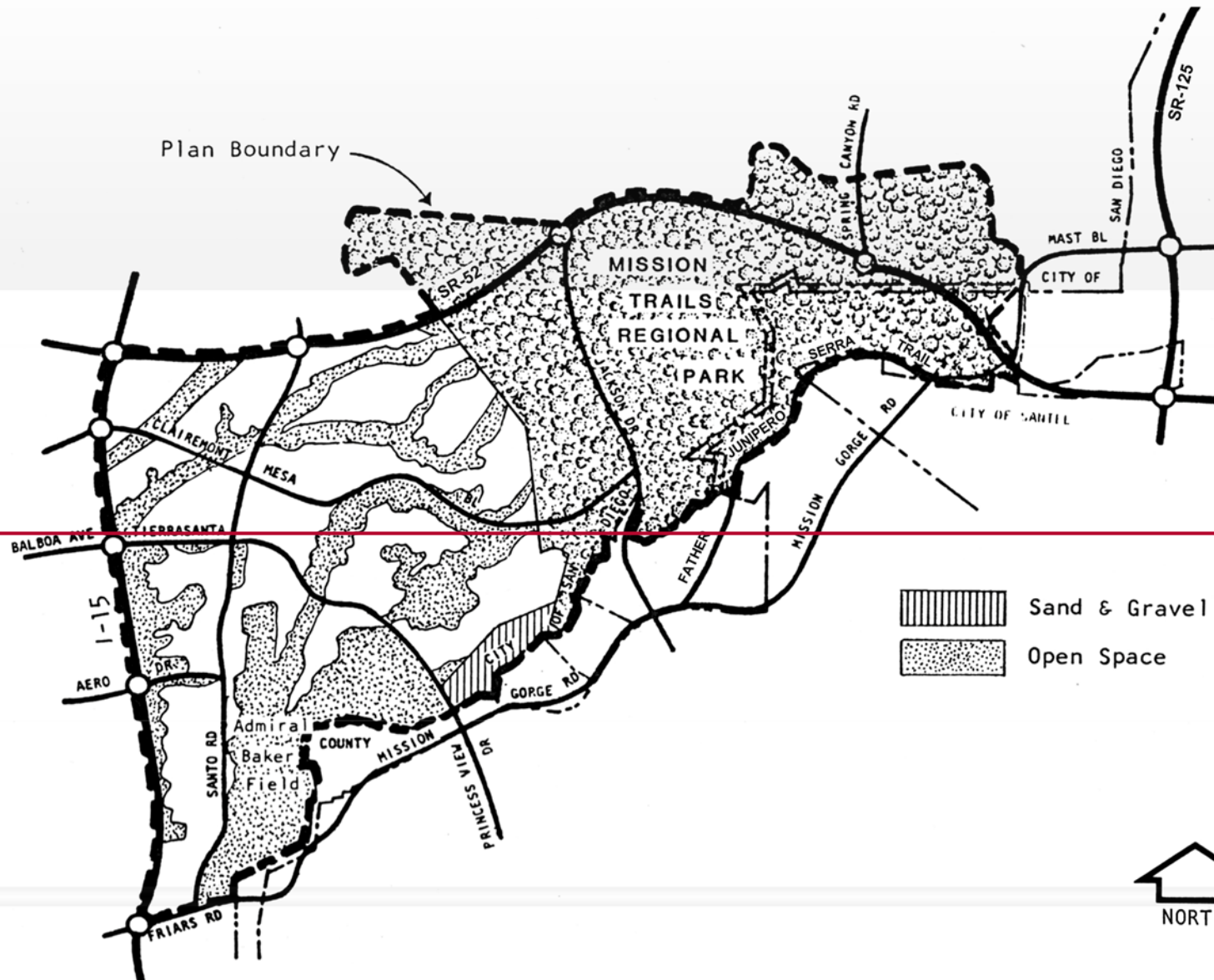


MILITARY

A portion of MCAS Miramar currently lies southerly of the SR-52 alignment (**Figure 1410**). This area is located northeasterly of the interchange at I-15 and Clairemont Mesa Boulevard, and is approximately 150 acres in size. Fifty-one acres of this land is designated for Industrial park use. Environmental sensitivities within this area include vernal pools containing endangered species and a noise impact area from the MCAS Miramar operations. Refer to the Airport Influence Area - Appendix for additional information concerning the Airport Land Use Compatibility Plan for MCAS Miramar.

It is anticipated that all privately-owned land northerly of the proposed SR-52 alignment in the vicinity of Santo Road will be acquired by the Navy subsequent to the construction of SR-52. The limits of MCAS Miramar will thus be more clearly delineated. Vernal pools and noise impacts on this site may also limit its potential use. Any future private development proposal northerly of proposed SR-52 in this area will require a plan amendment to determine the appropriate use.

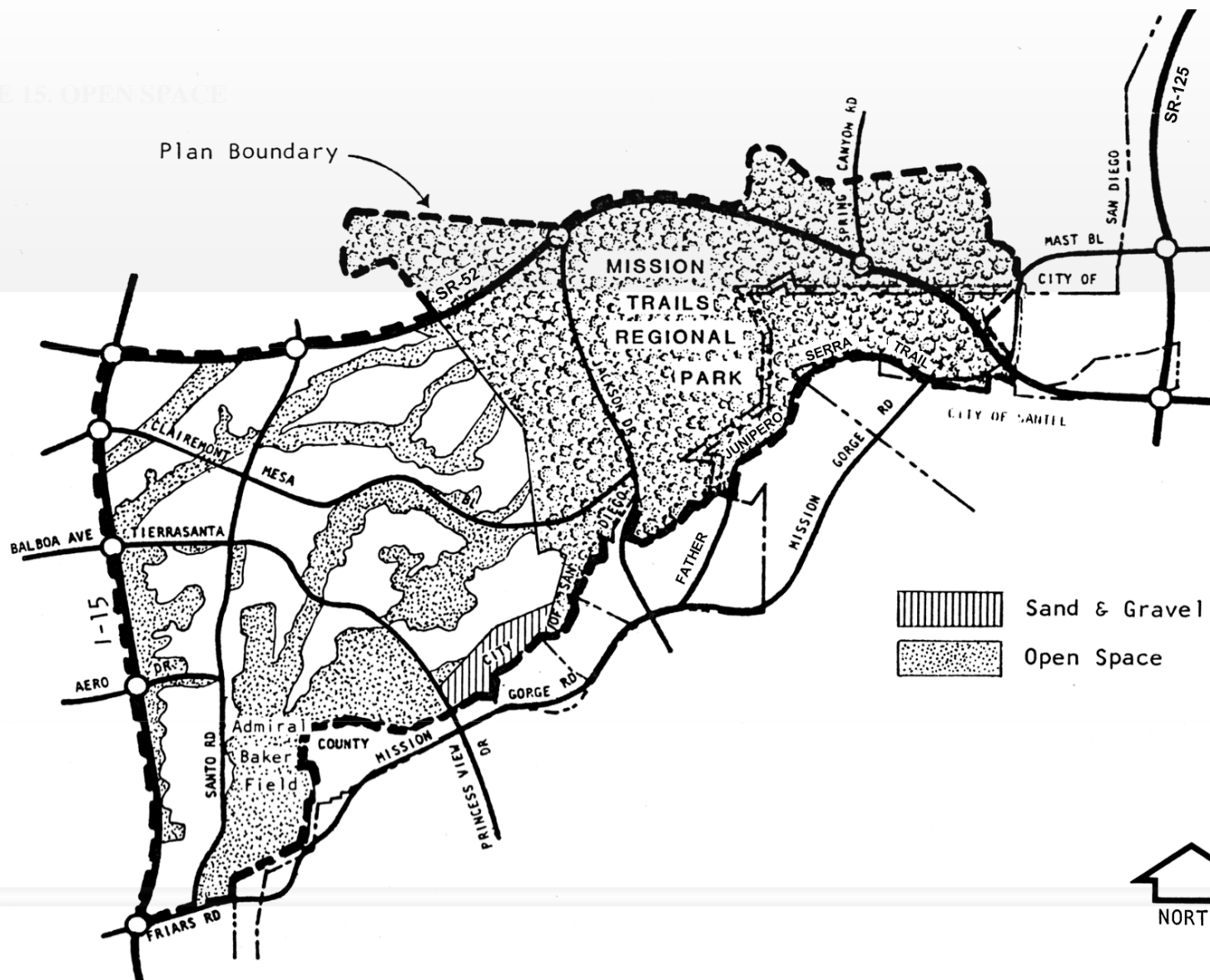
Other federally-owned land in Tierrasanta, including both Navy and General Services Administration property, is designated for either housing, open space, or regional park. The Murphy Canyon Naval Housing and Admiral Baker Field Naval Recreation Center are discussed elsewhere in this Plan.



Open Space
Tierrasanta Community Plan

15
FIGURE

FIGURE 15. OPEN SPACE



Open Space
Tierrasanta Community Plan

11
FIGURE



OPEN SPACE

Open space provides a relief from continuous urbanization. It also acts as wildlife preserves, protects natural resources, defines neighborhoods and provides recreational area.

Tierrasanta contains a number of scenic canyon areas. Many of these have been preserved in their natural state as development has progressed. Improvements are usually limited to trails and landscaping where appropriate. Although under Navy ownership, the Admiral Baker Field Golf Course and recreation area also function as a component of the open space system. Another component of the open space system is a mesa, north of Clairemont Mesa Boulevard and east of I-15 which contains clusters of vernal pools of exceptional quality.

Other open space areas include parkways containing meandering sidewalks and landscaped center islands.

An open space maintenance district has been established to ensure the proper upkeep of these areas. As of November 1980, this district included 673 acres of open space.

The San Diego River

The San Diego River generally follows the southeast boundary of the Tierrasanta community. It first flows through the Mission Gorge area of Mission Trails Park, then along sand and gravel operations at the southwest corner of the park, and finally through Admiral Baker Field Golf Course. Beyond the community plan area, the river continues southerly to Mission Valley and westerly to the ocean.

Planning efforts by the City and county are now under way for the use and control of the river. The two primary concerns are to minimize the threat of flooding and to expand recreational use of the river.

Natural Resource Extraction

Sand, gravel and crushed rock have been identified as major mineral resources in the San Diego area. They are raw materials used in the production of cement, mortar and plaster. While the extraction of these minerals is of economic value, certain characteristics that accompany mineral extraction are often found objectionable. These include noise, dust and the unattractive appearance of the quarry sites.

There are existing quarries located in Mission Gorge along the San Diego River, easterly of Admiral Baker Field. Approximately 130 acres of this operation are within the Tierrasanta community planning area. Unincorporated portions of this operation to the south are currently being considered for annexation to the City, and a Conditional Use Permit (CUP) is being prepared to control the entire extraction operation. This CUP will address the objectionable characteristics of the operation and will include requirements for ongoing rehabilitation of the quarry sites. An access easement from Tierrasanta Boulevard to Mission Trails Regional Park will also be required.

GOAL

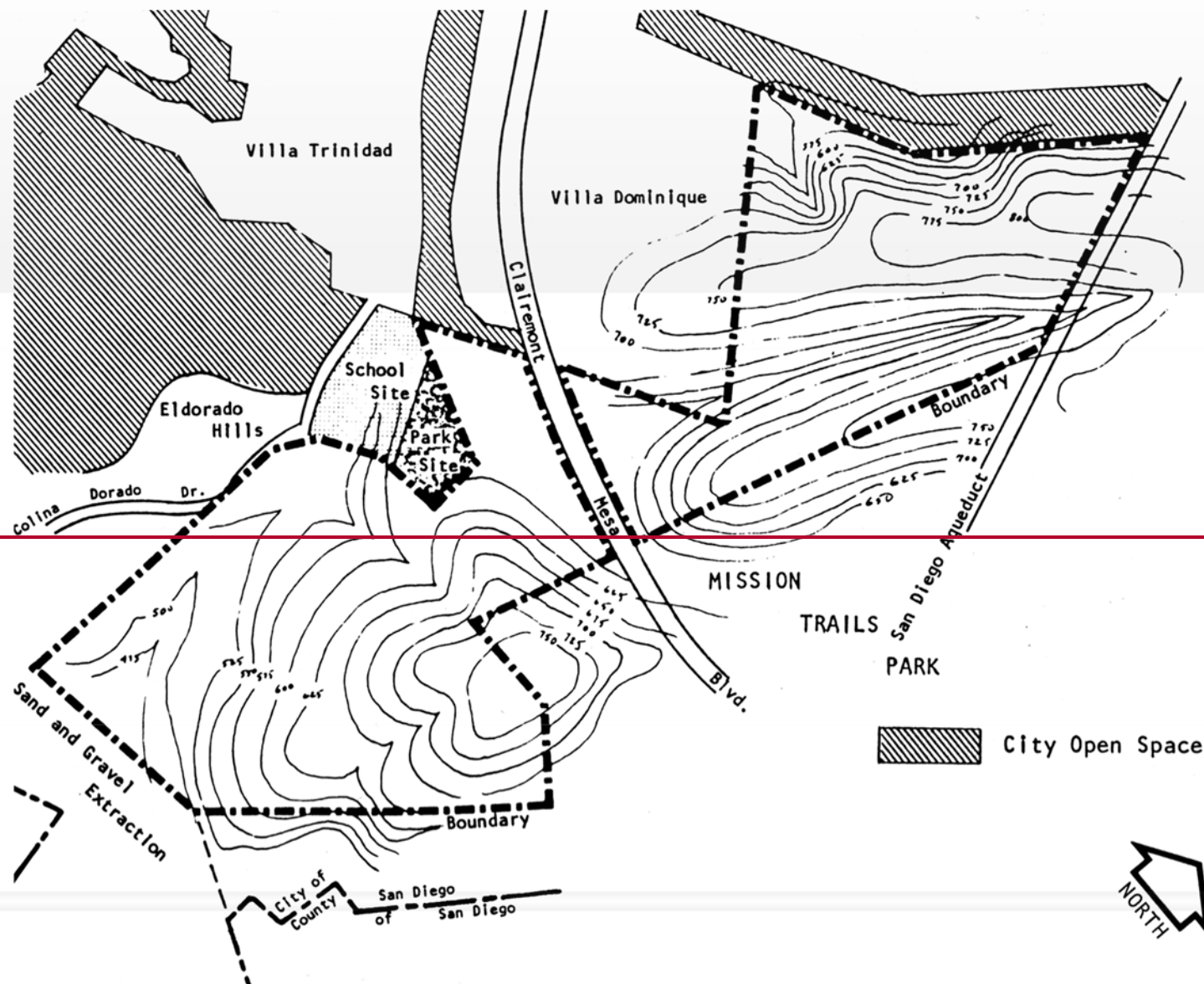
ESTABLISH AN OPEN SPACE SYSTEM WHICH PROTECTS THE NATURAL RESOURCES, PROVIDES FOR THE MANAGED PRODUCTION OF RESOURCES, PROVIDES OUTDOOR RECREATION AND ENHANCES THE IDENTITY AND CHARACTER OF THE COMMUNITY.

OBJECTIVES

- To preserve canyons and hillsides as open space.
- To minimize the effect of natural resource extraction on surrounding land uses.
- To preserve the San Diego River environs and protect surrounding uses from flooding.

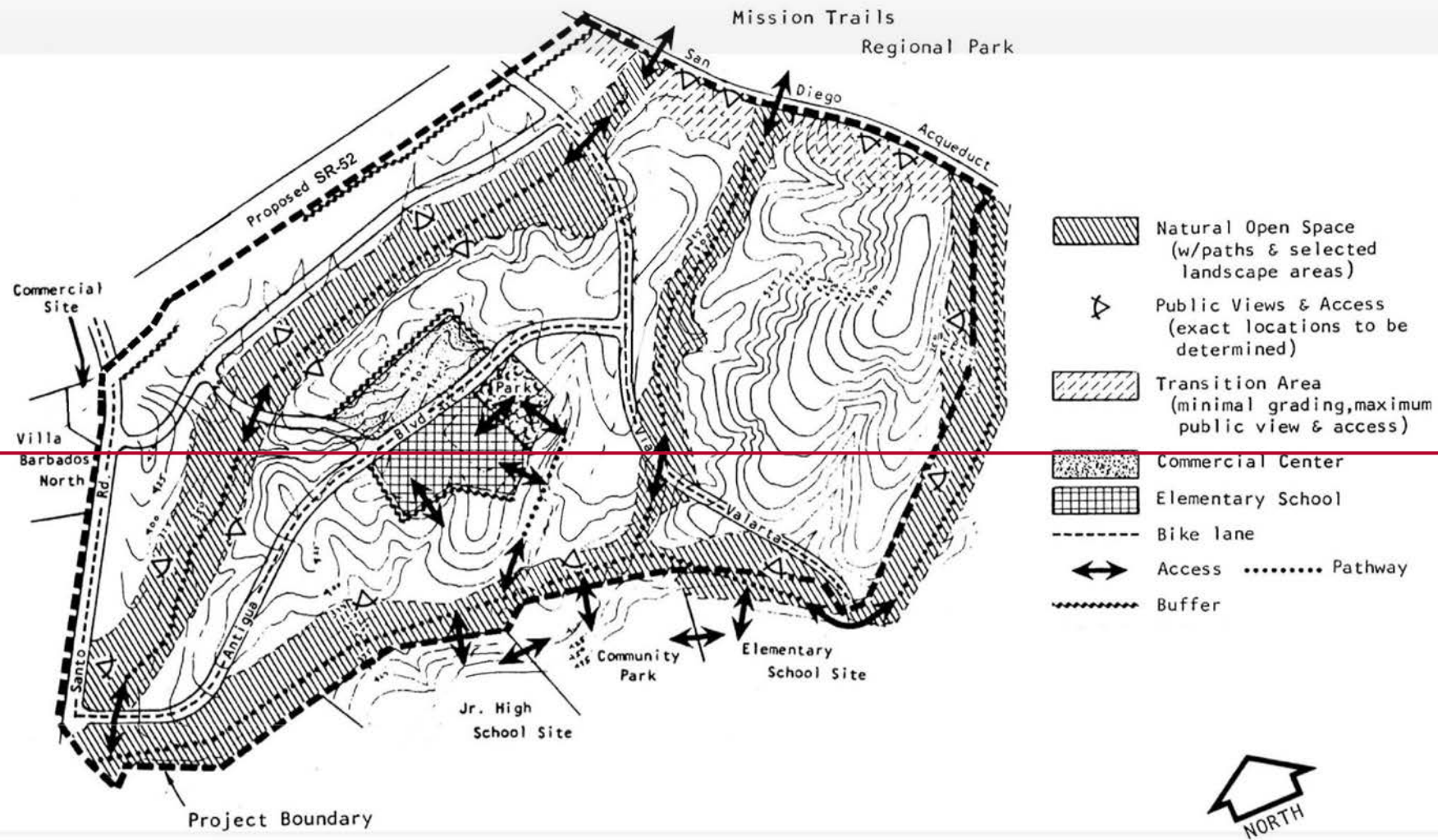
PROPOSALS

1. Expand the open space system as shown on **Figure 1511**. There should only be minor alterations to the natural character of these areas. Examples of uses are: hiking, horseback riding, bicycling and wildlife study. More intensive uses should be studied to determine their impact on the environment. These uses might include picnicking, camping, archery, gardens and ornamental landscaping.
2. Designated open space areas which are not to be acquired by the City should be allowed to apply the adjacent residential density for development purposes. Clustered development should then be used to avoid development impacts on the designated open space.
3. Continue the current practice of City ownership of open space areas, with maintenance provided by the Open Space Maintenance District. City reimbursement for a share of these costs should also be continued. Initial improvement and maintenance of these areas should remain the responsibility of the developer, with maintenance to continue for a maximum period of two years from the date of completion, subject to acceptance by the Park and Recreation Department.
4. Trails should be developed within the open space corridors linking the community's activity centers with the neighborhoods and the regional park. A map and directions regarding the trail system and points of interest in the open space system should be displayed at trailheads. Where appropriate, trailheads should be improved with shaded rest areas including benches, picnic tables and waste containers.
5. At points where streets or other development traverses open space corridors, provisions should be made to provide for a continuous open space linkage. Such a linkage could consist of a crosswalk, stairway, path, or public access easement as appropriate.
6. Landscaped transition areas should be established between the developed urban areas and the open space system, along traffic corridors and at canyon overlooks, where considered appropriate.



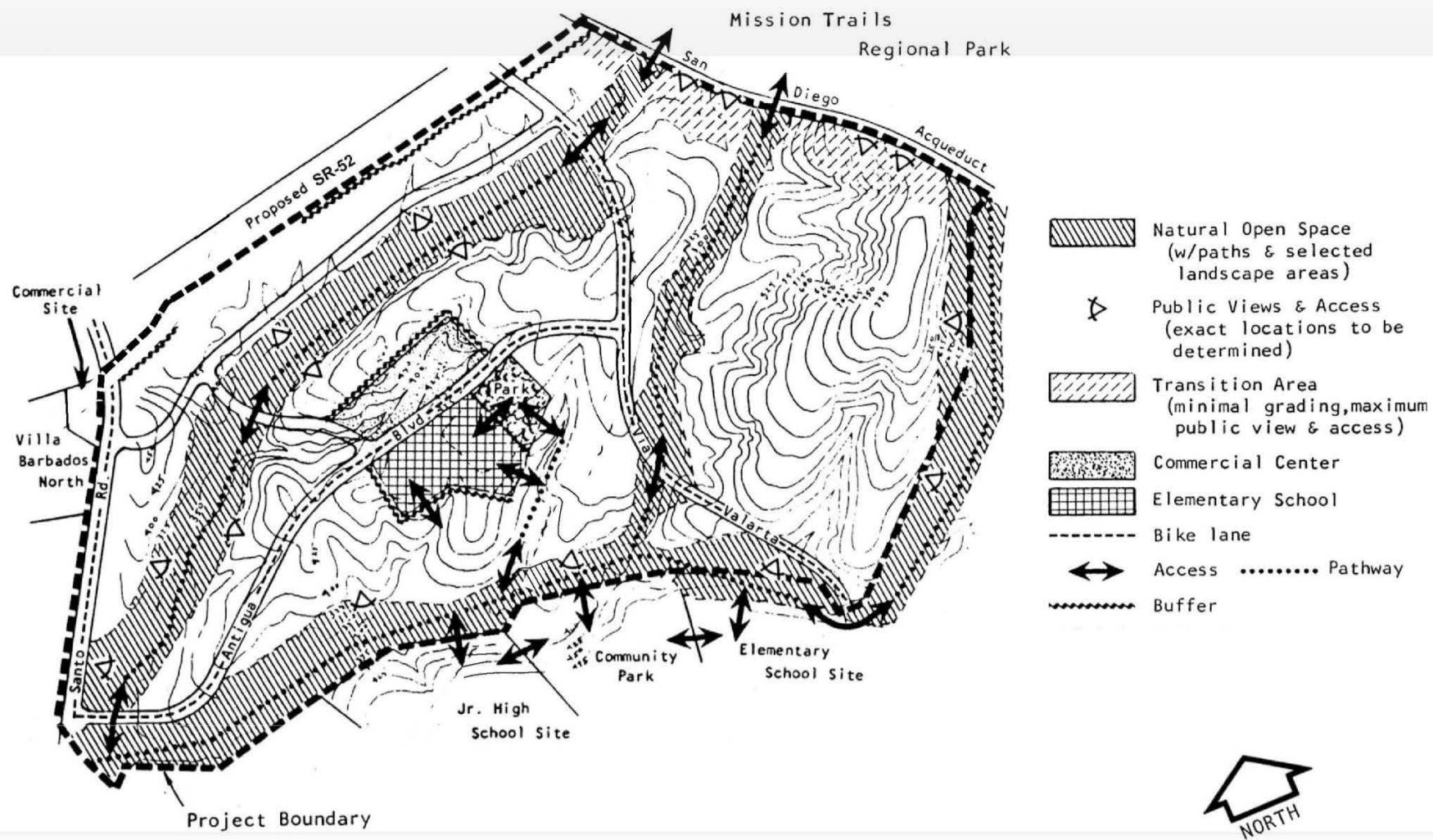
Future Study Area
Tierrasanta Community Plan

16
 FIGURE



Tierrasanta Norte Design
Tierrasanta Community Plan

17
FIGURE



Tierrasanta Norte Design
Tierrasanta Community Plan

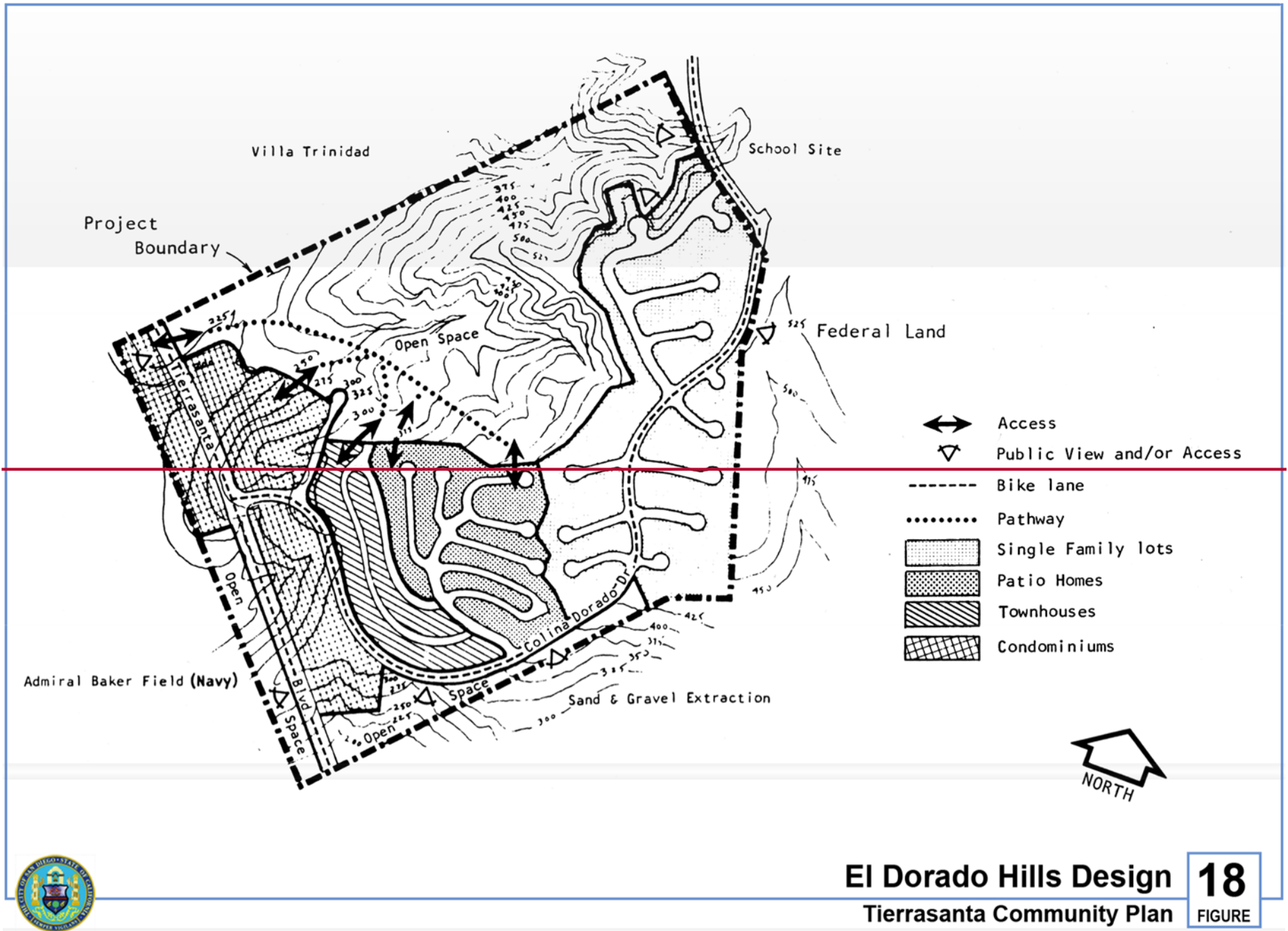
12
FIGURE

Tierrasanta Norte

Incorporate the design features illustrated on **Figure 1712**.

These include the following:

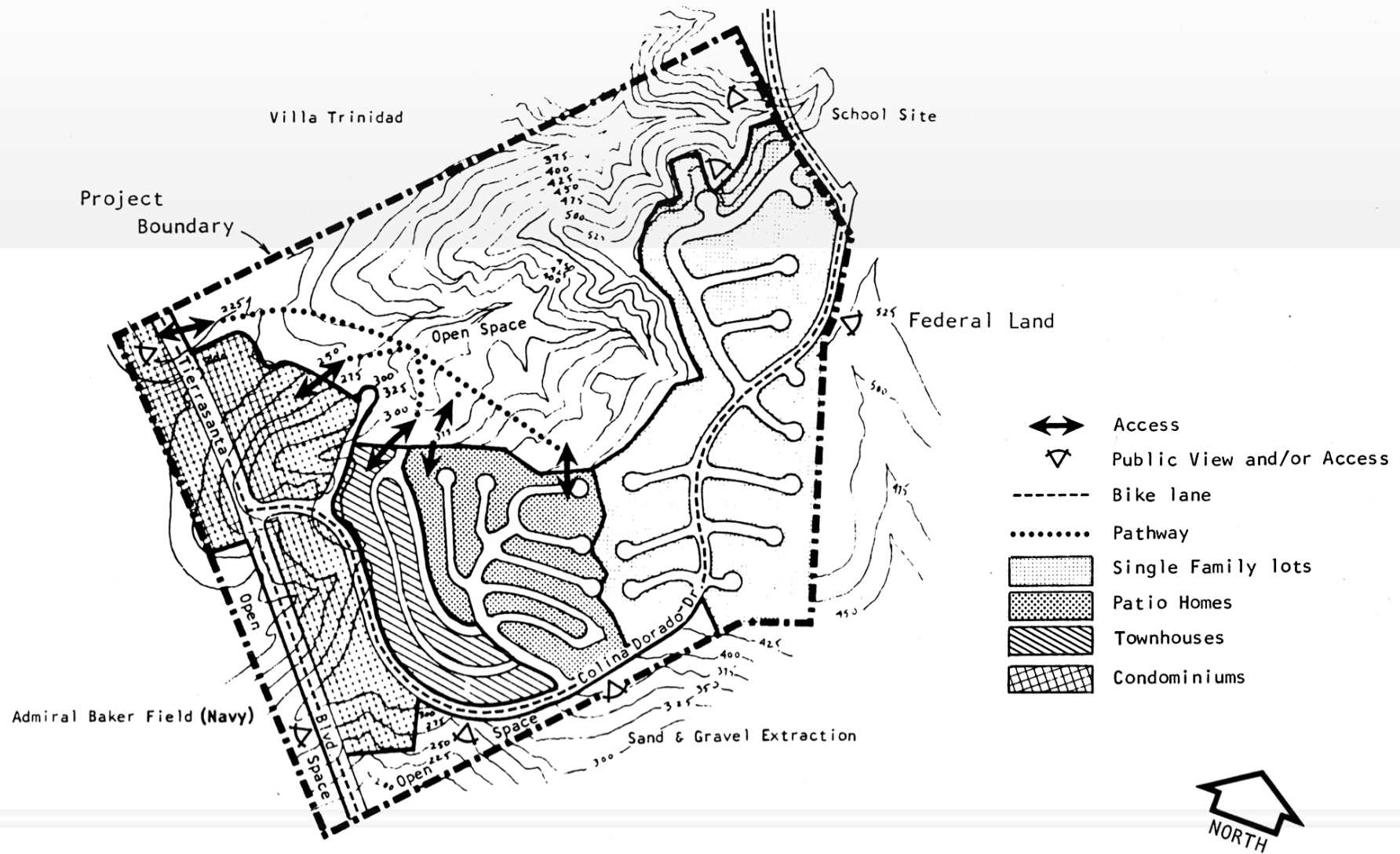
1. Implement the open space system, bike lanes, pathways and community facilities as shown. These features are described in other elements of this Plan.
2. Access to the open space canyons should be provided from schools, parks and streets as indicated. Access to schools from adjacent parks and neighborhoods should also be provided as shown. Grading, pathways, stairways, crosswalks and landscaping should be utilized as appropriate.
3. Buffer residential development from the school, commercial center and future SR-52. Landscaping, open space, grade separation and streets should be utilized as appropriate.
4. Development adjacent to Mission Trails Park should result in a minimum of grading. There should be ample public view of and access to the park.



El Dorado Hills Design
Tierrasanta Community Plan

18
 FIGURE



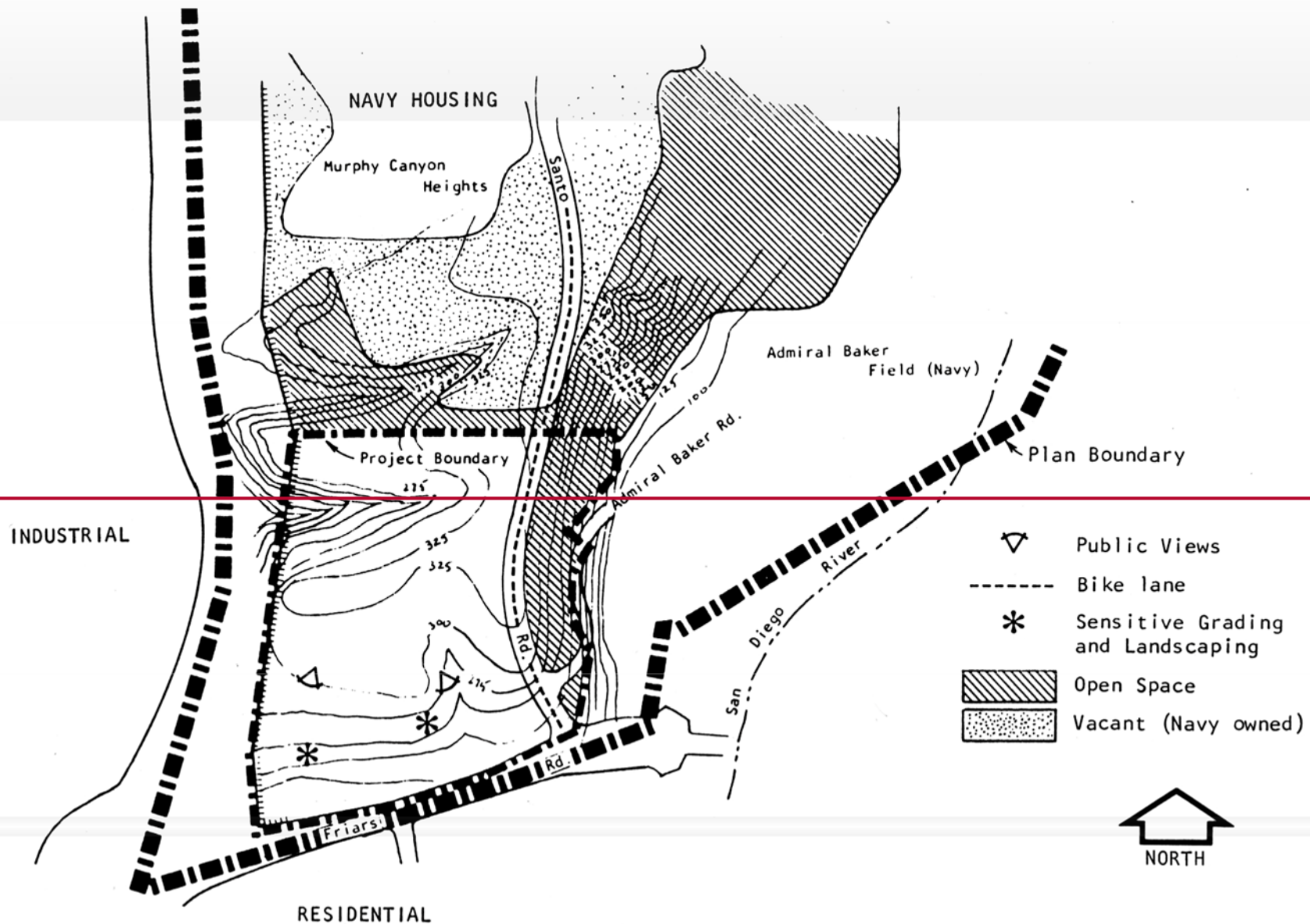


El Dorado Hills Design
Tierrasanta Community Plan

13
FIGURE

El Dorado Hills

The site preparation for this development has for the most part been accomplished. Implementation of the planned design features illustrated on **Figure ~~18-13~~** should be enforced.

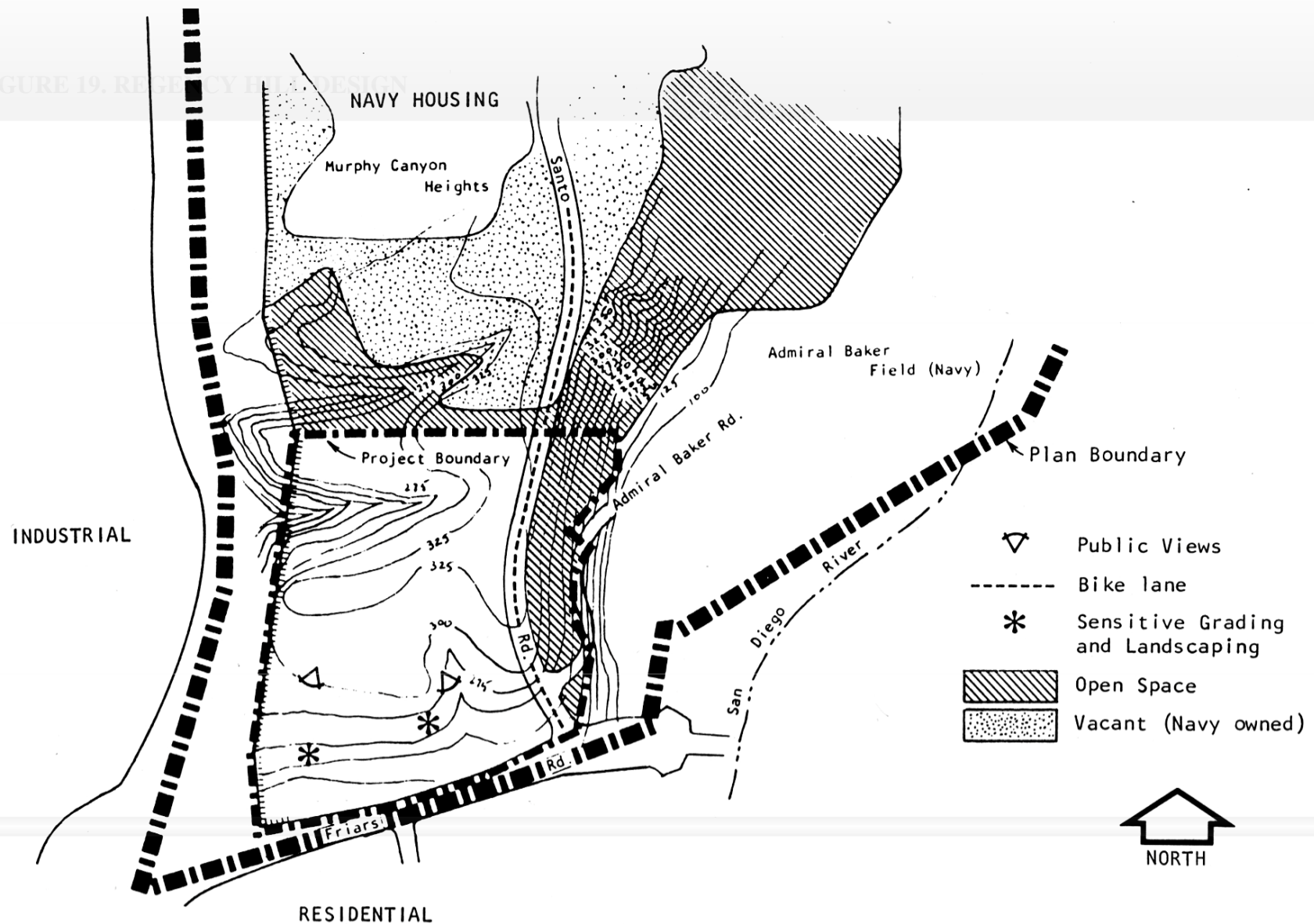


Regency Hill Design
Tierrasanta Community Plan

19
 FIGURE



FIGURE 19. REGENCY HILL DESIGN



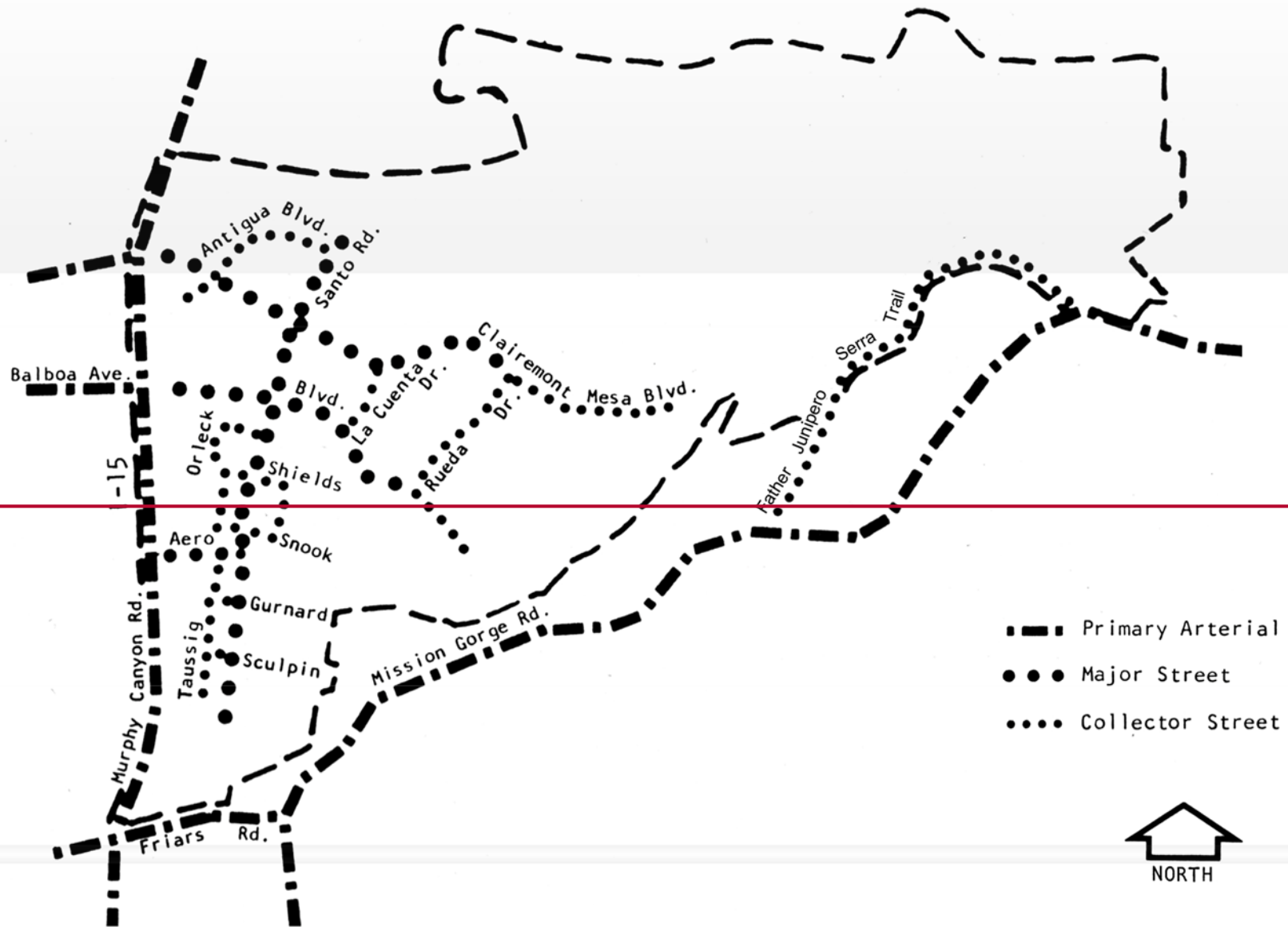
Regency Hill Design
Tierrasanta Community Plan

14
FIGURE



Regency Hill

1. Development in this area should incorporate all hillside proposals.
2. The design features shown on **Figure ~~19-14~~** should be incorporated, including the bike lane and the provision of public viewing areas.



1981 Functional Street Classification

Tierrasanta Community Plan

20

FIGURE

FIGURE 20. 1981 FUNCTIONAL STREET CLASSIFICATION



1981 Functional Street Classification

Tierrasanta Community Plan

15
FIGURE

TRANSPORTATION

Tierrasanta's existing transportation system has been designed and built to meet the latest City of San Diego Design Standards. Many transportation difficulties have thus been anticipated and minimized.

The major existing transportation problem concerns access to the community, presently limited to Tierrasanta Boulevard, Aero Drive and, for some movements, Clairemont Mesa Boulevard. This problem will be alleviated when the transportation system is completed, at which time access will be provided by eight major streets. At present, however, this limited access causes some congestion, delay and inconvenience.

EXISTING CONDITIONS

The Street System

The street system in the Tierrasanta community has been classified according to the standards of continuity, volume and function, and has been divided into five categories: freeways, primary arterials, major streets, collector streets and local streets. These are shown on **Figure 20-15** and are defined in the following table:

STREET SYSTEM CLASSIFICATION

Freeway

A freeway, usually under the jurisdiction of the State of California Department of Transportation (Caltrans), is designed to carry high volumes of traffic at higher speeds over longer distances, and is usually a divided highway with four to eight or more lanes. A freeway has full access control and grade separation at all intersections.

Primary Arterial

A prime arterial is intended to carry large volumes of through traffic, and is usually a divided highway of four to six lanes. Most street crossings are at grade, signalized intersections, and there will be very few driveways from abutting property.

Major Street

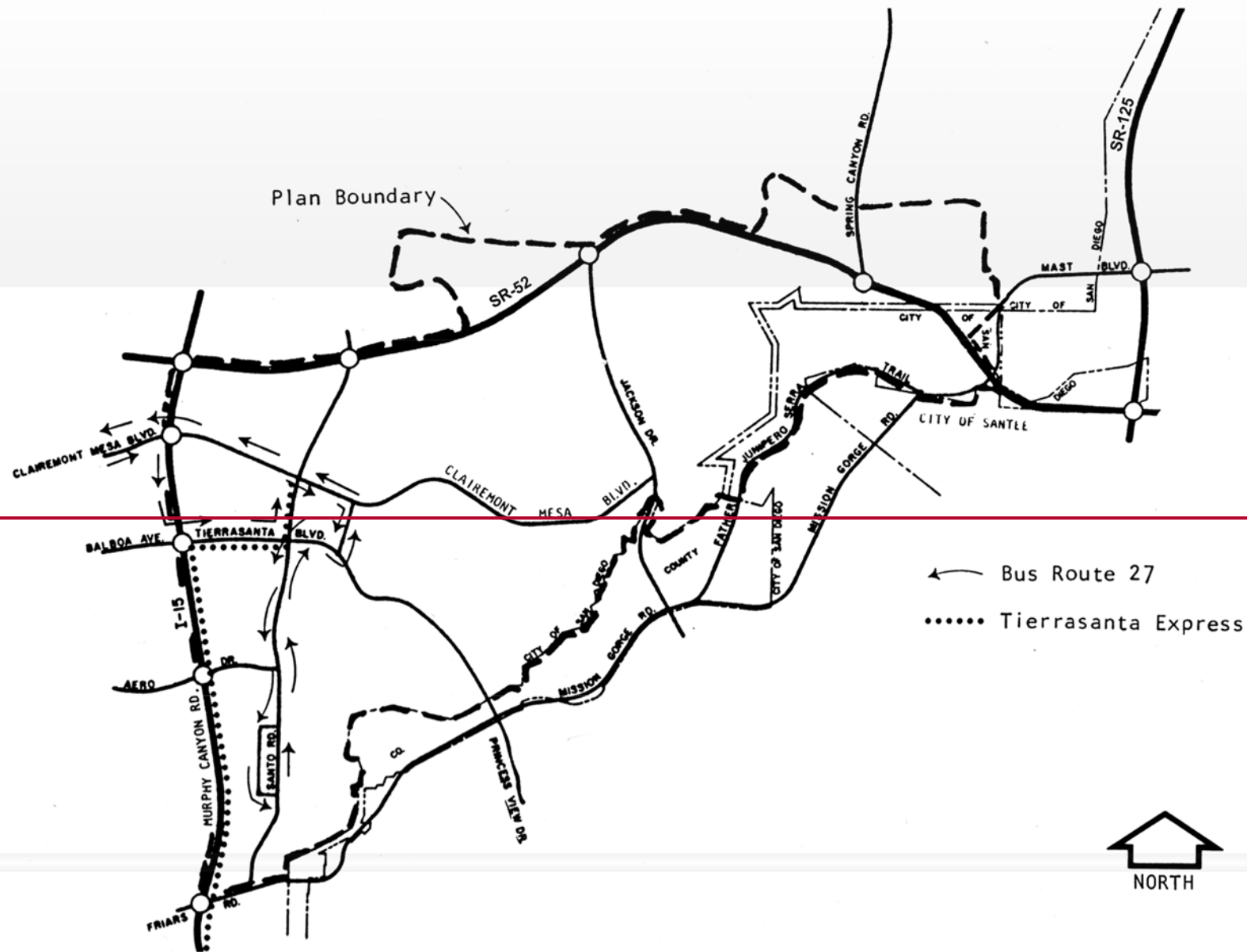
A major street, which may be divided, is usually four to six lanes, with all street intersections at grade. It is designed primarily for through traffic, but may provide occasional access to adjacent property as necessary.

Collector

A collector street functions as a feeder of traffic to the major street system and provides continuity with local streets. It is also designed to provide access to abutting property and typically is two to four lanes wide.

Local

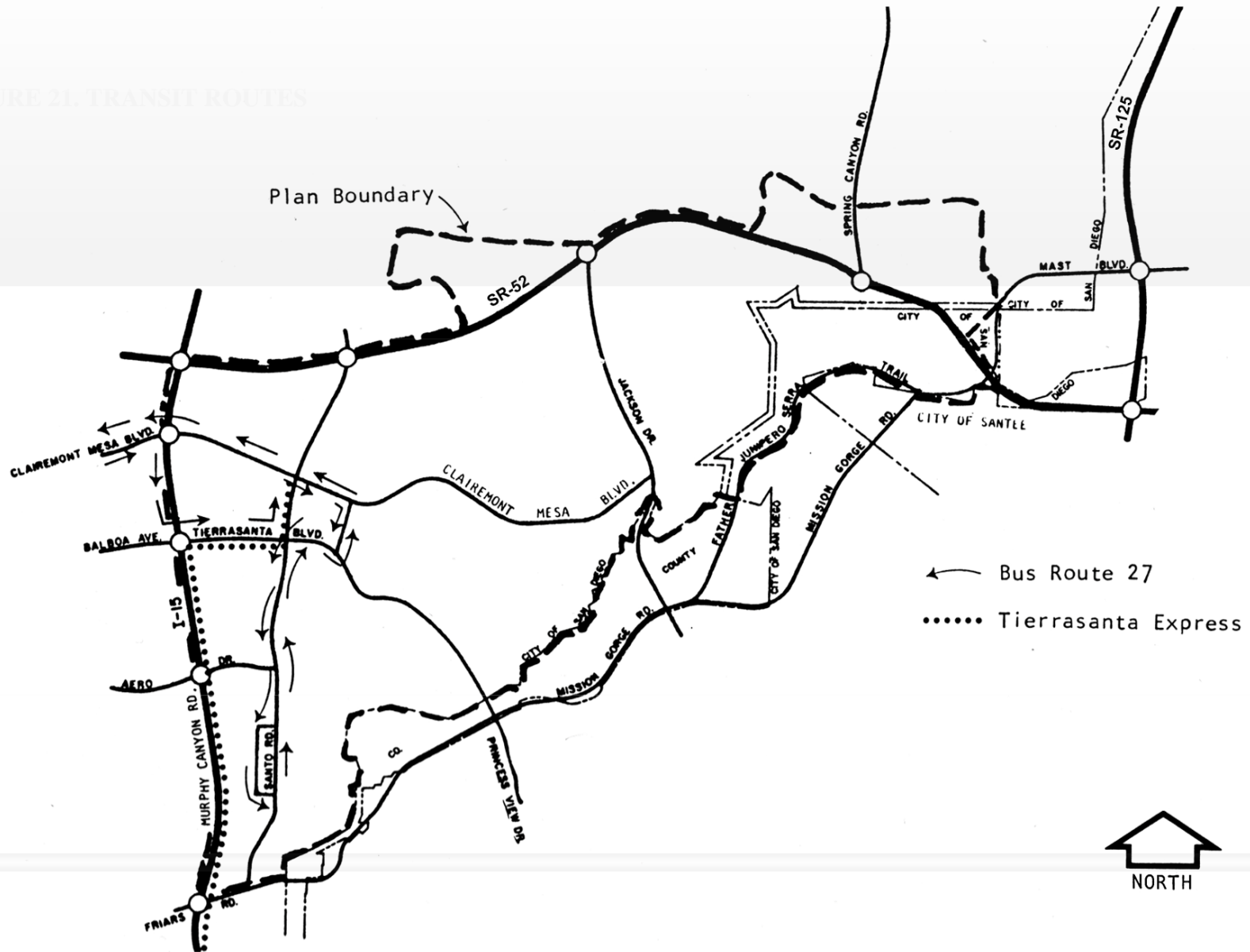
A local street primarily serves abutting property, with the movement of traffic given a secondary role. It may be a two-lane minor street, a cul-de-sac, or a one-lane alley.



Transit Routes
Tierrasanta Community Plan

21
FIGURE

FIGURE 21: TRANSIT ROUTES



Transit Routes
Tierrasanta Community Plan

16
FIGURE

Traffic Control

There are five existing traffic signals in Tierrasanta: Tierrasanta Boulevard and I-15, Tierrasanta Boulevard and Santo Road, Santo Road and Shields Street, Santo Road and Aero Drive, and Aero Drive at I-15. Other locations in the process of being signalized are Esplendente Boulevard and Tierrasanta Boulevard, Orleck Street and Santo Road, and La Cuenta and Tierrasanta Boulevard.

Other intersections which meet the City criteria for signalization are Antigua and Clairemont Mesa, and Clairemont Mesa and Santo Road. Although these two intersections are eligible for signalization, they are low on the priority list, with many intersections ahead of them. As conditions change, they will be restudied and may receive a higher priority for signalization.

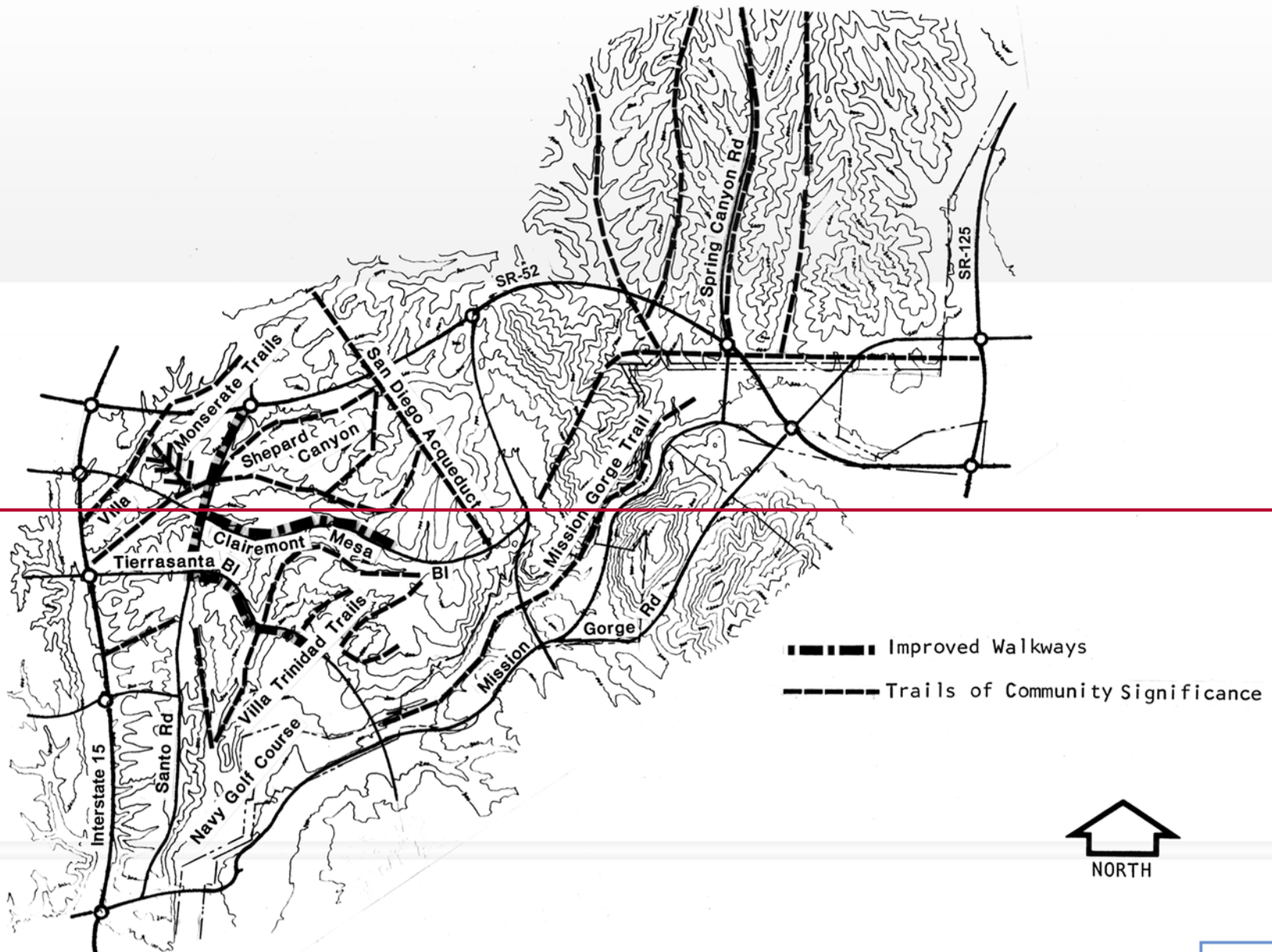
Transit

The Tierrasanta community is directly served by Bus Route 27 of the San Diego Transit Corporation. The route originates in Pacific Beach, continuing east through Clairemont and Serra Mesa into Tierrasanta. As shown on **Figure 1621**, it then follows Clairemont Mesa Boulevard, turns south on La Cuenta, west on Tierrasanta Boulevard and south on Santo Road where it terminates at Patriot Street.

In addition to Bus Route 27, the Tierrasanta community is served by the Tierrasanta Express Bus, a route creating a direct link between Tierrasanta and downtown San Diego. The Tierrasanta Express Bus originates at Clairemont Mesa Boulevard and Santo Road, makes a second stop at Tierrasanta Boulevard and Santo Road, and then proceeds directly to Fourth Avenue and Broadway in downtown San Diego. The bus makes one trip from Tierrasanta to the downtown area in the mornings and one return trip in the evenings.

Significant factors impeding transit usage in Tierrasanta involve the limited areas which are served by Bus Route 27, the necessity of transferring to another route to go to most employment and commercial centers, and the long travel times involved in most bus trips from this community. Without transferring, one can only get to Serra Mesa, Clairemont and Pacific Beach. And since Bus Route 27 is a local route along City streets, a trip to Pacific Beach takes about one hour.

San Diego Transit Corporation acknowledges the need for additional transit routes in Tierrasanta and other areas of the City. However, financial constraints have severely limited the ability to expand service.

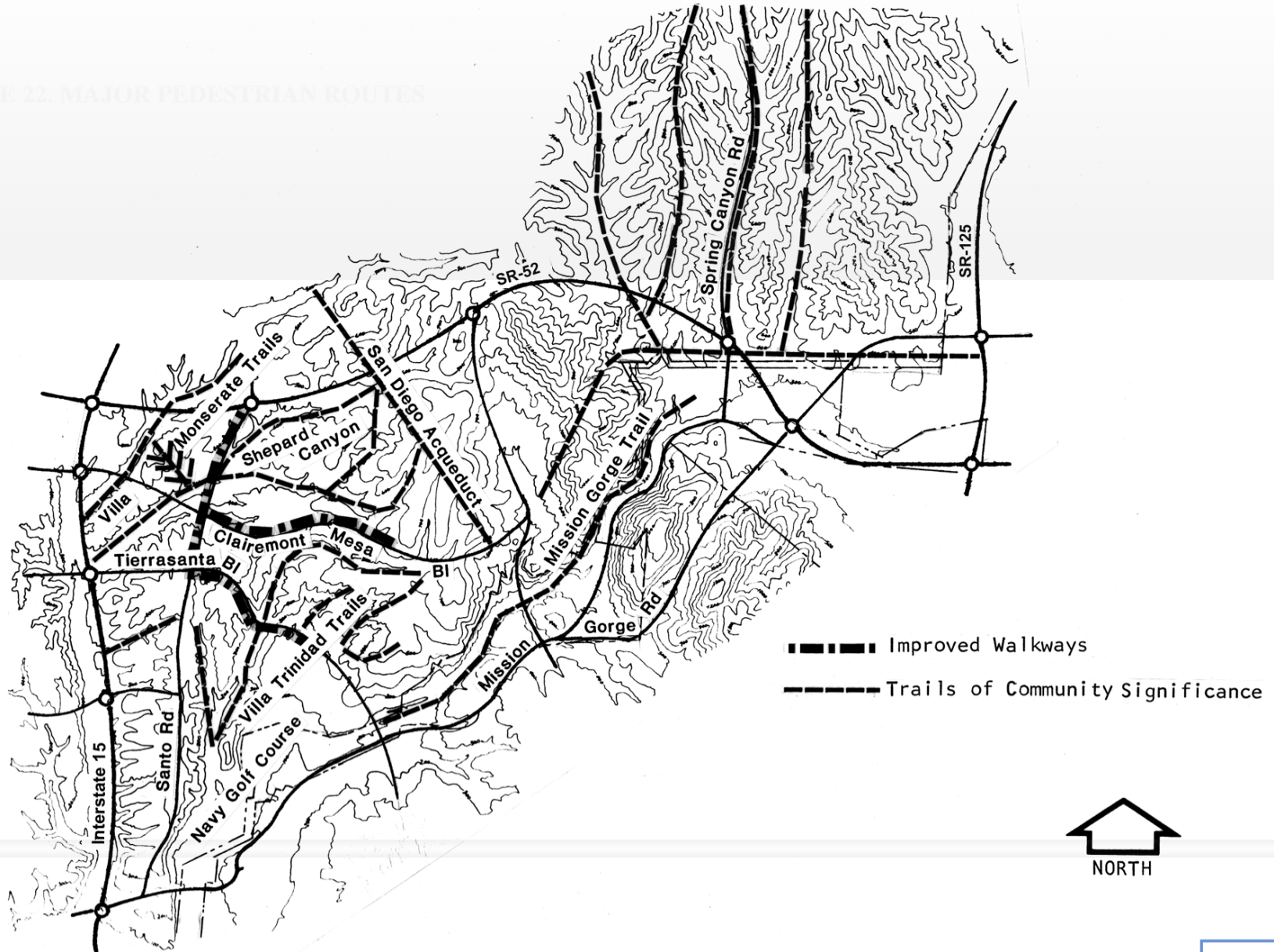


Major Pedestrian Routes
Tierrasanta Community Plan

22
 FIGURE



FIGURE 22. MAJOR PEDESTRIAN ROUTES



Major Pedestrian Routes
Tierrasanta Community Plan

17
FIGURE



Bikeways

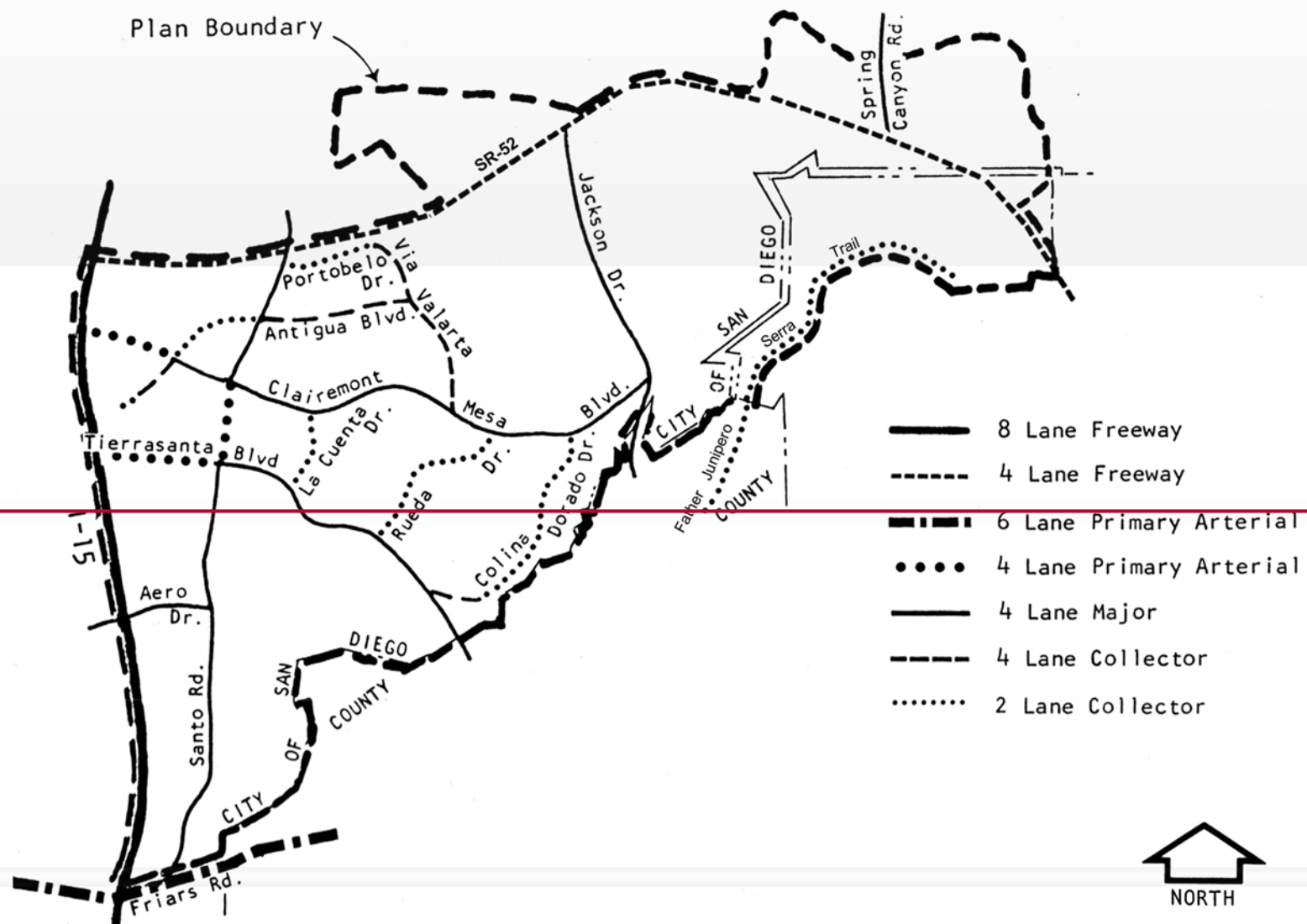
In response to concerns about personal health and the environment, there has been a boom in bicycling, walking, jogging and horseback riding. Bikeways are an important part of the circulation system, even though they are used for recreation as much as transportation.

Bikeways are generally divided into three classes based on the degree of improvement and access control. Bicycle paths are paved bikeways separate from any driven way, and for the use of non-motorized transportation only. Bicycle lanes, the second class, are striped within paved streets and marked for bicycles only. The third class, bicycle routes, are shared routes for bicycles, marked only by signs, and are not striped as a separate lane.

The only existing bike facility in Tierrasanta is a bike lane on Aero Drive.

Pedestrians

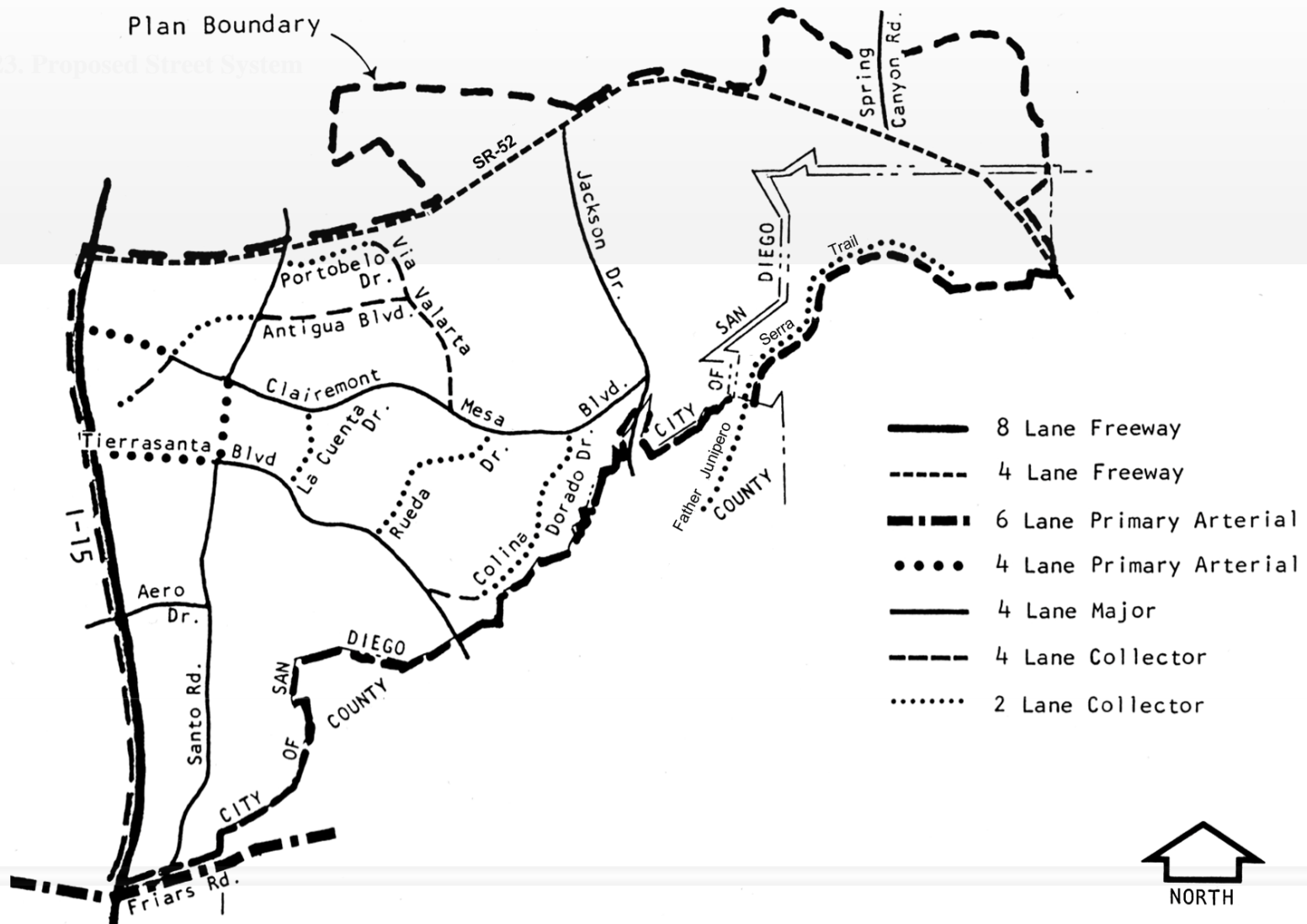
Tierrasanta has a number of existing pedestrian trails and routes within canyons and along major streets. Some existing pedestrian trails, sidewalks and routes of community significance are shown on **Figure 1722**. The routes shown along Santo Road and Tierrasanta Boulevard are concrete sidewalks which wind and curve and have accompanying landscaping. Improved paths also exist in Villa Monserate and Villa Trinidad. All other pedestrian routes shown are unimproved dirt trails, such as within Sycamore Canyon, Spring Canyon, Shepherd Canyon and Mission Gorge.



Proposed Street System
Tierrasanta Community Plan

23
FIGURE

Figure 23. Proposed Street System



Proposed Street System
Tierrasanta Community Plan

18
FIGURE



GOAL

PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM OFFERING ALTERNATIVE MODES OF TRANSPORTATION.

OBJECTIVES

- To provide an adequate street and traffic control system which will accommodate projected traffic.
- To minimize disruption to the community and its neighborhoods by through traffic.
- To integrate roads into the land form as naturally as possible.
- To coordinate all transportation systems with Mission Trails Regional Park.
- To encourage alternative forms of transportation.
- To provide adequate bus service.
- To provide a bikeway system meeting both community and regional needs.
- To provide a pedestrian pathway system utilizing City open space and right-of-ways, and linking neighborhoods and activity centers.

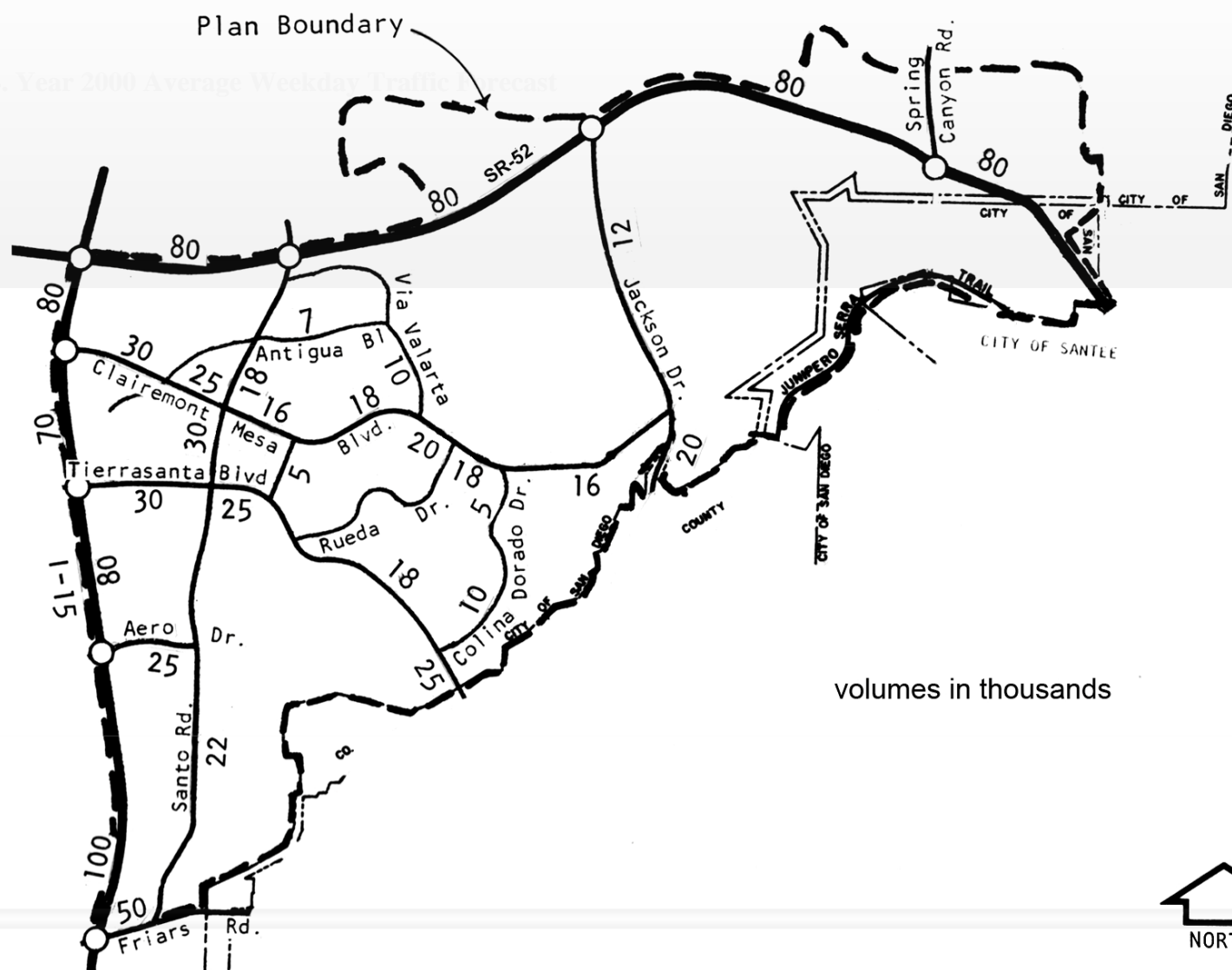
PROPOSALS

1. Freeways and major streets should be completed as shown on **Figure ~~1823~~** by 2000.

Figure ~~1924~~ shows the projected traffic volumes for 2000.

Delays in the implementation of SR-52 will result in 2000 traffic volumes ten to twenty-five percent higher on major streets. Tierrasanta Boulevard at Mission Gorge Road may exceed the City Street Design Standards for a four-lane facility, and would need to be constructed to six lanes southeasterly of Colina Dorada Drive. Portions of Santo Road, Clairemont Mesa Boulevard, Aero Drive and Friars Road would also have volumes above the maximum specified in the street design standards.

2. The extension of Tierrasanta Boulevard to Mission Gorge Road and the extension of Clairemont Mesa Boulevard to future Jackson Drive should not be implemented until SR-52 has been completed.
3. The completion of Santo Road to Friars Road should precede development in this vicinity.
- ~~4.~~ Any realignment of SR-52 westerly of the aqueduct will require a Plan amendment to determine the land uses in any additional developable areas.



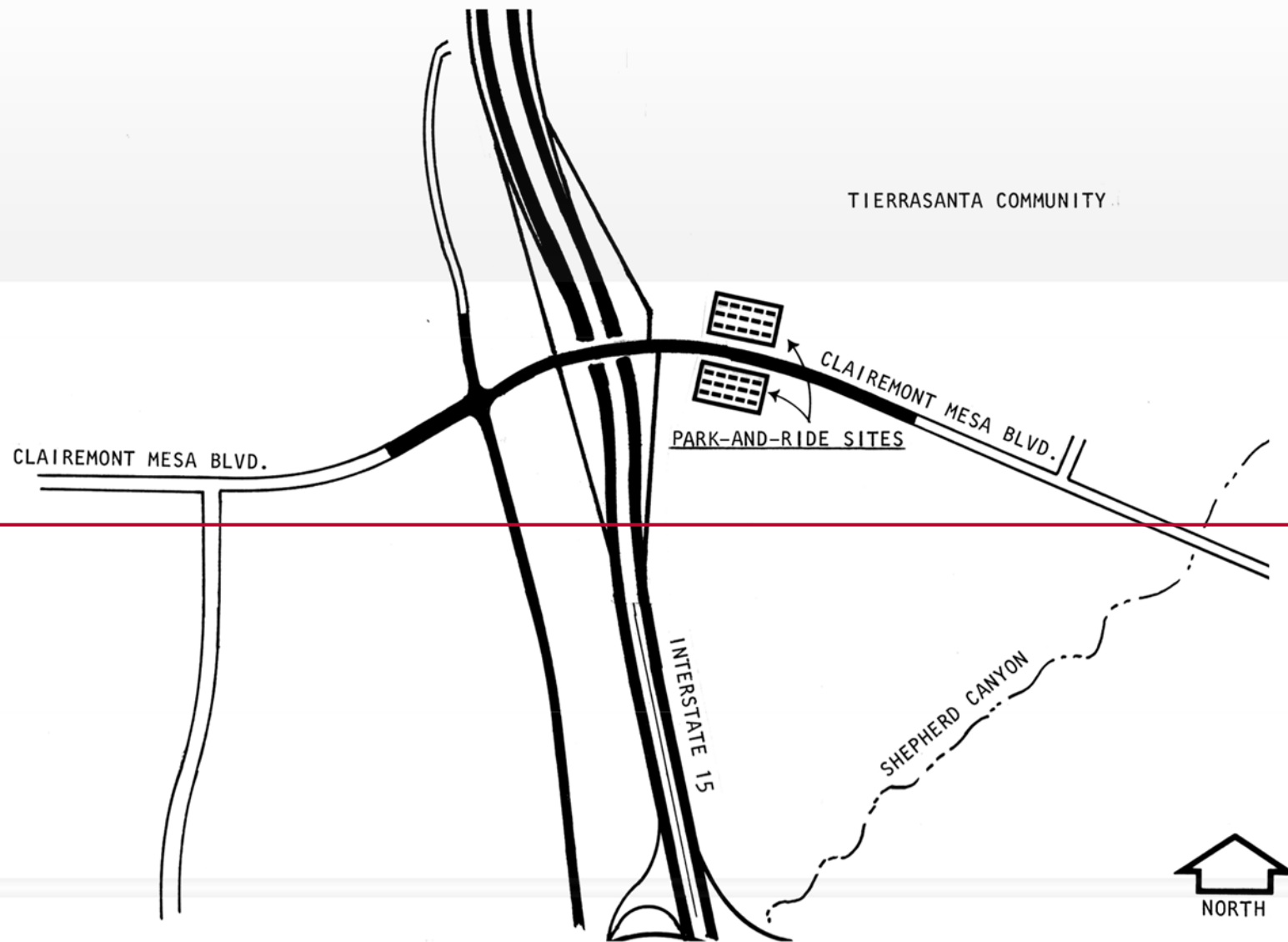
volumes in thousands



Year 2000 Average Weekday Traffic Forecast

Tierrasanta Community Plan

19
FIGURE

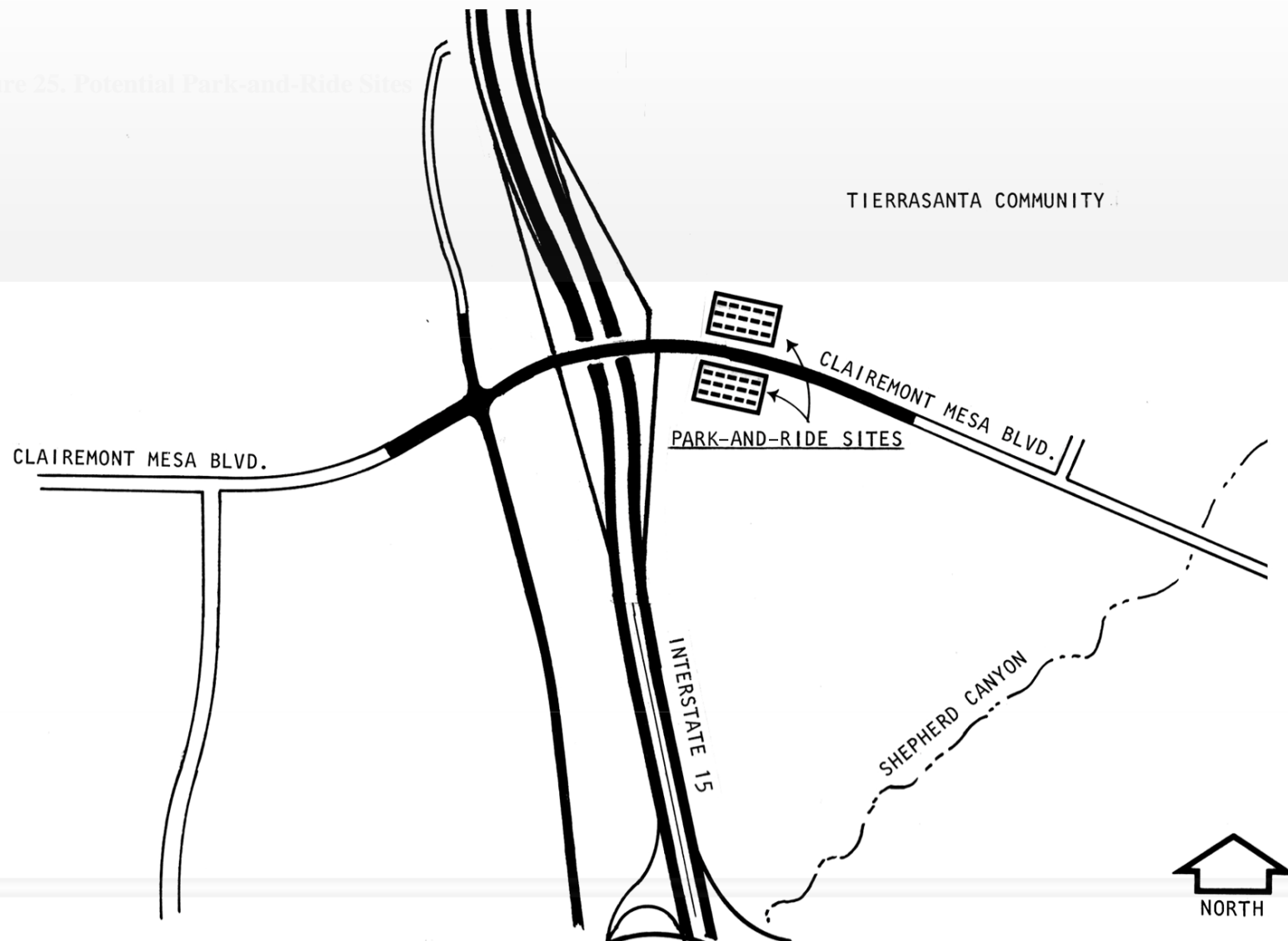


Potential Park-and-Ride Sites
Tierrasanta Community Plan

25
FIGURE



Figure 25. Potential Park-and-Ride Sites



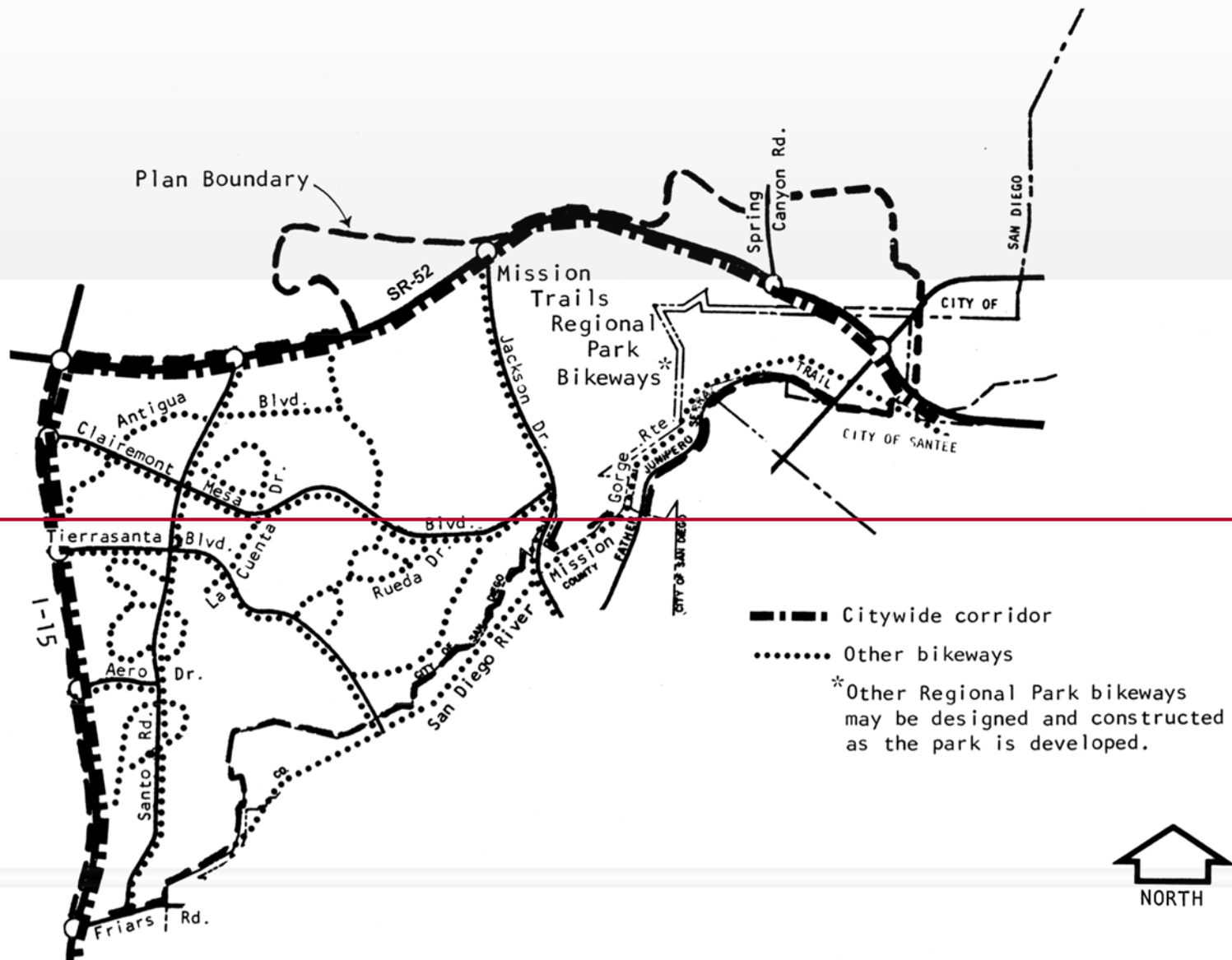
Potential Park-and-Ride Sites
Tierrasanta Community Plan

20
FIGURE

Park-and-Ride

Park-and-Ride facilities provide a parking area and bike lockers for persons either carpooling or busing to their destination. Caltrans usually initiates the projects, which can also be supported by the City and with federal funding assistance.

A Park-and-Ride facility should be provided in Tierrasanta to encourage alternative modes of transportation. A potential site for this facility is near the I-15 and Clairemont Mesa Boulevard interchange on either City or federal property. The City-owned property is within the present alignment of Clairemont Mesa Boulevard, but should become available for use when this interchange is reconstructed in 1983. Further study of these sites and the potential traffic impacts will be necessary (**Figure 2025**). Another potential Park-and-Ride site has been identified just west of the community plan area at I-15 and Aero Drive.

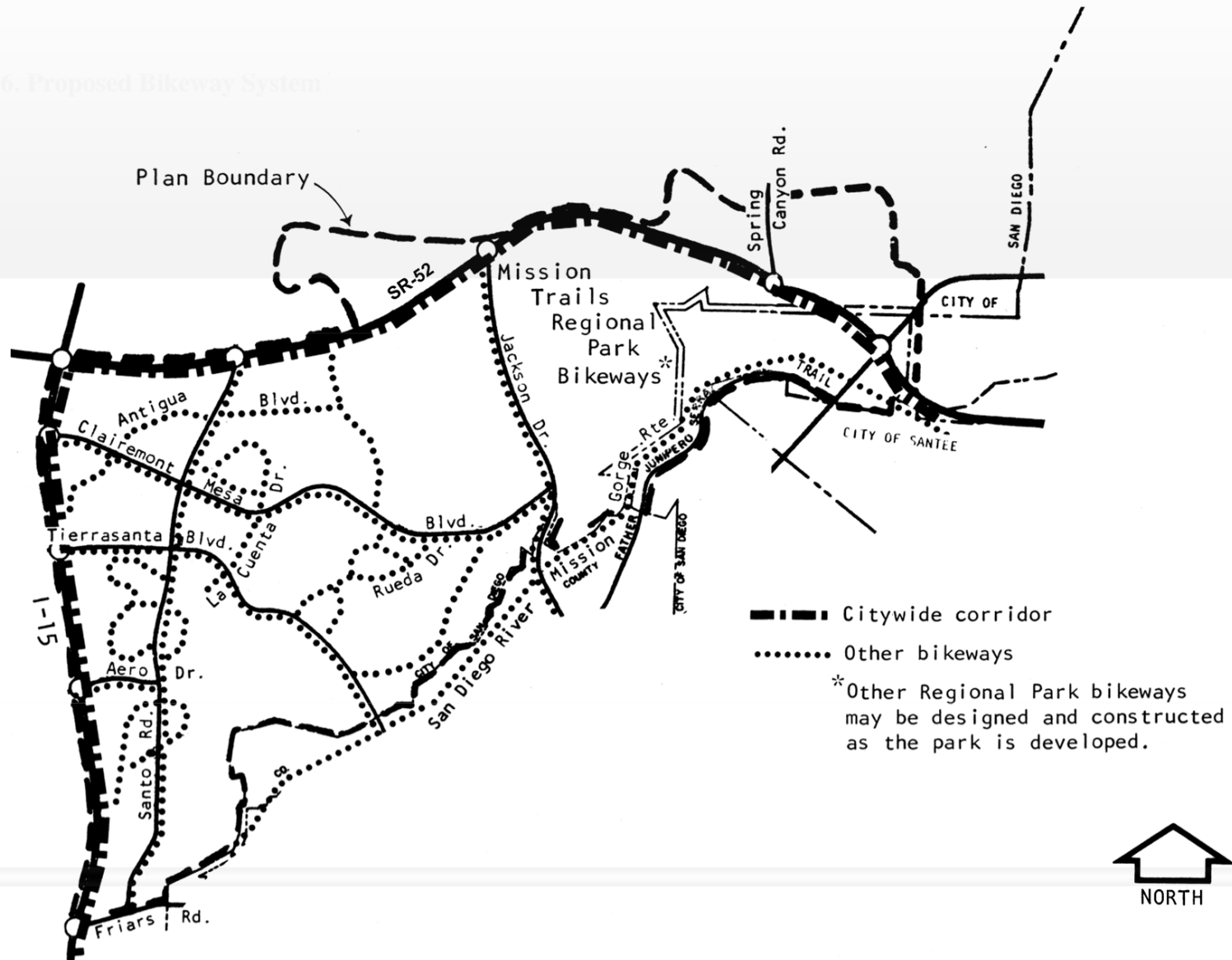


Proposed Bikeway System
Tierrasanta Community Plan

26
 FIGURE



Figure 26. Proposed Bikeway System



Proposed Bikeway System
Tierrasanta Community Plan

21
FIGURE

Bikeway System

Figure 26-21 shows the Bikeway System for the Tierrasanta community. A major north-south route along I-15, and an east-west one along SR-52, are part of the City Council adopted citywide corridor system and will serve not only the entire City but the region as well. Other bikeways shown will have significance for more than just Tierrasanta and should be carefully designed with this in mind, including the portions along Santo Road, Tierrasanta Boulevard and Clairemont Mesa Boulevard. In addition, in the improvement of Mission Trails Regional Park, bikeways should be constructed which connect with other regional bikeways.

Bicycle parking should also be provided at high activity areas, including schools, parks and commercial areas.

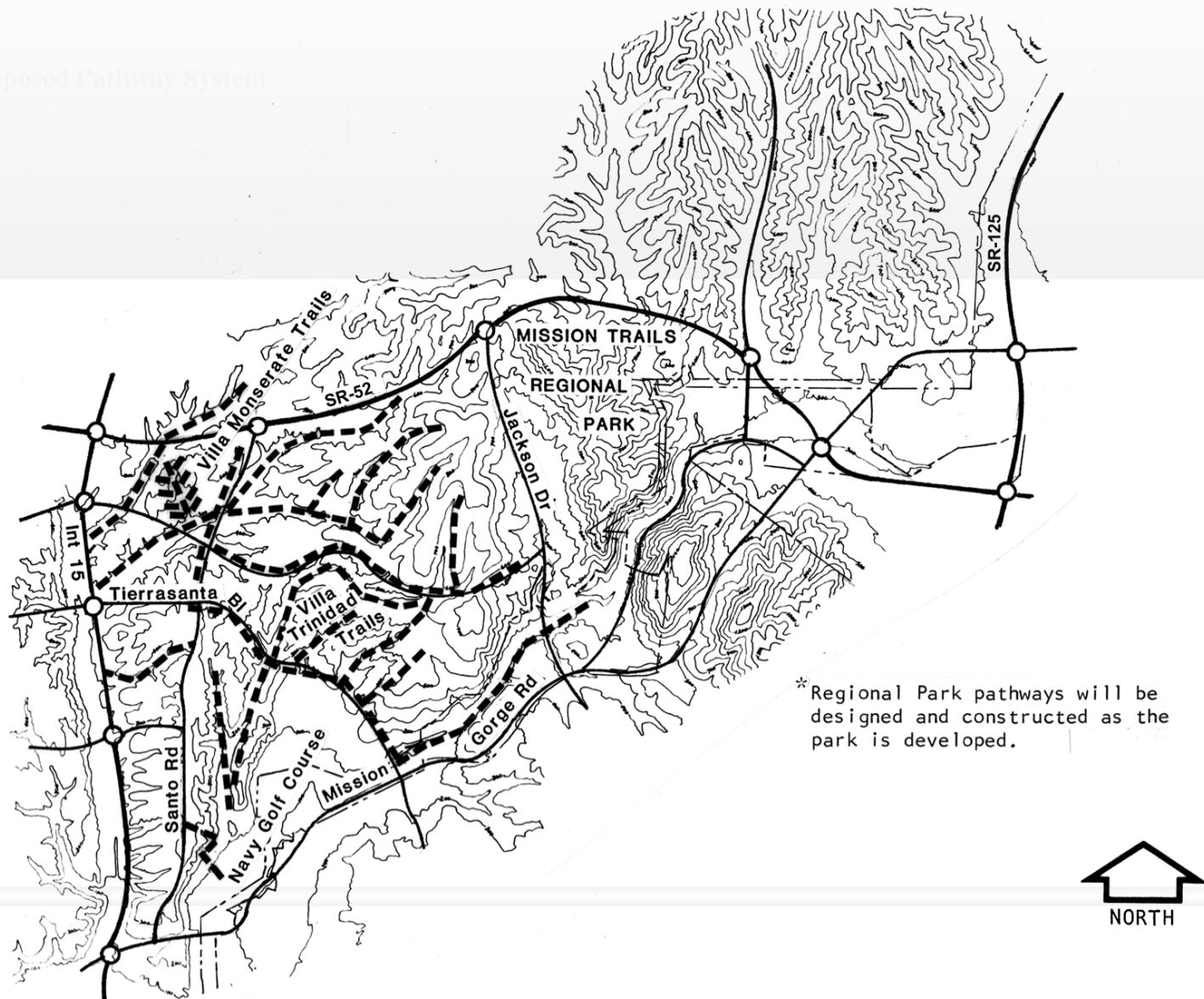


Proposed Pathway System
Tierrasanta Community Plan

27
 FIGURE



Figure 27. Proposed Pathway System



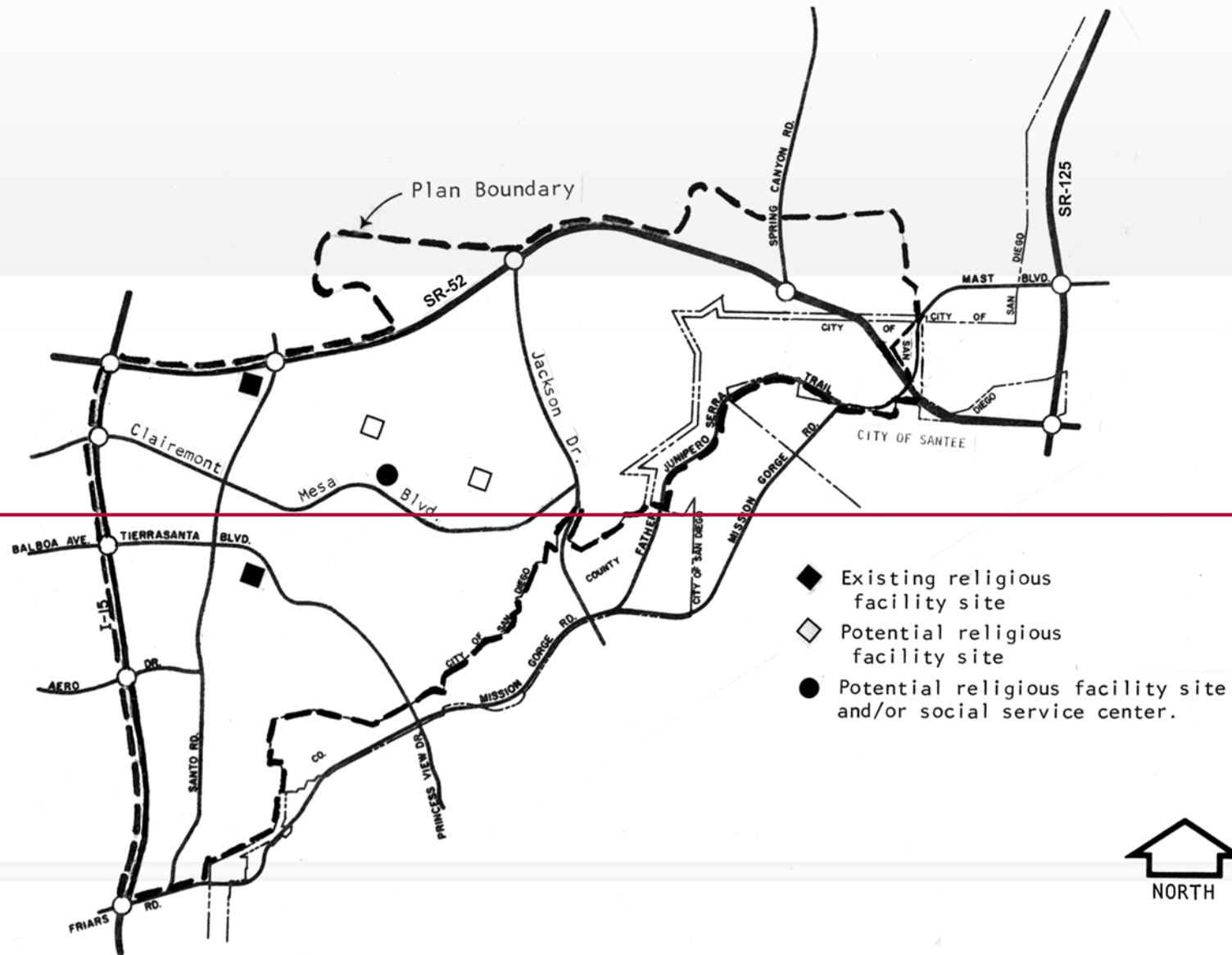
Proposed Pathway System

Tierrasanta Community Plan

22
FIGURE

Pathway System

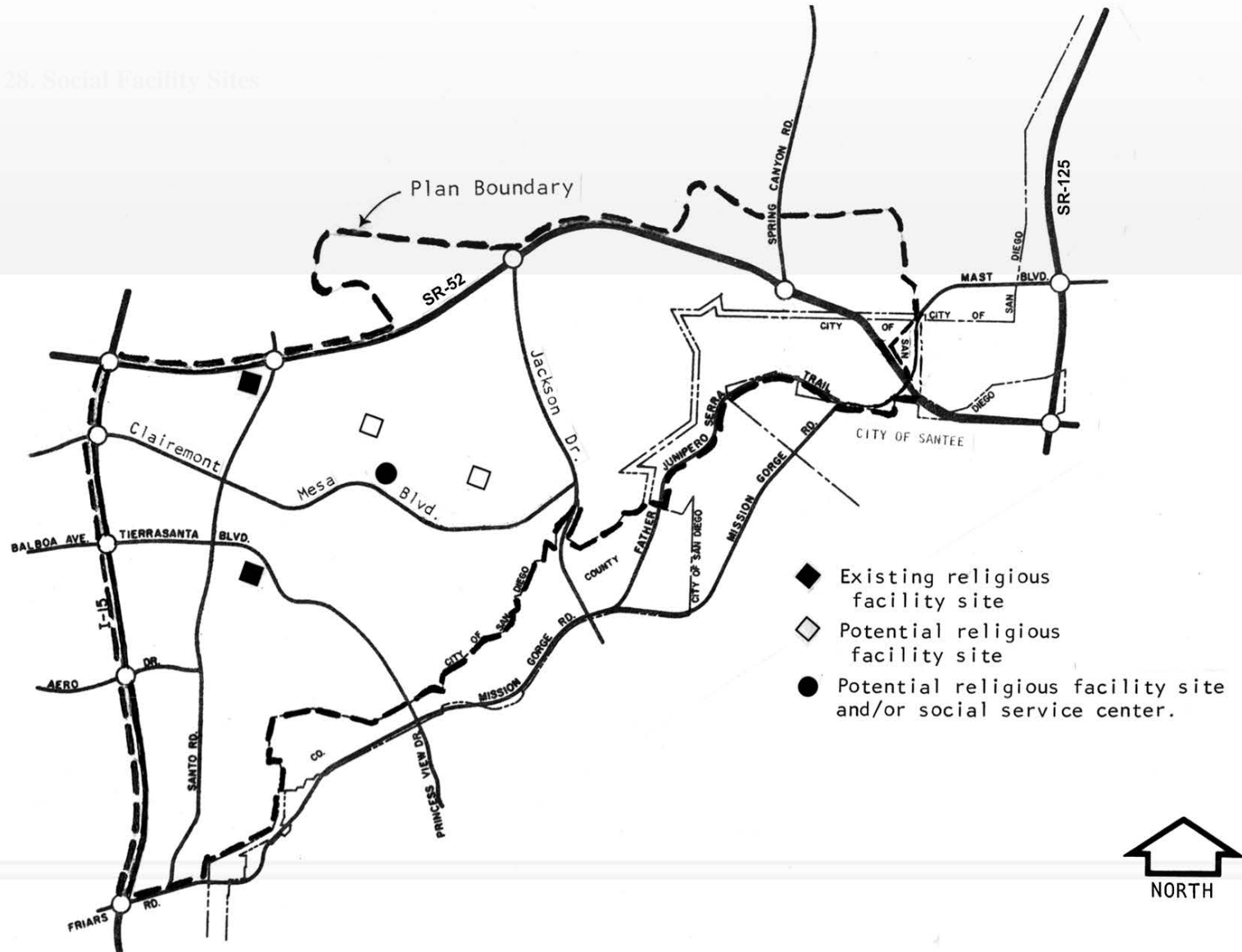
Figure ~~2227~~ indicates the proposed pathway system. Street crossings should be minimized and where high volumes of auto traffic exist, grade-separated crossings should be provided.



Social Facility Sites
Tierrasanta Community Plan

28
FIGURE

Figure 28. Social Facility Sites



Social Facility Sites
Tierrasanta Community Plan

23
FIGURE



While these proposals will partly meet the needs of the community, the following additional proposals should be put into effect.

6. Community bulletin boards or marquees for announcing community-wide events should be established.
7. The community library should be encouraged to develop a wide range of literary, cultural and educational programs to serve all age groups. Space for community art exhibits, meetings and lectures should be utilized to allow flexibility and joint use of the facility.
8. The religious organizations should be encouraged to offer space and facilities to the community for meeting rooms, child care, counseling services and recreation.
9. New religious facilities should be located on major or four-lane collector streets, and preferably at a street intersection in order to provide easy accessibility to off-street parking areas. This is most important when successive services are held. Furthermore, a corner location allows more flexibility in design than an interior lot, and affords desirable community exposure. Locations near the existing foci of community life (i.e., commercial centers, parks, or schools) are also desirable. **Figure 28-23** shows existing and potential church sites. Any school sites determined to be surplus should also be considered.
10. Ideally, religious facility sites should have an area of between two and ten acres, depending on the present and prospective membership of the congregation. Such a size would permit a desirable freedom in the location of buildings; adequate off-street parking area and landscaping; visibility from abutting streets; and sufficient separation from adjacent land uses.
11. Local businesses should be encouraged to provide job opportunities for the area youth.
12. Community organized activities such as parades, festivals, bicycle and foot races, excursions to amusement parks and other events which would incorporate members of the entire community should be encouraged.
13. A permanent social service center should be established in the community. A potential site is the former elementary school site on Clairemont Mesa Boulevard (**Figure 28-23**). Large social or cultural groups seeking permanent facilities should locate here. Examples of possible groups are religious organizations, the YMCA, the YWCA, the Boys Club, or other such organizations. These larger organizations should provide meeting areas and office space for nonprofit social, cultural or social service agencies. Such organizations might be community civic groups, counseling and service groups, the Boy Scouts, Girl Scouts, Junior Women Club, etc. Preschool and day care facilities should also located here.

A possible alternative to the above would be to allow a social service organization to operate the community park and recreation center when constructed and to provide space for other such organizations.

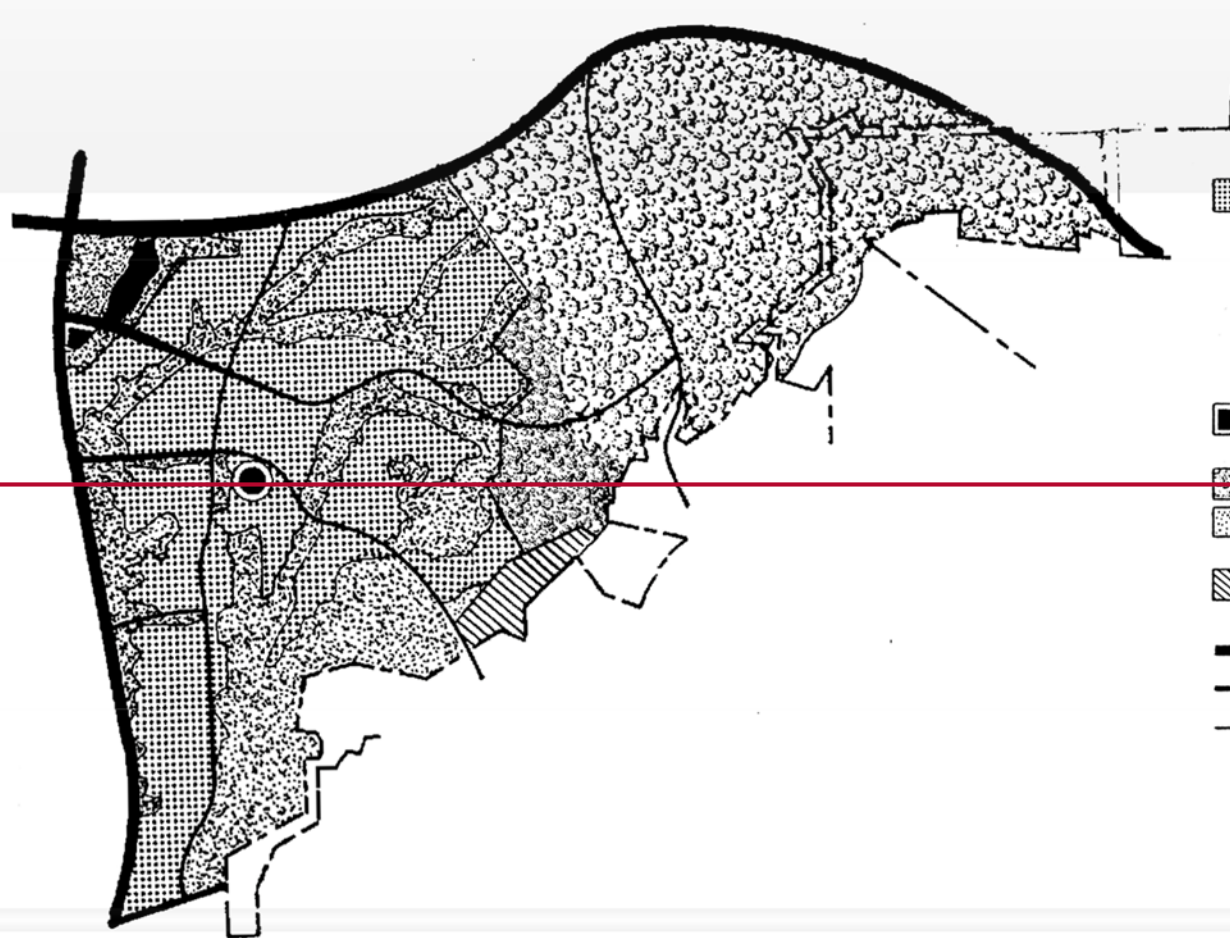
PLAN MAINTENANCE AND UPDATING










The Tierrasanta Community Plan cannot be a static document. It must be maintained through periodic review and updating, taking into account demographic and development trends, new techniques and various other factors that affect the community. A comprehensive review of the Plan should therefore be undertaken every five years.

GENERAL PLAN MAP

The General Plan Map must be amended to be consistent with the recommendations of this Plan. Changes will include the following (**Figure ~~2429~~**):

1. Add industrial designation.
2. Add sand and gravel designation.
3. Amend open space designation.
4. ~~Amend boundaries of Mission Trails Park.~~
5. Delete fill site north of community.



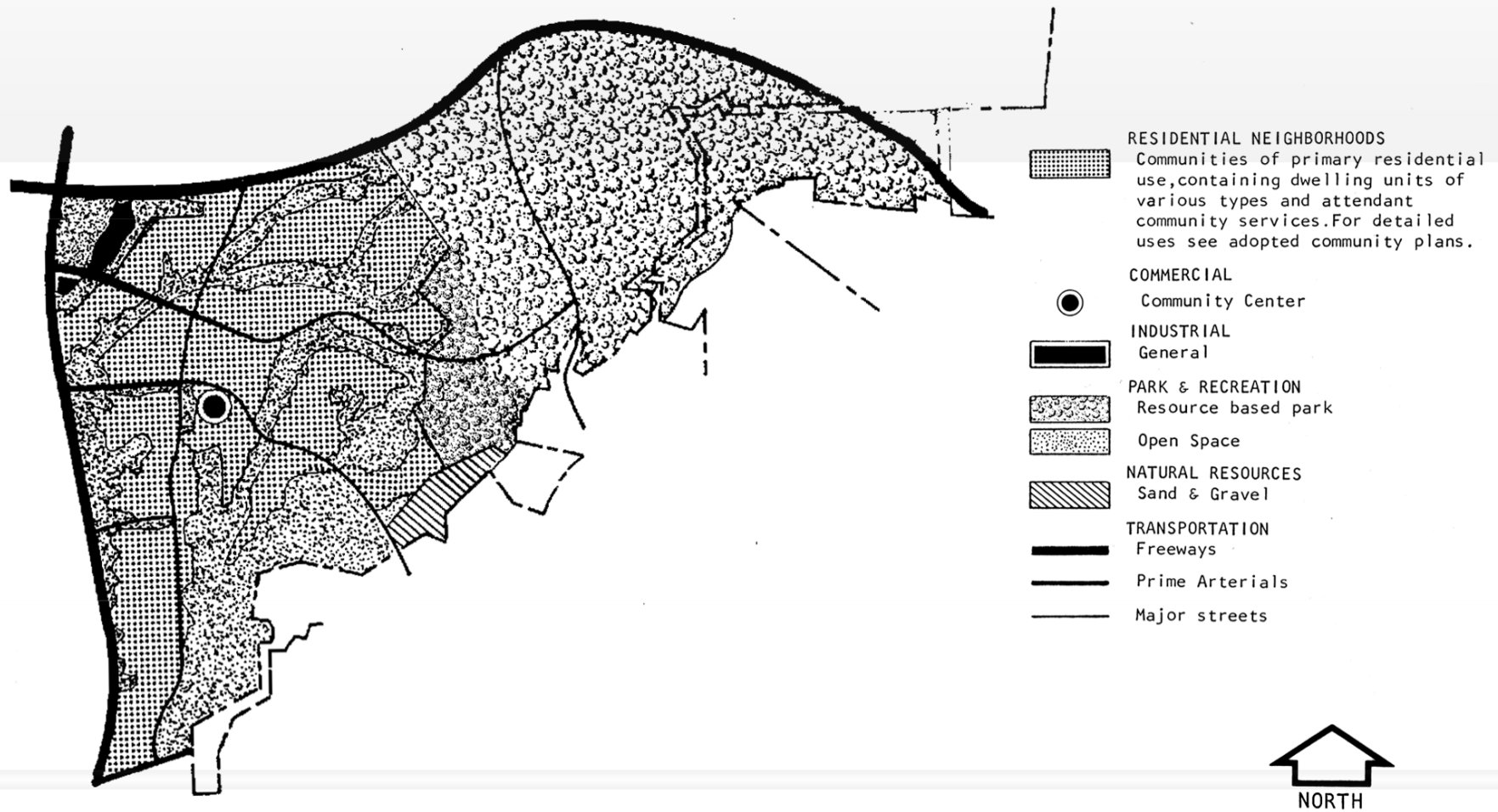
-  **RESIDENTIAL NEIGHBORHOODS**
Communities of primary residential use, containing dwelling units of various types and attendant community services. For detailed uses see adopted community plans.
-  **COMMERCIAL**
Community Center
-  **INDUSTRIAL**
General
-  **PARK & RECREATION**
~~Resource based park~~
-  Open Space
-  **NATURAL RESOURCES**
Sand & Gravel
-  **TRANSPORTATION**
Freeways
-  Prime Arterials
-  Major streets



General Plan Map
Tierrasanta Community Plan

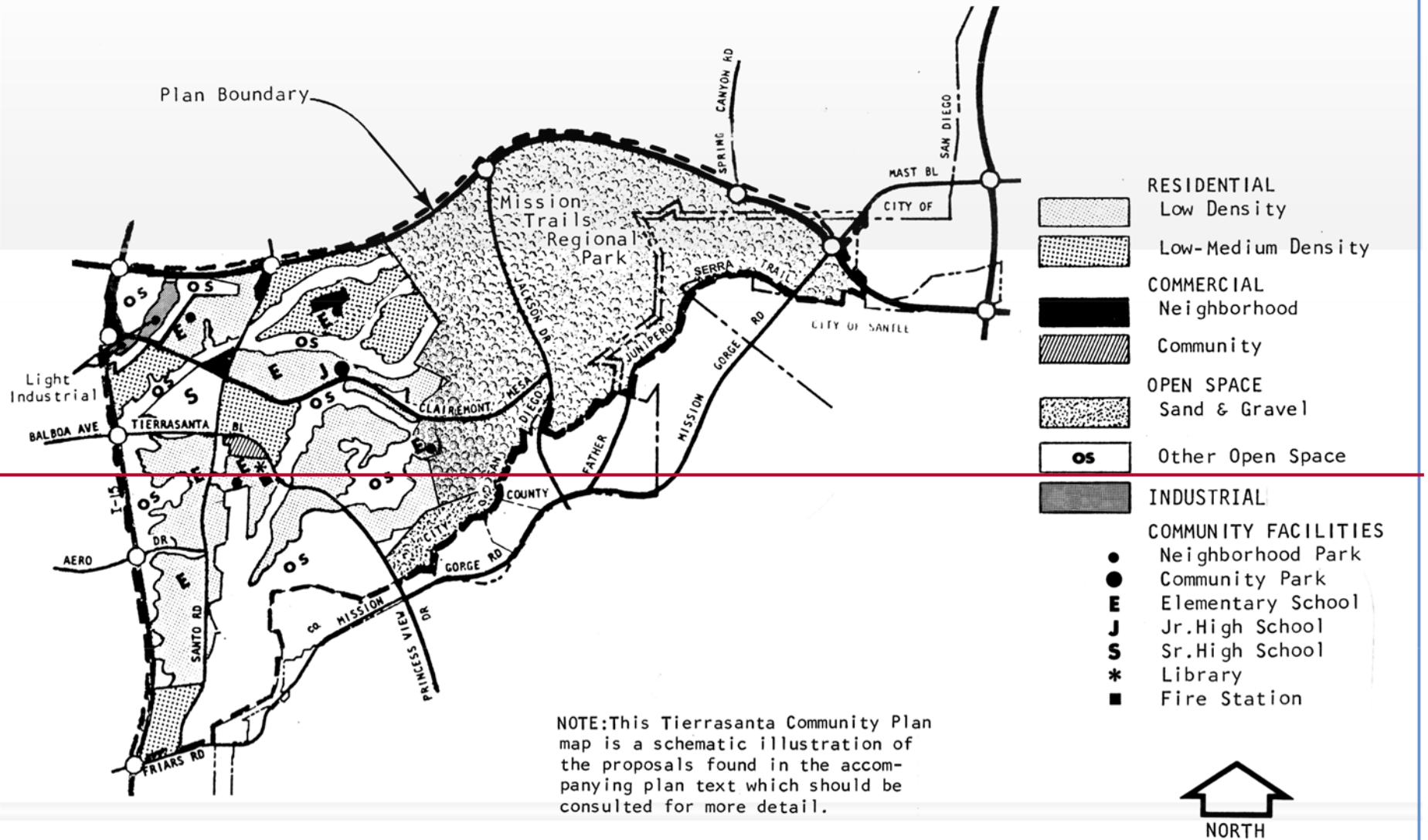
29
FIGURE

Figure 24: General Plan Map



General Plan Map Tierrasanta Community Plan

24
 FIGURE



Community Plan Map
Tierrasanta Community Plan

30
FIGURE

Plan Boundary.

