Kearny Mesa

COMMUNITY PLAN

City of San Diego Planning Department
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KEARNY MESA COMMUNITY PLAN

The following information has 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
Kearny Mesa Community Plan Adopted.			October 6, 1992	R-280821
Redesignate the land use at 5150 Murphy Canyon Road from Industrial and Business Park to General Commercial			February 9, 1994	R-283392
Amend the Stonecrest Specific Plan to redesignate areas from Office to Residential			January 30, 1996	R-286859
Montgomery Field (Reduce the length of the Flight Activity Zone)	November 16, 1995		August 6, 1996	R-287765
New Century Center (Master PID/PCD for former General Dynamics site)			November 18, 1997	R-289450
Stonecrest Office Uses (Allow office use where currently prohibited)	May 11, 2000	P-00-089	July 18, 2000	R-293496
San Diego Spectrum Apartments (Redesignates from Commercial and Industrial to Residential and Mixed Use)	August 17, 2000	P-00-118	October 3, 2000	R-293930
Extended Stay America (To allow a business hotel in an industrial area)	February 8, 2001	P-01-011	February 27, 2001	R-294596
Sunroad (Redesignates Commercial and Industrial to Mixed Use for 570 additional dwellings)	June 13, 2002	P-02-073	November 12, 2002	R-297295
Land use designation change from Industrial to Mixed Use for a six-acre parcel at the south end of Aero Court	September 15, 2005	3843-PC	October 25, 2005	R-300978

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Added Montgomery Field and MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar and Montgomery Field CLUPs.	February 17, 2011		April 26, 2011	R-306737

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INTRODUCTION

Figure 1. Regional Location Map

INTRODUCTION

The community of Kearny Mesa is a major industrial and commercial center occupying a central location in the City of San Diego (**Figure 1**). The community meets employment, business and retail needs for a large portion of the City. The Kearny Mesa Community Plan (Plan) provides methods to help retain and enhance the community's role as a regional employment center by allowing for orderly and planned growth with concurrent public facility improvements.

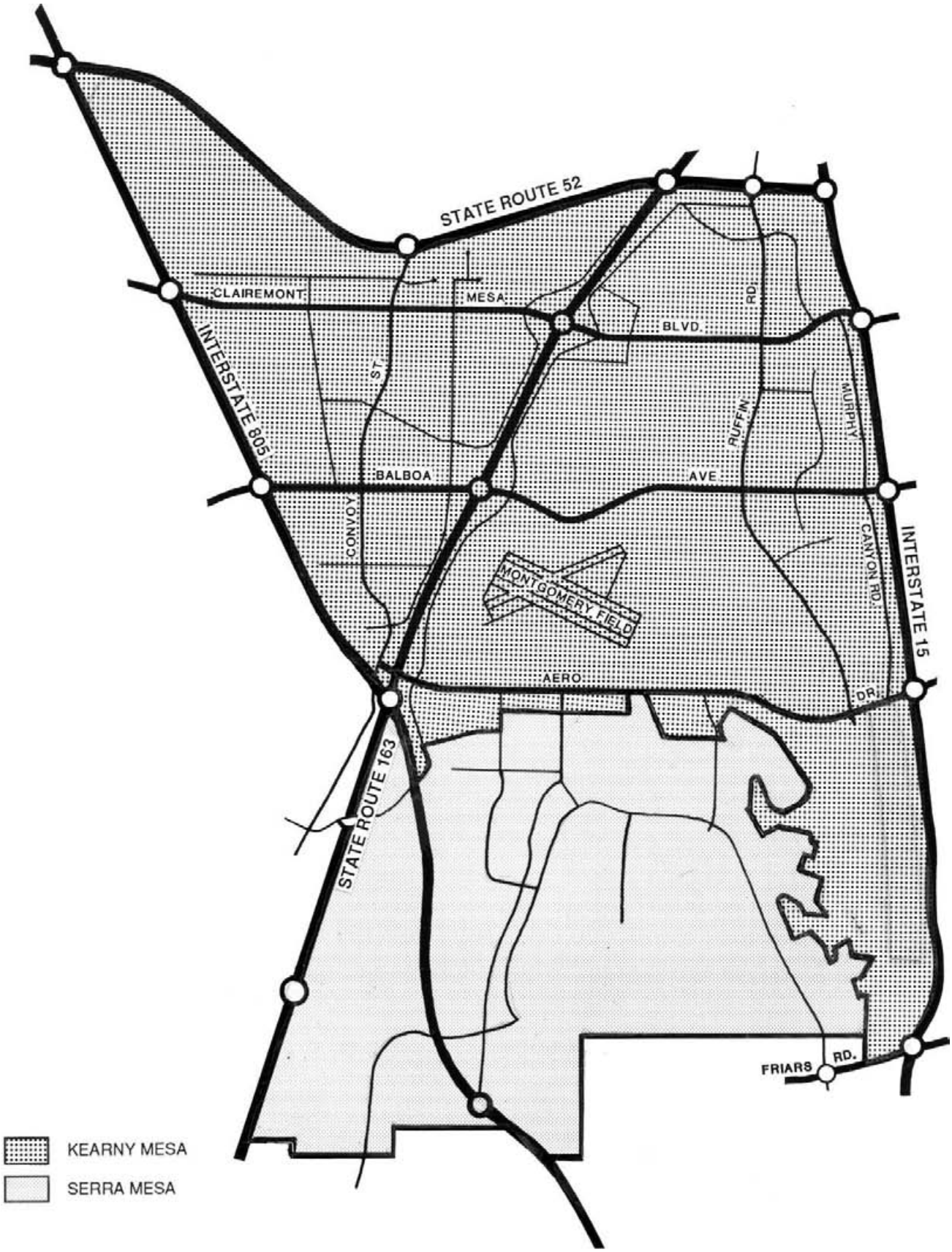
The Plan is the primary document to shape development in Kearny Mesa for the next 15 to 20 years. This Plan represents the combined effort of the Kearny Mesa Planning Group, as the officially recognized citizen planning organization, and City staff. The policies and recommendations contained in the Plan address important issues in the community—enhancing employment opportunities by maintaining Kearny Mesa as a regional employment center, ensuring an efficient circulation system and upgrading the visual appearance and identity of the community.

SCOPE AND PURPOSE

At the direction of the City Council, the Kearny Mesa Community Planning Area has been established and separated from the Serra Mesa Community Plan. This Plan supersedes that portion of the Serra Mesa Community Plan indicated on **Figure 2**. The Serra Mesa Community Plan continues to apply to the remaining portion of that community.

This Plan sets forth proposals for implementation, but does not establish new regulations or rezone property. Rezonings undertaken to implement the Plan require separate public actions. Such rezonings and other recommended implementation actions should be taken either with or as soon as possible after the adoption of this Plan. The support and efforts of the Kearny Mesa Planning Group, as well as other citizens, businesses, organizations and agencies in cooperation with the City will be essential to achieve a sustained, effective implementation program.

Although this Plan is intended to be a development guide for the community, it is not intended to be a static document. While piecemeal amendments should be avoided, the Plan must be continually monitored and updated as necessary to respond to significant changes in environmental, social or economic conditions.



Revised Plan Area Boundaries

Kearny Mesa Community Plan

2
FIGURE

LEGISLATIVE FRAMEWORK

The Plan was proposed within the context of California State Laws, the City of San Diego Municipal Ordinances and Council-directed policies. A summary of the more significant legislation is discussed below.

- Section 65450 of the Governmental Code of the State of California (State Planning and Zoning Act) gives authority for the preparation of community plans and specifies the elements that must appear in each plan. It also provides means for adopting and administering these plans.

- The California Environmental Quality Act of 1970 (CEQA) requires that environmental documents be prepared for all community plans. Separate, detailed environmental reports are also required for all individual projects that need discretionary approval, including actions related to implementing this Plan.

- The Regional Air Quality Strategy (RAQS) was developed in 1977 to ensure that air quality in the San Diego Air Basin would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation of RAQS is to consider air quality in all land use and transportation plans.

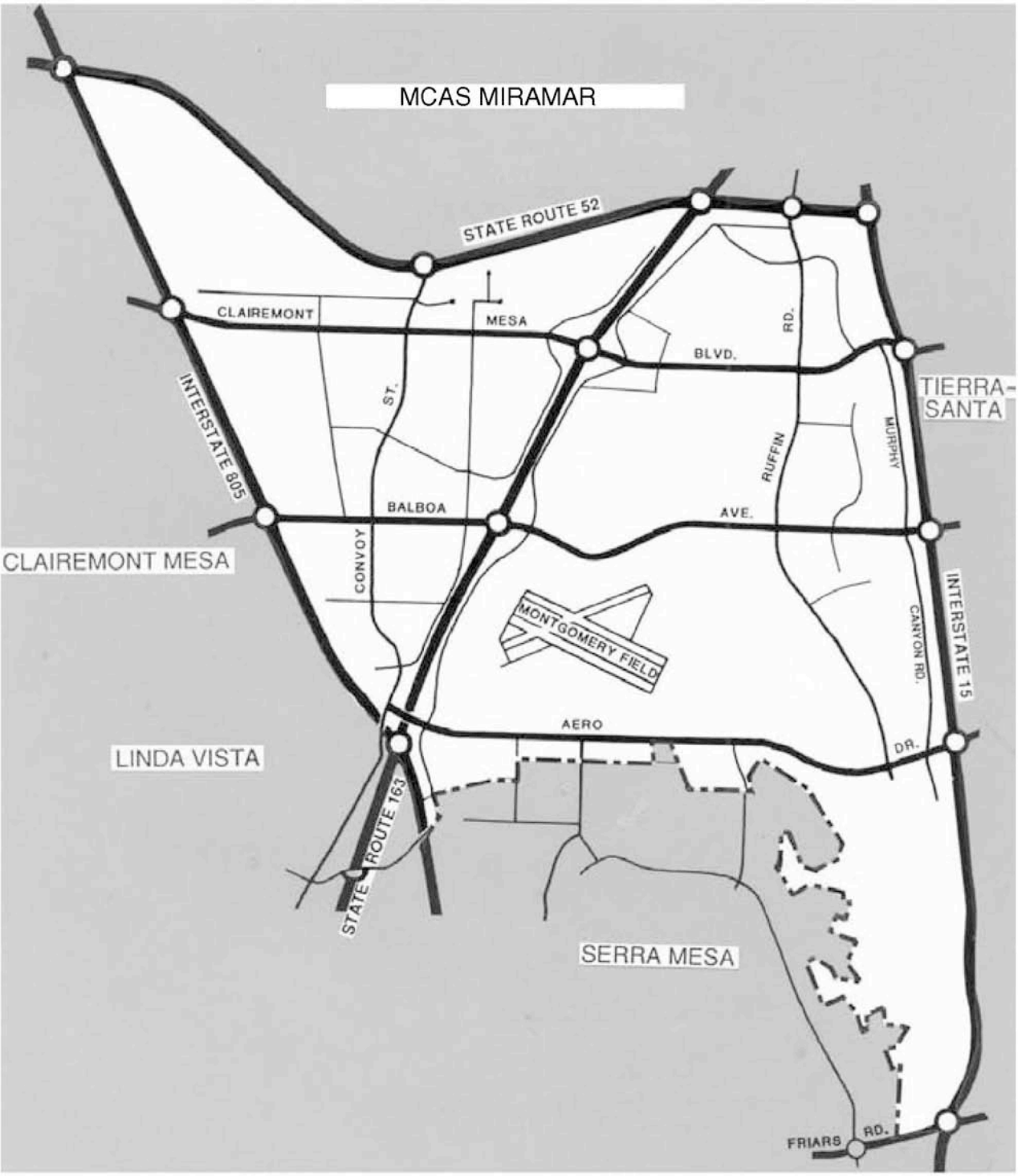
- The citywide zoning and subdivision ordinances regulate the development and subdivision of land.

- In addition to legislation, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing plan recommendations.

LOCATION AND RELATIONSHIP TO SURROUNDING COMMUNITIES

Kearny Mesa has traditionally functioned as an industrially based, regional employment center. The planning area, which encompasses approximately 4,000 acres, is located between State Route 52 (SR-52) on the north and Interstate 805 (I-805) and Interstate 15 (I-15) on the west and east, respectively. The southerly boundary of the planning area consists of properties lying to the south of Aero Drive, and properties extending to Friars Road along the western edge of I-15 (see **Figure 3**).

Predominately single-family communities surround Kearny Mesa on three sides: Clairemont Mesa and Linda Vista on the west, Serra Mesa on the south and Tierrasanta on the east. Marine Corps Air Station Miramar (formerly Naval Air Station Miramar) property abuts Kearny Mesa on the north.



Vicinity Map **3**

Kearny Mesa Community Plan FIGURE

DEVELOPMENT HISTORY

Settlement began in Kearny Mesa around 1910 with some homesteading, beekeeping and cattle grazing. During the early 1930s, several flower farms with wholesale operations began in Kearny Mesa and continued until the mid-1970s. Airport operations began in Kearny Mesa in 1937 with Gibbs Airfield. In 1948, the City of San Diego acquired Gibbs Airfield and 1,000 acres of surrounding property for a metropolitan airport. When airspace conflicts with MCAS Miramar preempted the proposed airport, the surplus acreage north and northeast of the airport became the San Diego Industrial Park. Beginning in 1955 with General Dynamics, numerous aerospace and electronic firms have located in the industrial park. The surplus airport land south of the airport became the San Diego Research Park.

PREVIOUS PLANNING STUDIES

Previous planning studies for Kearny Mesa include both the Kearny Mesa-East and Kearny Mesa-West plans, adopted in 1961 and 1962, respectively. The Kearny Mesa East and West plans designated industrial uses for most of Kearny Mesa with a commercial core at Convoy Street and Kearny Mesa Road.

The Serra Mesa Community Plan, adopted in 1977, covered both the industrial community of Kearny Mesa and the residential community of Serra Mesa. The Serra Mesa plan reaffirmed the industrial nature of Kearny Mesa and maintained the predominance of industrially designated lands. The commercial core, however, was expanded to include the commercial corridors of Convoy Street and Clairemont Mesa Boulevard.

While the Montgomery Field Municipal Airport, located to the north of Aero Drive, is technically within the boundary of the Kearny Mesa planning area, land use policies for the airport are contained in a separate planning document called the Montgomery Field Airport Master Plan (adopted in May 1980). Similarly, land use policies pertaining to the StoneCrest development located to the southwest of Aero Drive and I-15 are found in a separate plan called the StoneCrest Specific Plan (adopted in February 1988).

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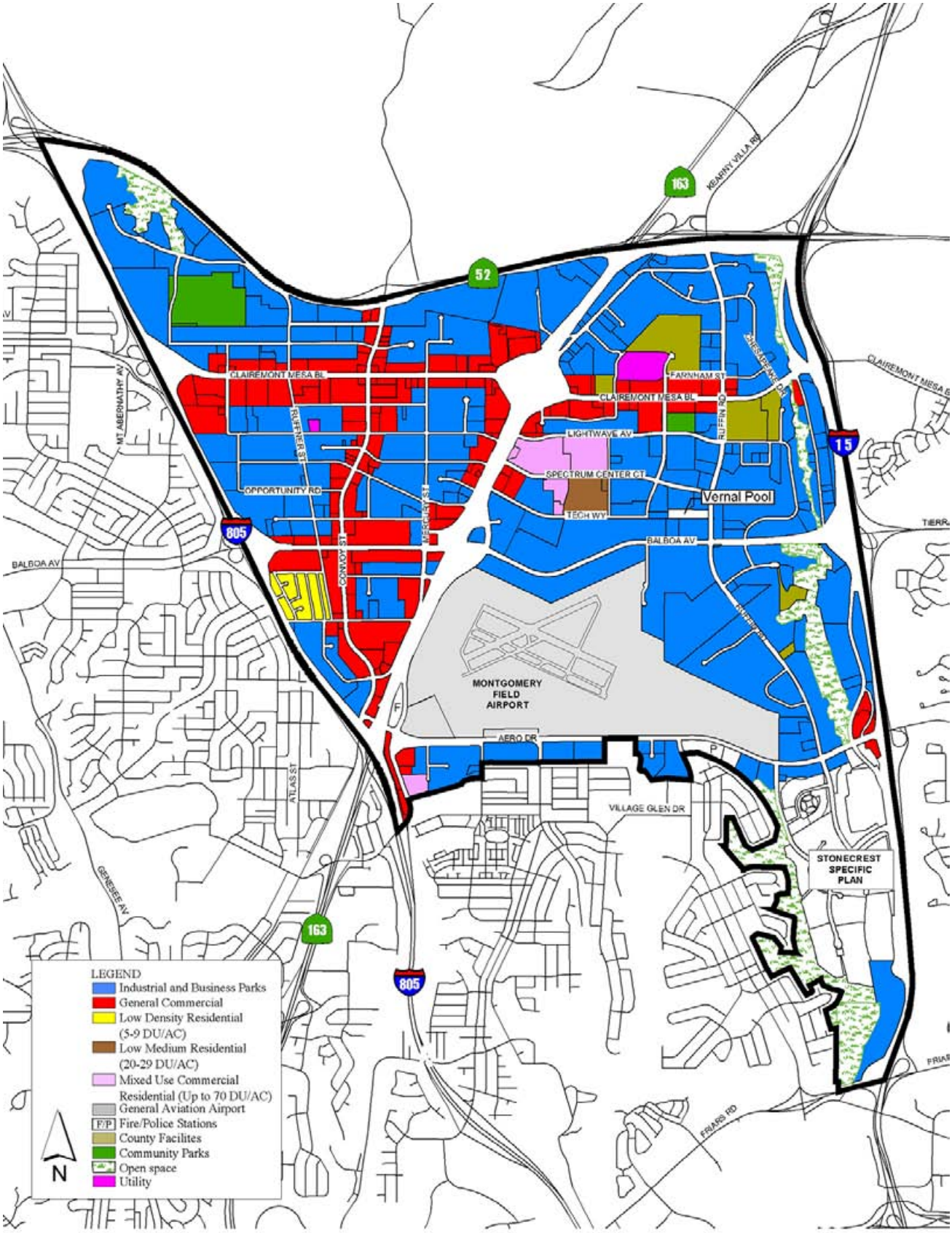
PLAN SUMMARY



Recommended Land Use

Kearny Mesa Community Plan

4
FIGURE

PLAN SUMMARY

This planning document identifies the major issues facing Kearny Mesa and provides a framework to guide the future growth and development of the community. The recommended land use plan for Kearny Mesa (**Figure 4**) is a visual representation of the major land use proposals set forth in the Plan text. The land use map alone, however, does not constitute the Kearny Mesa Community Plan. The text of this document is equally necessary to interpret the intent of the community and the City of San Diego.

Since Kearny Mesa is considered a "regional employment center" which attracts employees and consumers from all over the county, the first elements or chapters in the Plan are the **Industrial** and **Commercial Elements**. There is one land use designation set forth in the Industrial Element, the Industrial and Business Park designation, which allows a mix of industrial and office uses. Similarly, there is one land use as well as offices and light industrial uses.

Another important plan element is the **Transportation Element**, which describes existing and forecast traffic volumes, existing and proposed transportation infrastructure, and ways to improve pedestrian, bicycle and motor vehicle access to sites while also accommodating future development. Since Kearny Mesa is already highly developed and experiences congestion, the task of maintaining an efficient transportation system will be very difficult and expensive to achieve as the community continues to urbanize.

The **Urban Design Element** provides basic guidelines to enhance the quality of the built environment in Kearny Mesa. Given the high level of traffic in the community, it will be critical to reconcile motor vehicle needs with those of pedestrians and bicyclists. The enhancement and maintenance of pedestrian connections between uses and the provision of pedestrian amenities on public and private property should be routinely considered as part of any design process in the Kearny Mesa community. In addition, community identity and character should be reinforced through the strategic use of building materials, landscaping and signage. Focal points along the major entrances of the community are recommended to indicate that subareas of Kearny Mesa are corporate business centers, manufacturing and distributing centers, or retail shopping centers.

While there are only three areas developed or proposed for development with residential uses, the **Housing Element** provides for the preservation and protection of two of these areas as residential neighborhoods. **Table 1** indicates the acreage allocated to this land use.

Additional Plan elements include the **Community Facilities and Services Element**, the **Open Space Element**, and the **Airport Element-Montgomery Field**.

A Public Facilities Financing Plan has been created for Kearny Mesa along with this Plan. The financing plan identifies present and future community needs and the capital improvements necessary to accommodate future development. While transportation facilities make up the bulk of the recommended projects, fire station, recreation, and other public facilities are also described in the Kearny Mesa Public Facilities Financing Plan. Developers and property owners who are responsible for new development will contribute to the funding of the facilities required as a result of that development.

TABLE 1
RECOMMENDED LAND USE PLAN—ACREAGE ALLOCATIONS*

Land Use	Acres
Industrial	
Industrial and Business Park	1900 net ac.
Specific Plan Area	
StoneCrest	318 gross ac.
Commercial	
General Commercial	473 net ac.
Mixed Use Commercial/Residential	60 net ac.
Residential	
Single-family Residential	22 net ac.
Multifamily Residential	19 net ac.
Park and Recreation	
Community Park	44 gross ac.
Open Space	121 gross ac.
Government/Public Facilities	
Fire Station	5 net ac.
Police Station	11 net ac.
County Sites	77 net
General Aviation Airport (includes airport-related commercial)	539 gross ac.
Utility	
San Diego Gas & Electric	18 net ac.
Total Acreage	**3,607**

***Notes:**

- All acreages except StoneCrest acreage are derived from parcel maps of the County of San Diego's Assessor's Office.
- Net acreage excludes public streets.
- All acreages have been rounded to whole numbers.
- To calculate street acreage, a rule of thumb is to assume that streets comprise 10-15% of the land for urbanized areas such as Kearny Mesa.

ISSUES

Retention and Enhancement of Kearny Mesa as an Employment Center

This Plan is intended to preserve and enhance Kearny Mesa as an employment center by designating the majority of the land for industrial, office and retail commercial use. During the 1970s and 1980s, Kearny Mesa evolved from a primarily industrial manufacturing and distributing center to an industrial, office and retail center. This Plan accommodates the increased demand for office development by allowing such use in almost all of the Plan area. In addition, retail development in Kearny Mesa is encouraged through the General Commercial land use designation, comprising 519.6 acres of land. This is in excess of the 191 acres of land designated for retail commercial uses by the former community planning document, the Serra Mesa Community Plan.

Recommended Development Intensity Controls

This Plan departs from previous Kearny Mesa planning documents in that it recommends development intensity controls through floor area ratios (FARs). Since much of Kearny Mesa is developed at a lower FAR than those recommended by this Plan, there is incentive for underutilized property to redevelop while also ensuring that no single property development unacceptably impacts surrounding properties and public facilities.

Transportation System Improvements

The **Transportation Element** identifies the street improvements necessary to support community buildout. Alternative modes of transportation and traffic management programs are also promoted as ways to improve the circulation system. While Light Rail Transit (LRT) does not currently exist in the Plan area, its future provision is discussed and recommended in the **Transportation Element**.

Urban Design

Kearny Mesa should be enhanced by architectural, landscaping and entry features that provide a sense of community identity. Such urban design features could contribute to a distinct identity for the commercial and industrial districts and mixed-use developments.

Urban design considerations are integrated into each plan element and are further described in the **Urban Design Element**.

Retention of Residential Area

Although most of Kearny Mesa is designated for industrial, office and commercial use, one area of existing residential development adjacent to I-805 is proposed to be retained and buffered from surrounding non-residential uses. In addition, a portion of the StoneCrest Specific Plan is designated for residential use.

Community Facilities and Services

Since Kearny Mesa is already highly urbanized, basic community facilities and services are available to serve the area. As Kearny Mesa continues to develop, existing public facilities and services may need to be upgraded in response to changing conditions and community growth.

Protection of Natural Resources

This Plan endeavors to preserve the limited natural resources in the community and protect the remaining natural hillsides and canyons as open space. Environmentally sensitive areas have either been designated as such on the recommended land use plan map or are described in relevant sections of the Plan.

Airport Land Use Compatibility

The Airport Land Use Compatibility Plans (ALUCP) for both Marine Corps Air Station (MCAS) Miramar and Montgomery Field address compatible land uses for areas impacted by safety, airspace protection, overflight, and noise from aircraft operations. The **Airport Element—Montgomery Field** describes appropriate uses near Montgomery Field, and the **Conservation and Open Space Element** discusses the impacts from MCAS Miramar.

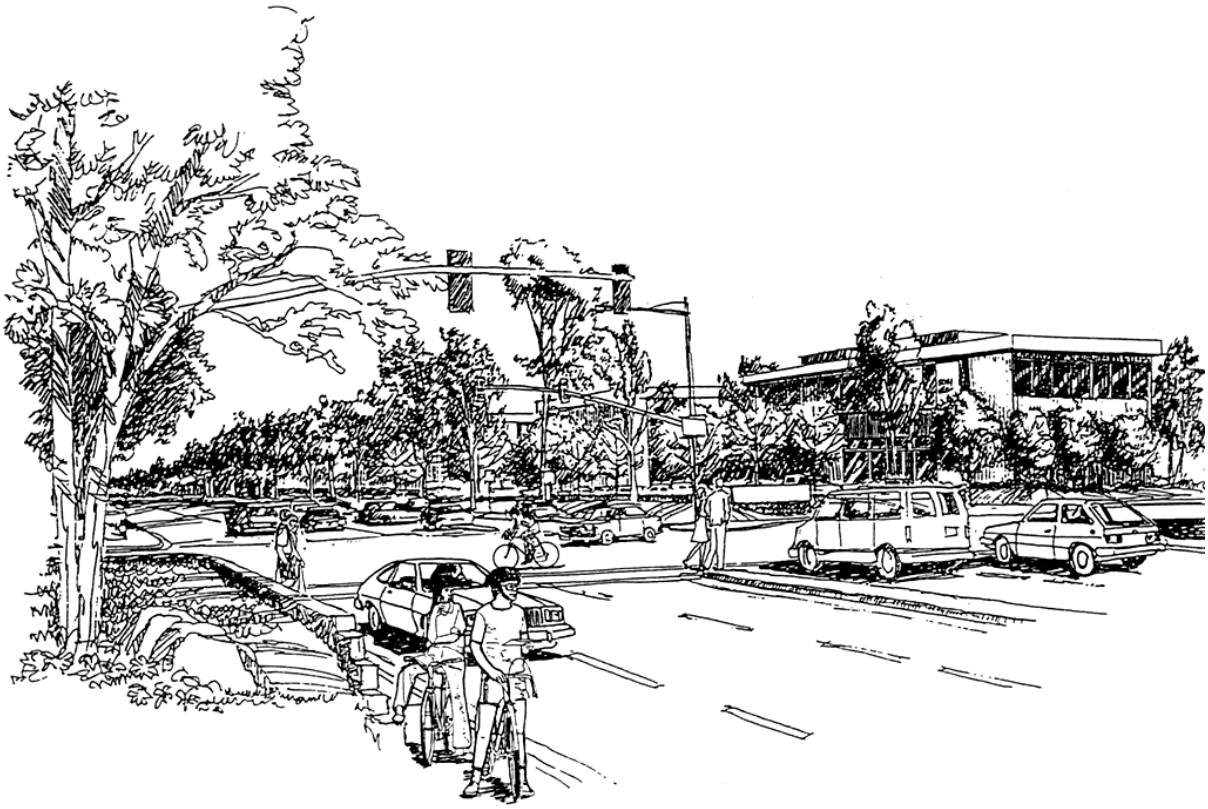
OVERALL COMMUNITY GOALS

- Ensure the continued development of Kearny Mesa as a regional employment center, containing a mix of industrial, office, retail and compatible housing land uses.

- Encourage the provision of a multi-modal transportation system that provides access to the entire community as efficiently as possible.

- Create a sense of community identity by encouraging the provision of high quality urban design, complementary mixed uses and the provision of focal points that advertise Kearny Mesa as a regional employment center, consumer destination and a mix of other complementary uses that support these primary uses.

Plan Elements



OFFICE/LIGHT INDUSTRIAL COMPLEX AT SANDROCK RD. AND AERO DRIVE

INDUSTRIAL ELEMENT

INDUSTRIAL ELEMENT

PRIMARY GOAL

To provide opportunities for well-designed research and development, business park, traditional industrial, and “heavy” commercial uses in the community which include employee amenities to enhance the viability and image of Kearny Mesa.

EXISTING CONDITIONS

Kearny Mesa has evolved into a regional employment center with an array of industrial and commercial uses ranging from small, locally based incubator businesses to large well-established defense contractors. Uses in Kearny Mesa which are discussed in this element can be categorized as either 1) general or “traditional” industrial; 2) business park; 3) scientific research and development; or 4) “heavy” commercial. These categories are discussed below in greater detail.

General Industrial

General industrial uses are those engaged in manufacturing, assembling, processing, warehousing or in transporting goods or products. These general industrial uses can be further differentiated on the basis of size and location. Development in western Kearny Mesa (west of SR-163) is a function of the original small lot subdivision pattern. Many of the lots are the minimum 15,000 square feet in area. Small lots accommodate incubator businesses and other firms that do not have extensive space needs. Industrial development in western Kearny Mesa is typified by small manufacturers, warehouse and distribution facilities, and service uses. Without proper controls, small lots intended for industrial development can be developed with commercial uses. Western Kearny Mesa's mixed industrial-commercial land use pattern can be directly attributed to the small lot subdivisions that have occurred, and the M-1A and M-1B industrial zones which permit a range of commercial and industrial uses.

Eastern Kearny Mesa's development pattern is the result of several events that occurred in the early 1950s. The City of San Diego acquired Gibbs Field (later to become Montgomery Field) and the surrounding lands for a metropolitan airport. When airspace conflicts with MCAS Miramar preempted the metropolitan airport, Montgomery Field became a general aviation airfield and the 1,000 acres of surplus airport land became industrial and research parks. In 1955, the Convair Astronautics Division of General Dynamics was the first of numerous aerospace and electronic firms to locate in the industrial park.

These corporate industrial users required large industrially zoned parcels to carry out their operations. The large lot, industrial land use pattern that was established by these first industrial firms is still evident today in portions of Kearny Mesa.

Business Park

Business Park development is a combination of industrial, warehousing and distribution, office, and limited local-serving retail uses. The percentage of each use varies, though any retail use is always clearly accessory. Industrial uses are predominant in business parks located west of SR-163, while business parks in eastern Kearny Mesa emphasize office uses.

The physical form of business parks typically consists of one- to two-story buildings, usually designed in a manner which permits office uses to be located in the front with industrial uses in the back. Alternatively, the building design may permit industrial uses on the ground floor and offices above.

Older business park developments lack the urban design amenities required of new business park developments. The business parks in eastern Kearny Mesa and the recent developments in western Kearny Mesa reflect higher development standards than the previous generation of business parks. Current standards have upgraded the requirements for landscaping, signage and the screening of service areas.

Scientific Research and Development

Scientific research uses are those engaged in research and development that require advanced technology and skills. This includes firms engaged in product development for aerospace or computer applications, laboratories and testing facilities, and other research activities. Scientific research firms are generally located in southeastern Kearny Mesa. These research firms, together with the corporate industrial uses engaged in research, currently constitute 25 percent of San Diego County's research and development market according to the San Diego Economic Development Corporation (EDC) *Guide to Industrial/R&D Space 1988-89*, San Diego County.

The physical form of R&D uses consists of one- to three-story buildings. Due to the increasing number of computers in the work place, a recent trend in the design of R&D is to create a more compact and intensive use of space rather than laboratory or large testing areas. This may result in three-story facilities that are similar to garden office buildings instead of traditional buildings that typically include truck dock facilities and large bay doors.

Heavy Commercial

Heavy commercial uses are those that are not commonly found in shopping centers due to the large amount of space needed to house the merchandise being sold. Examples of heavy commercial uses include lumberyards, swimming pool suppliers and automobile sales companies.

ISSUES

Land Use/Zoning

A primary land use issue in Kearny Mesa has been the erosion of the industrial base due to competitive industrial land alternatives in other areas of the City, and the development of non-industrial uses on industrially designated land, particularly multi-tenant office and retail uses, which generate higher traffic counts. The office and retail development of industrially designated properties has occurred largely because of the wide range of uses permitted by the M-lA and M-lB zones.

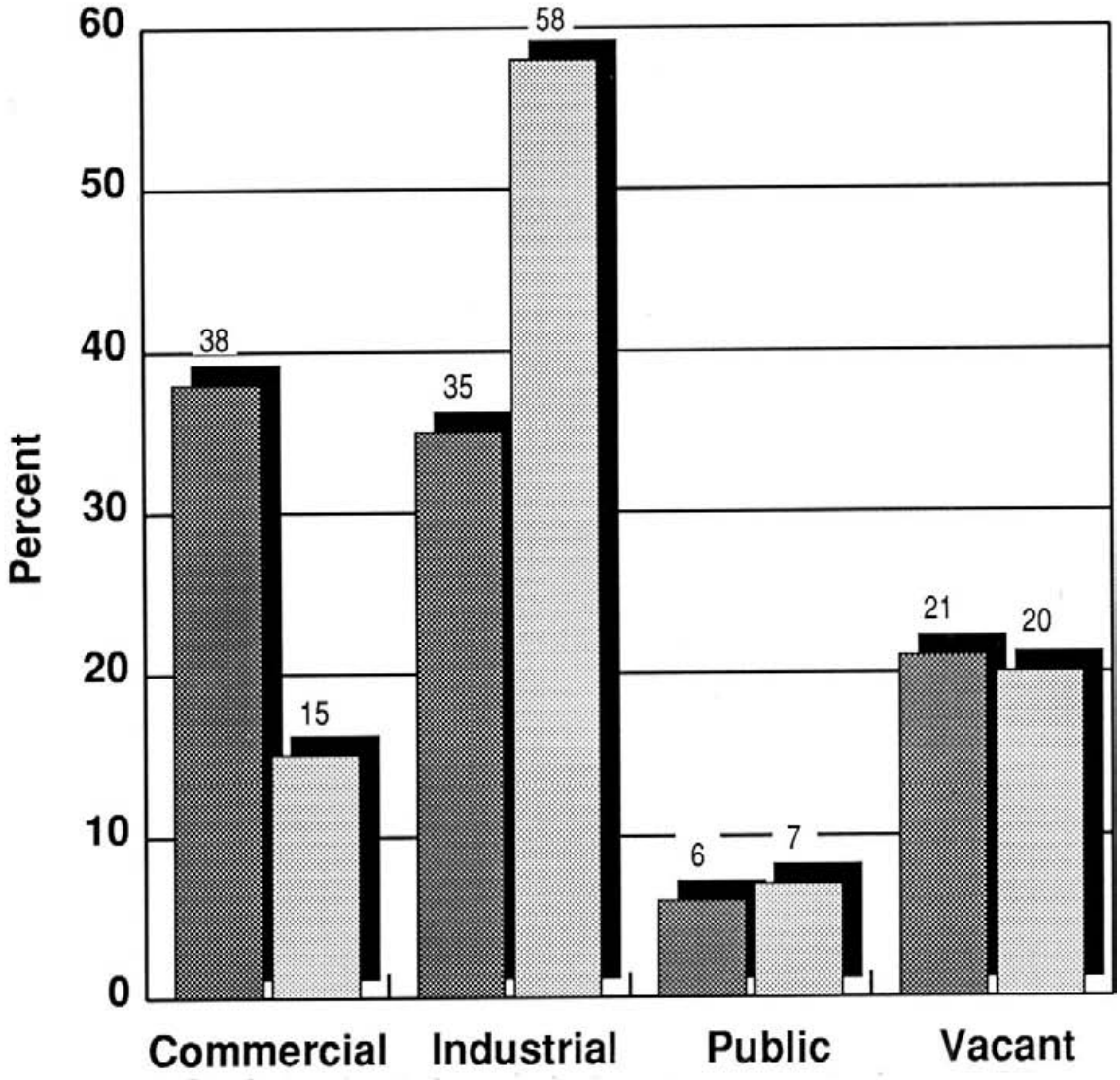
Most of Kearny Mesa is zoned M-lA and M-1B (see **Figures 5** & **6**). These industrial zones were designed to permit a broad range of accessory uses to complement the industrial uses. However, because these zones allow a wide variety of uses, a significant amount of property has developed into commercial and office uses. The M-1A zone was originally intended to be a light industrial zone that also permitted a full range of commercial uses in support of the industrial uses. The M-1B zone was designed to be a light industrial zone with supportive office uses.

The attributes that make Kearny Mesa a desirable location for industrial development are likewise attractive for commercial development. The central location, freeway accessibility, and relative proximity to residential areas are qualities equally sought by industrial and commercial developers, including developers of office buildings. Without a means of preserving the integrity of the industrially designated lands, industrial uses compete with commercial enterprises for available properties. The subsequent increase in land prices quickly escalates beyond what industrial uses can afford, resulting in the erosion of industrial land. A result of this commercial intrusion is traffic congestion, a troublesome by-product created by the increased traffic volumes associated with commercial uses.

Another land use issue is the compatibility of development with the Montgomery Field Municipal Airport and the Marine Corps Air Station Miramar. Proposed developments should be reviewed for noise, overflight, safety, airspace protection, and land use compatibility as shown in the Airport Land Use Compatibility Plans.

Traffic

Traffic volumes on the primary arterial and major streets within Kearny Mesa vary considerably. Aero Drive, Balboa Avenue, Clairemont Mesa Boulevard and Convoy Street experience peak hour congestion along portions which can be attributed to the very high employment level in Kearny Mesa. Future development and redevelopment in Kearny Mesa will continue to impact the circulation system.



M-1A

M-1B

Existing Land Use Per Zone (1992)

Kearny Mesa Community Plan

5
FIGURE

Urban Design

Kearny Mesa's built environment is also a product of the unrestrictive nature of the M-1A and M-1B zones. The development regulations of these zones have not emphasized design features. Two urban design components that should be upgraded in Kearny Mesa are landscaping and signage control.

Landscaping

Prior to the adoption of the citywide landscaping ordinance, only minimal landscaping was required in the M-1A and M-1B zones. Landscaping typically consisted of a landscaped strip adjacent to the street. The present citywide ordinance not only requires more landscaping but, more importantly, a comprehensive plan that integrates landscaping with the overall site design. The enhanced landscape ordinance will significantly improve the individual projects now subject to its regulations, but unfortunately will have little effect on existing properties that do not redevelop.

In contrast to older developments in western Kearny Mesa, the M-1B zoned, contemporary developments along Ruffin Road in eastern Kearny Mesa present well-landscaped sites. The M-IP zoned properties on the south side of Aero Drive are similarly well-landscaped and evidence of the positive contribution that urban design requirements make to the community.

Signage

Visual clutter from the proliferation of commercial signs can create street corridors that are visually unappealing and inefficient in attracting customers to businesses. The areas most in need of signage improvements are along the commercial corridors of Clairemont Mesa Boulevard, Balboa Avenue and Convoy Street in western Kearny Mesa. The effect of the excessive signage along these major streets is community-wide since these thoroughfares carry the majority of traffic in the community.

Many of these signs are illegal and will be abated with enforcement of the citywide sign ordinance. In order to improve the quality of the physical environment, there should be special attention given to signage for new development and redevelopment.

POLICIES

The following policies are the basis for subsequent specific recommendations pertaining to property within the Industrial and Business Park land use designation.

- Industrially designated areas should be utilized for general industrial, business park, and scientific research and development uses as described above. Heavy commercial uses should also be accommodated given the space needs of these uses.

- New development should be located in well-designed projects with adequate provisions for transit opportunities, bicycle access, off-street parking, landscaping, service areas, support commercial and employee recreation facilities.

ZONE	PERMITTED USE
M-1A, M-1	INDUSTRIAL/RETAIL/OFFICE
M-1B, M-IP	INDUSTRIAL/OFFICE
CR	COMMERCIAL RECREATION
CO	COMMERCIAL OFFICE
CA,C-1	GENERAL COMMERCIAL
R-3000	MULTI-FAMILY RESIDENTIAL
R1-5000	SINGLE FAMILY RESIDENTIAL
R1-20000	LOW DENSITY RESIDENTIAL
R1-40000	VERY LOW DENSITY RESIDENTIAL
A-1-10	AGRICULTURE

N

Existing Zoning (1992)

Kearny Mesa Community Plan

6
FIGURE

- Most of the area south of Aero Drive and west of the Serra Mesa-Kearny Mesa Branch Library is industrially designated but includes a variety of other uses such as office and various industrial uses. The abutting or adjacent uses in Serra Mesa include residential, an elementary school and a neighborhood park. In view of these largely conflicting uses, there may be other more appropriate land use designations for this area of Kearny Mesa. The West Aero Drive Land Use Study (October 25, 2005) provides background information to assist in the analysis of future community plan amendments and/or a community plan update.

- Redevelopment should include upgrading the property to meet current development standards including landscaping and signage regulations.

- Industrially designated land should achieve and maintain lot sizes that allow the full range of development recommended by this Plan.

- Development should be reviewed for consistency with adopted airport policies, such as those set forth in the Airport Land Use Compatibility Plans for Montgomery Field and Marine Corps Air Station Miramar.

- A business-serving hotel should be permitted to locate in the industrially-designated area on Murphy Canyon Road between Balboa Avenue and Aero Drive to accommodate business travelers.

RECOMMENDATIONS

Implementing Zones

Establish the following zoning for industrially-designated areas:

- Rezone industrially designated properties which are currently zoned M-1A to M-1B in order to prevent new commercial retail use from locating on industrially designated property.

- Retain the M-1B and M-1P zones on industrially designated properties to encourage industrial and business park developments in such areas.

- Encourage the provision of M-LI zoning in Kearny Mesa to accommodate large user industrial development.

Floor Area Ratio

The maximum floor area ratio for industrial and office development in Kearny Mesa, other than M-LI zoned parcels, is 0.5. Development proposals which exceed 0.50 FAR could be considered through a discretionary permit process that would address potential traffic and environmental impacts.

Lot size (for new subdivisions)

The minimum lot size should be one acre. However, for M-IP zoned properties the minimum lot size should be consistent with the lot size set forth in the M-IP Zone (40,000 square feet).

Compatibility with Open Space Areas and Residential Uses

Buffer open space areas and residential uses from industrial developments on industrially designated land. Twenty-five-foot setbacks with appropriately landscaped berms are the preferred treatment. If lot sizes preclude 25-foot setbacks, walls, berms and landscaping should be used with a smaller setback.

Development Restrictions near Airports

The "airport influence areas" of both Montgomery Field and MCAS Miramar extend into Kearny Mesa. Noise mitigation and land use restrictions may apply to properties within the airport influence areas. Proposed projects should be reviewed for consistency with the Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar. These plans are prepared by the Airport Land Use Commission (ALUC) for San Diego County. For more information on airport related issues, see the **Conservation and Open Space Element and** the **Airport Element-Montgomery Field**.

Signage

Signs should be designed as an integral part of any site in order to provide comprehensible messages to employees and consumers in Kearny Mesa. Whether signs are used to identify building tenants or provide direction for vehicular parking, the desired objective is to accommodate effective signage consistent with citywide regulations. Comprehensive sign programs should be encouraged in any new development in order to address the signage needs of the entire property.

Transit Amenities

Provide transit amenities commensurate with transit activity as identified in the Metropolitan Transit Development Board's Short Range Transit Plan (SRTP) under transit, facility guidelines. Currently (1992), the Metropolitan Transit Development Board is studying the feasibility of constructing a LRT system to serve central and northern San Diego, including the Kearny Mesa area. Any new transit policies that are adopted in the future should therefore be considered when new development projects are proposed.

Landscaping Adjacent to Streets

Extensive landscaping should be encouraged in yard areas that abut freeways, prime arterials, and other streets to buffer building tenants and pedestrians from traffic and to present aesthetically pleasing views along transportation corridors. Landscaping should be provided consistent with citywide regulations.

Traffic and Air Quality Mitigation

New development should be required to provide its fair share of the mitigation measures suggested in this Plan to minimize additional negative traffic and air quality impacts within the community.

Business-Serving Hotel

Allow a business-serving hotel in the industrially-designated area on Murphy Canyon Road between Balboa Avenue and Aero Drive with the approval of a Planned Development Permit. In such a hotel, rooms should be suites and may incorporate kitchenettes. Amenities may include exercise facilities and business centers. The facility and its signage should be oriented to the industrial area it is serving. On-site restaurants, banquet facilities, retail shops and conference rooms that are open to the general public may not be included with this type of hotel.

INDUSTRIAL AND BUSINESS PARK DESIGNATION

The Industrial and Business Park land use designation has been applied to a substantial portion of the Kearny Mesa planning area and accommodates general industrial, business park, scientific research and development and heavy commercial uses as described previously. This land use designation is proposed to be implemented by M-IP and M-IE zoning (see **Figure 7**).

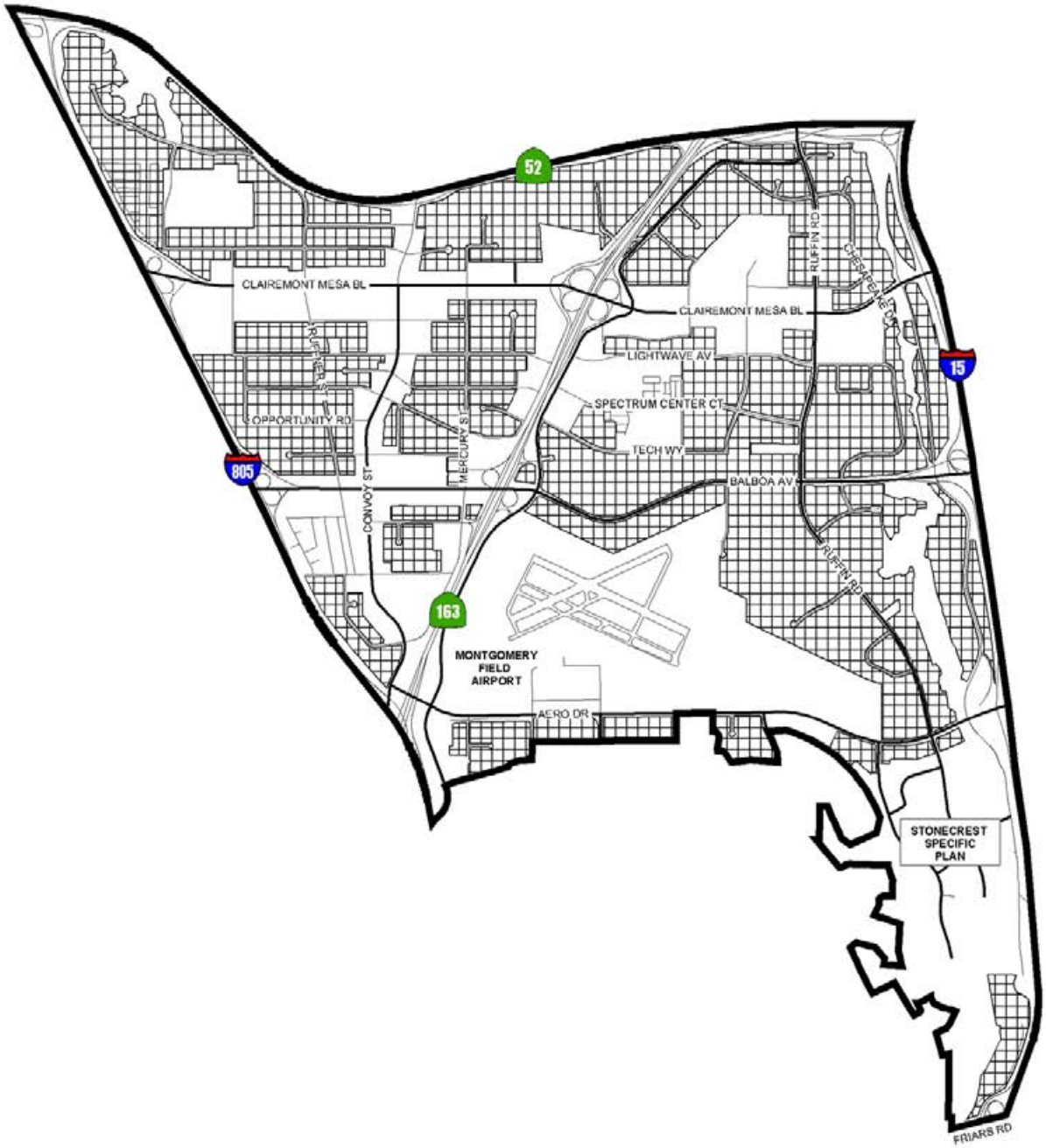
The following text pertains to special development permits and specific sites within the Industrial and Business Park land use designation:

SPECIAL PERMITS/SITE-SPECIFIC RECOMMENDATIONS

Special Permits

A number of recent large developments in Kearny Mesa have been approved by a Planned Industrial Development (PID) permit. Development of the remaining vacant land and new subdivisions in Kearny Mesa should continue to be approved through the discretionary permitting process, particularly for sites of five acres or more in size. This discretionary review process is anticipated to be replaced by new zoning standards that would simplify project review procedures used by City staff. Until the new zoning standards are adopted, sites for which a PID permit is processed should be reviewed to provide the following:

- A cohesive circulation system that emphasizes pedestrian and bicyclist comfort and safety;
- On-site support commercial and recreational facilities and services for employees;
- Unified signage that is integrated with the overall project development concept;



Recommended Industrial Land Use

Kearny Mesa Community Plan

7
FIGURE

- The enhancement of landscaping themes on adjacent streets, and the creation of new landscaped focal points around entrances and outdoor plaza areas; and
- Preservation of environmental resources, such as vernal pool habitat and steep slopes.

Modifications to previously approved PIDs should be denied unless such modifications meet the goals of this community plan and provide benefits to the community.

General Dynamics

General Dynamics was historically the largest civilian employer in San Diego. The firm was involved with defense-related manufacturing and product testing. In 1991, General Dynamics employed 17,000 people in the San Diego area, 12,000 at the Kearny Mesa facility. This site was purchased from the City of San Diego and occupies 243 acres. It is located to the north of Montgomery Field between Kearny Villa Road and Ruffin Road and is one of the largest properties zoned for industrial use in central San Diego. Development of the property began in 1955.

Most of the property is zoned M-1B, and approximately eight acres of land with frontage on Clairemont Mesa Boulevard is zoned M-1A. The limited area of M-1A zoned property should be retained to provide opportunities for new commercial development along Clairemont Mesa Boulevard. Approximately 48.4 acres (net) are under a CA zoning classification, and 19.0 (net) acres are designated as R-1500 with the balance of the property remaining in the M1-B zone.

Development is proposed for the property that will transform the strategically located General Dynamics facility into a vital and economically productive center, offering new employment opportunities and community-oriented uses that can serve as a catalyst for the revitalization of the community of Kearny Mesa.

The New Century Center Master Plan outlines a development concept that takes advantage of the unique attributes of the General Dynamics property, including its size, ownership, strategic location, regional accessibility and frontage onto SR-163 by establishing market-oriented retail office, residential and light industrial uses around a central “Spectrum Commons.”

The western portion, approximately 48.4 net acres, would be developed with retail and mixed-use commercial uses, and feature “Spectrum Commons” with features such as an urban open space amenity, retail, commercial and recreational uses.

The Industrial and Business Park area of the property is located in the central and eastern portions of the site, totals approximately 140 net acres and is proposed for Industrial and Business Park uses along with Business Support Commercial uses. Missile Park is intended to provide an amenity for on-site employees and users of the project, as well as the surrounding community.

The Residential area is adjacent to the Office Development, General Commercial, Business Park and Metropolitan Transit Development Board (MTDB) transit center land uses and totals approximately 19.0 net acres. The Residential area will consist of low-medium density housing.

In response to existing conditions, community plan issues and input from the community and City of San Diego staff, the following overall objectives have been established for the project:

- Develop a project that will create a substantial number of jobs and growth opportunities, including industrial and manufacturing jobs, while generating both significant revenues and a positive net fiscal impact for the City of San Diego.
- Take advantage of project's strategic location central to the City of San Diego and near the confluence of four major freeways, by promoting a marketable commercial, office, residential and retail focus on the freeway-visible western portion of the site and multi-use office/industrial uses on the eastern portion of the site.
- Facilitate a flexible multi-use framework which is adaptable to emerging market opportunities and fosters compatible commercial, residential and employment opportunities.
- Establish site planning standards and architectural design guidelines that will attract development and further a sense of community identity by creating a comfortable environment.
- Create a featured location, such as "Spectrum Commons," within a landscaped setting within the commercial area that will establish an important central focus for the overall site and, in particular, the surrounding development parcels. This featured location would be open to the public and organized with a mixture of revenue-generating venues to create an economical, self-sustaining activity for the Kearny Mesa community providing pedestrian non-vehicular linkages within the project.
- Create an economically viable and market responsive re-use plan that provides the opportunity to successfully support the costs associated with infrastructure improvements necessary to implement the Plan.
- Promote, through a variety of land uses, a diversified economic base that can help expand employment opportunities and promote revitalization of the Kearny Mesa community.
- Provide a flexible internal circulation plan capable of withstanding the benefits of future progress in the anticipated development of a regional bus transit station on the project site.
- Provide a circulation system that reduces dependence on the automobile. The project will be pedestrian-oriented, including both a bicycle and pedestrian network and transit center.
- Incorporate into the project sufficient business acreage to provide business uses to help preserve and create high-paying industrial and manufacturing employment opportunities.
- Create a vernal pool conservation bank.
- If more than 998 dwelling units are built on the General Dynamics site, park facilities should be provided in accordance with General Plan standards.

Solar Turbines

Solar Turbines Incorporated occupies several facilities in San Diego that are involved in the manufacture of medium-range industrial gas turbine engines. Among these is its 43-acre plant in Kearny Mesa located on the west side of Ruffin Road, south of Balboa Avenue. Due to the potential for future expansion and/or the need to consolidate facilities on this site, and in recognition of the fact that Solar Turbines' manufactured products necessitate larger than normal building and storage areas - with a larger than average square footage per employee - the M-LI zone should be considered for this property. The M-LI zone has a maximum floor area ratio of 2.0, which would provide Solar Turbines the flexibility to consolidate or expand its facilities within the Kearny Mesa community, maintaining a large character industrial use for Solar's Kearny Mesa site consistent with the goals of this Plan.

Allred-Collins Industrial Park East Proposed PID

This 17-acre site, located at the southwest corner of SR-52 and Convoy Street, should be developed under a Planned Industrial Development.

Use restrictions in this PID will be similar to those in the Allred-Collins Industrial Park West, including light industrial and manufacturing, industrial commercial, and corporate office. An alternative land use that may be considered is an auto park. Any proposed auto park must provide a comprehensive planned development rather than a disjointed strip of auto dealers.

Freeway or industrial and office serving retail commercial development such as a gas station, restaurants or related retail uses may be developed on approximately 2.4 acres of the site, located on the easternmost portion of the property. With an approved site development plan, the retail commercial land uses may be integrated into portions of the adjacent industrial park so long as the square footage of those uses does not exceed that which would otherwise be permitted on the eastern corner (i.e. the approximately 2.4-acre corner lot, at a 0.35 FAR, would permit about 36,600 square feet of commercial development). This mixed-use concept should be implemented in the following manner:

- The easterly half of the subdivision will be rezoned to M-1A in order to accommodate the mixed-use concept.

- The PID must specify that the maximum amount of retail commercial development that may occur in the project will not exceed 36,000 square feet.

- The industrial uses may develop at a 0.5 FAR.

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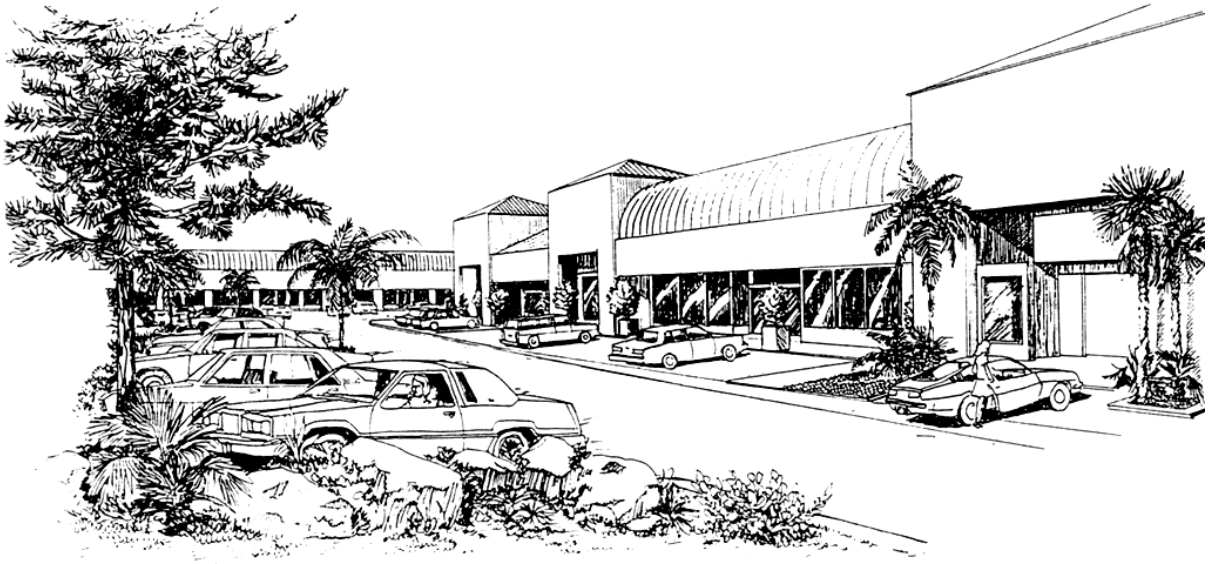


COMMERCIAL COMPLEX OFF CLAIREMONT MESA BLVD.

COMMERCIAL ELEMENT

COMMERCIAL ELEMENT

PRIMARY GOALS

- Revitalize retail areas by improving motor vehicle, bicycle and pedestrian circulation on and off site, and by improving the aesthetic quality of retail development.
- Provide commercial services to employees within industrially designated areas by encouraging support commercial uses to locate within these developments.
- Discourage freestanding retail and general commercial strip centers within industrially designated areas.
- Provide opportunities for commercial uses that serve commuters traversing Kearny Mesa.

EXISTING CONDITIONS

Commercial development in Kearny Mesa can be categorized as one of three types: general commercial, commercial visitor/recreation, or commercial office.

General Commercial

General commercial development is primarily located in western Kearny Mesa between I-805 and SR-163 along the Clairemont Mesa Boulevard, Convoy Street and Balboa Avenue corridors. These areas are developed with a mixture of uses, including automobile sales and repair centers, ethnic restaurants, fast food outlets, and furniture stores. In addition, large volume retail stores have located along these streets and include K-Mart, Target, Home Depot-Expo, the Advantage Store, and Dixieline Lumber.

There are also areas of general commercial development east of SR-163 in Kearny Mesa. A majority are located along Clairemont Mesa Boulevard, particularly at SR-163 and at Ruffin Road. Additional general commercial development is located along the north side of Aero Drive, at Montgomery Field and at I-15. These sites are developed with automobile-oriented retail uses that primarily serve the working population.

Commercial Visitor/Recreation

Visitor commercial uses have developed in the community at three freeway-oriented locations. They include two hotels and a restaurant on Clairemont Mesa Boulevard at SR-163 and a hotel on Montgomery Field at Aero Drive and Kearny Villa Road. A commercial recreation use, a miniature golf/recreational complex, has developed at Clairemont Mesa Boulevard and I-805.

Commercial Office

Office uses are interspersed throughout Kearny Mesa. Offices are located in business parks, along the commercial corridors, and in freestanding office complexes.

ISSUES

Land Use/Zoning

Most of the commercial development in Kearny Mesa is zoned M-1A, with portions zoned M-1B. As previously discussed in the **Industrial Element**, these zones are intended for light industrial development but also permit support commercial uses. In Kearny Mesa, commercial development has become a competitive rather than a supportive use. **Table 2** provides an analysis of the actual land uses in the M-1A and M-1B zones in Kearny Mesa.

TABLE 2
EXISTING LAND USES PER ZONE (1992)

	Commercial	Industrial	Public	Vacant
M-1A	38%	35%	6%	21%
M-1B	15%	58%	7%	20%

In assessing the commercial land use issues in Kearny Mesa, it is imperative to recognize two fundamental distinctions. The first is the difference between support commercial and general commercial uses. The second distinction is the divergent land use patterns of eastern and western Kearny Mesa.

Supportive commercial uses provide goods or services as part of the ongoing operations of firms or for the daily needs of a firm's employees. Equipment and machinery repair facilities, part supplies, copy centers and mail services, as well as health clubs and other recreation amenities, credit unions, restaurants and child care centers are examples of supportive commercial uses.

Commercial enterprises that are not dependent on the clientele of a particular development include those typically found in shopping centers or freestanding commercial strips. These general commercial uses attract retail shoppers from outside of the community and should be located and designed in a manner that minimizes disturbance to industrial and office users.

The second fundamental distinction to bear in mind when considering commercial uses in Kearny Mesa is the contrasting patterns of development between eastern and western Kearny Mesa. West of SR-163, Kearny Mesa is a conglomeration of mixed uses. This area is characterized by a variety of single purpose industrial sites, business parks, and commercial uses. Commercial uses, though, have achieved an independent identity that warrants consideration in their own right.

Commercial development in eastern Kearny Mesa, in contrast, is limited and consists of office use, visitor commercial and relatively minimal retail. Large, single purpose industrial sites and business parks are the predominant land uses in eastern Kearny Mesa. However, office development has emerged as a competitive land use. Office developments, not within a business park setting, are being constructed in increasing numbers.

Urban Design

The commercial corridors in Kearny Mesa consist of strip centers and freestanding strip commercial uses. The automobile-oriented emphasis has created an environment dominated by excessive signage, expansive asphalt parking lots, minimal landscaping and high traffic volumes. The improvements proposed in this plan to upgrade the commercial corridors focus on imparting a sense of place to these commercial districts. Increased landscaping, reduced signage, streetscape improvements and pedestrian scale amenities can provide a more aesthetic image for the various retail centers.

Landscaping

Inadequate landscaping in the strip commercial developments has resulted partly because the majority of the commercial projects are located in industrial zones with landscape requirements designed for quite different uses. Fortunately, the citywide landscape ordinance now has landscaping standards dependent upon the actual use, not simply the zone. Commercial developments in industrial zones will be held to commercial standards. This will greatly enhance the commercial corridors as redevelopment occurs.

Signage

Illegal signage is the single most conspicuous element of development along the commercial corridors in Kearny Mesa. These signs violate the concept enunciated in the General Plan of urban form enhancing the visual relationship between people and their environment. The expiration of the grace period for the removal of nonconforming signs will provide City sign code staff an opportunity to reduce the number of these signs in the community. Reducing the quantity while improving the quality of signage can also greatly enhance the primary function of signage to aid the public in locating specific businesses.

Planned developments should recognize the need for signs to be an integral part of the building and site design as well as an advertising medium.

Streetscape

Strip commercial developments have generally been designed with an automobile emphasis. Providing pedestrian amenities such as transit shelters, benches, shade trees, pedestrian street crossings and information kiosks will help to establish a sense of character for the commercial district.

POLICIES

The following policies are the basis for subsequent specific recommendations pertaining to property within the General Commercial land use designation.

- Properties within the General Commercial land use designation should be allowed to develop with a broad array of uses, including commercial uses (i.e. retail and office) and industrial uses (i.e. "traditional" industrial and R&D).
- General commercial uses, described in the Issues section above, should only be allowed within the area designated for General Commercial use. Support commercial development, however, should be allowed to locate within the industrially designated areas of Kearny Mesa.
- Hotel development should not be located where noise impacts exceed 65 decibels or Community Noise Equivalent Levels (CNEL) without mitigating interior noise levels to 45 CNEL.
- New development should be located in well-designed projects with adequate provisions for transit opportunities, bicycle commuting, off-street parking, landscaping, and service areas.
- Redevelopment should include upgrading the property to meet current development standards including landscaping and signage regulations.

RECOMMENDATIONS

The following recommendations are intended to provide specific criteria for new development and redevelopment within the area designated for General Commercial use in Kearny Mesa.

Implementing Zones

Establish the following zoning for areas designated General Commercial or Mixed Use Commercial/Residential:

- Mixed Use Commercial/Residential properties should retain (or be rezoned) to the CA or CO zone. Lands designated for General Commercial use currently zoned M-1A should retain the M-1A zoning and properties zoned M-1B should be rezoned M-1A or where appropriate, CA or CO.

Floor Area Ratio

The maximum floor area ratio for commercial retail development in Kearny Mesa is 0.35, and the maximum FAR for office and industrial development is 0.50. Development proposals that exceed 0.50 FAR could be considered through a discretionary permit process that would address potential traffic and environmental impacts.

Commercial Development in Western Kearny Mesa

West of SR-163, the commercial corridors of Clairemont Mesa Boulevard, Convoy Street, Balboa Avenue, and a portion of Kearny Mesa Road should be designated for General Commercial use to reflect existing conditions and to satisfy the demand for additional retail commercial development. Sites which front on these streets are currently underutilized, or are located adjacent to existing commercial development, have been designated General Commercial and are encouraged to develop or redevelop with the array of uses permitted by that land use category.

Commercial Development in Eastern Kearny Mesa

Freestanding, retail commercial development to the east of SR-163 should be limited to the following areas: Clairemont Mesa Boulevard; the intersection of I-15 and Aero Drive, designated portions along Kearny Villa Road north of Balboa Avenue, and south of Clairemont Mesa Boulevard; and the airport-related commercial development located on Montgomery Field (north of Aero Drive). This is to provide necessary general commercial goods and services for the surrounding industrially-designated areas without promoting the indiscriminate location of strip retail development.

Provisions For Hotel/Motel Development

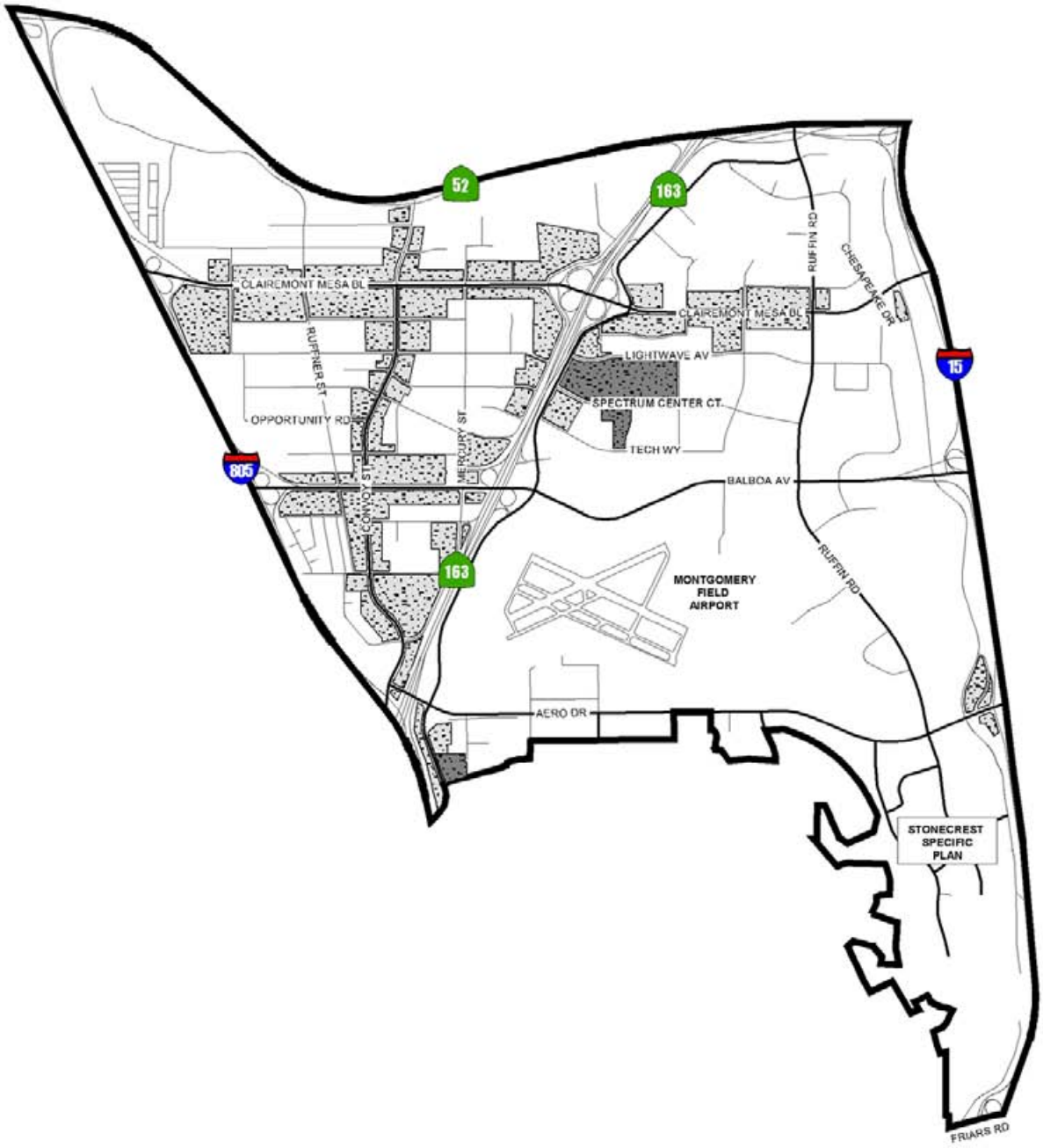
Hotel/Motel Facilities will require a Planned Commercial Development (PCD) permit to implement the design recommendations of this Plan and ensure compatibility with the development regulations of the Montgomery Field Master Plan and the Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar. If the property is industrially zoned, a rezone to an appropriate commercial zone will be necessary.

Compatibility with Residential Uses

Buffer residential uses from developments on commercially designated land. Twenty-five-foot setbacks with appropriately landscaped berms are the preferred treatment. If lot sizes preclude 25-foot setbacks, walls, berms and landscaping should be used with the smaller setback.

Signage

Signs should be designed as an integral part of any site in order to provide comprehensible messages to employees and consumers in Kearny Mesa. Whether signs are used to identify buildings tenants or provide direction for vehicular parking, the desired objective is to accommodate effective signage consistent with citywide regulations. Comprehensive sign programs should be encouraged in any new development in order to address the signage needs of the entire property.



LEGEND

General Commercial Mixed Use Commercial/Residential

N

Recommended Commercial Land Use

Kearny Mesa Community Plan

8
FIGURE

Traffic and Air Quality Mitigation

New development should be required to provide its fair share of the mitigation measures suggested in this Plan to minimize additional negative traffic and air quality impacts within the community.

Transit Amenities

Provide transit amenities commensurate with transit activity as identified in the Metropolitan Transit Development Board's Short Range Transit Plan (SRTP) under transit facility guidelines. Currently, the MTDB is studying the feasibility of constructing a LRT system to serve central and northern San Diego, including the Kearny Mesa area. Any new transit policies that are adopted in the future should therefore be considered when new projects are proposed.

Design Features

All new development and redevelopment within the area designated General Commercial should incorporate the following design recommendations:

- All of the elements of a project, such as building materials, elevations, landscaping, and parking configuration, should be designed together to act as a whole.
- Provide pedestrian connections between commercial centers and to surrounding development.
- Provide amenities that enhance commercial areas, such as trees and landscaped areas, lighting, bus shelters and street furniture, and secure bicycle parking facilities.
- Provide screened and landscaped parking areas that minimize conflicts between pedestrians and automobiles.

GENERAL COMMERCIAL DESIGNATION

This land use designation is intended to accommodate most existing retail areas in Kearny Mesa. Additional retail development may occur by infilling currently underutilized or unused properties. Office and light industrial uses are also allowed within areas designated for General Commercial use. **Figure 8** identifies the areas where the General Commercial land use designation applies.

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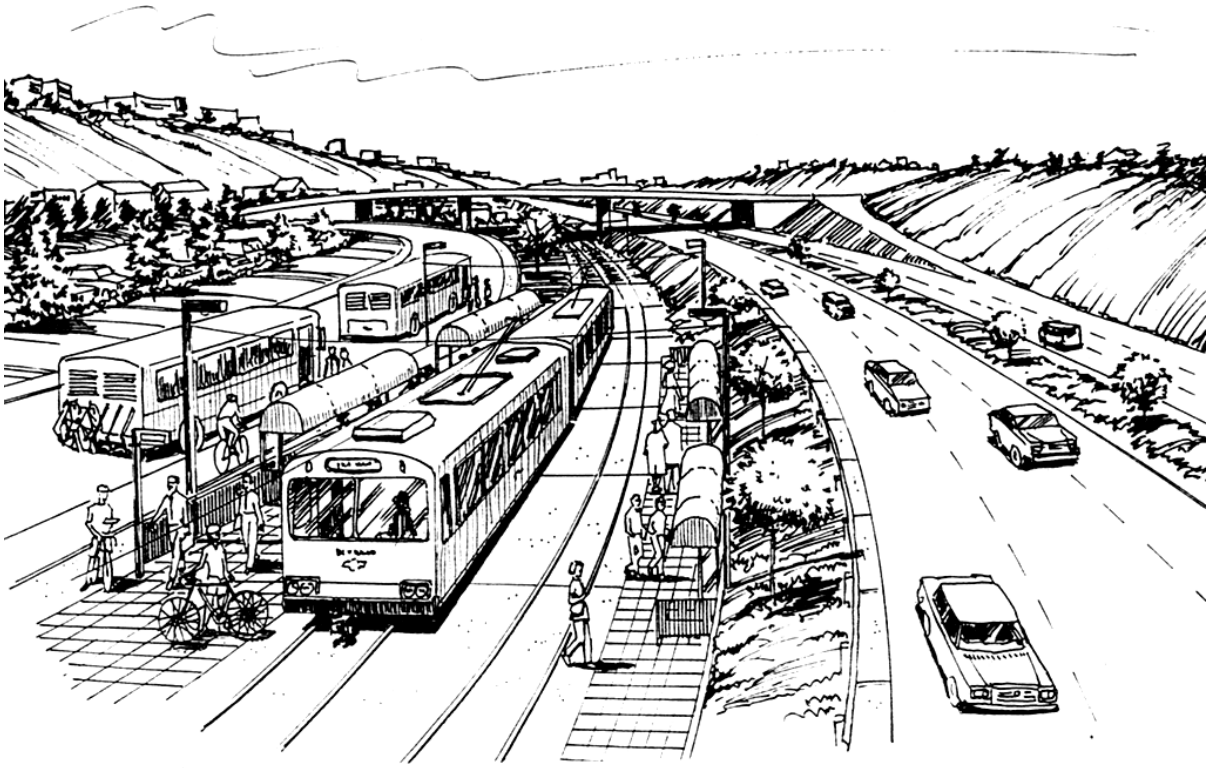
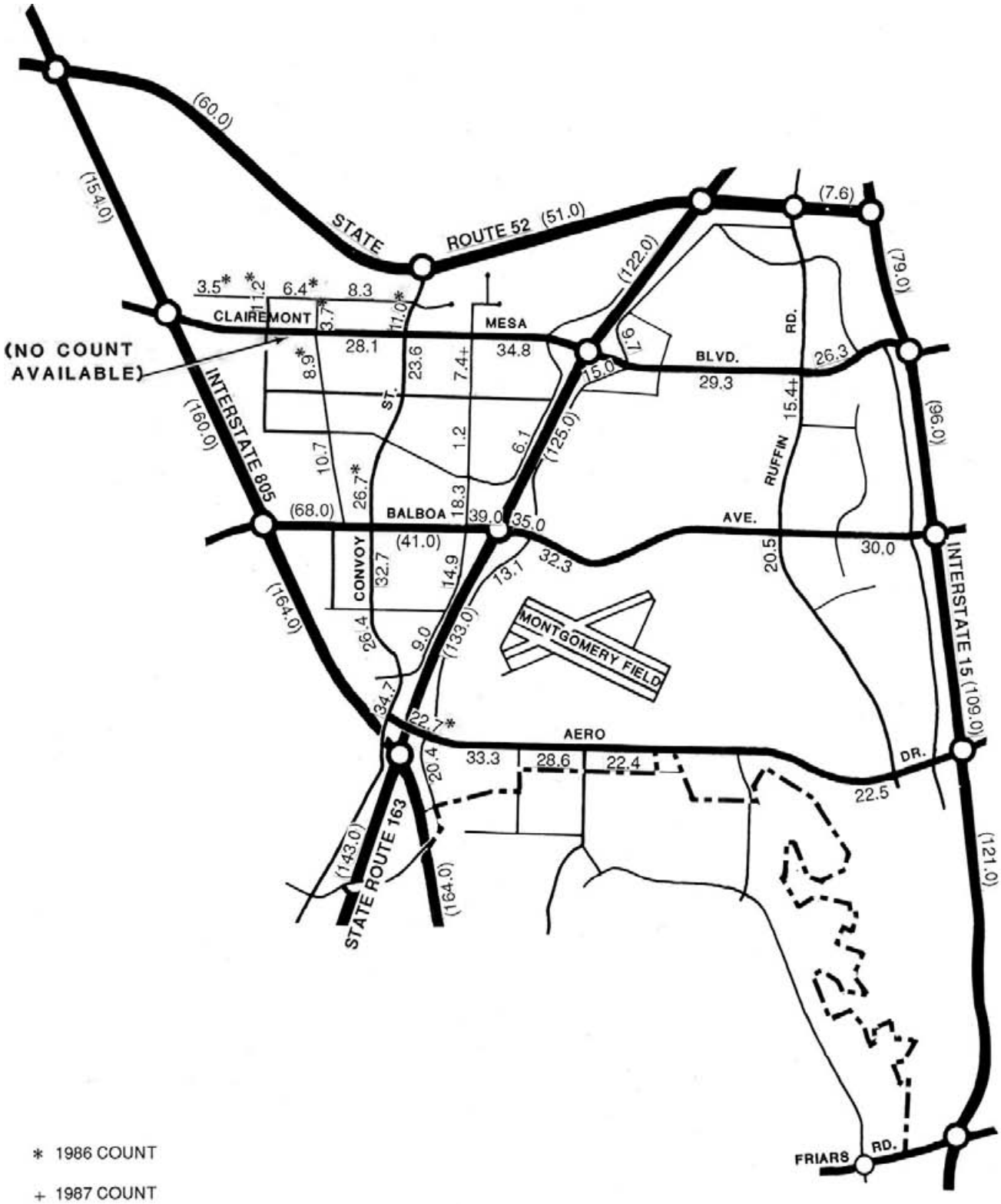


CONCEPT SKETCH LRT/BUS TRANSIT COMPLEX ALONG I-15

TRANSPORTATION ELEMENT



* 1986 COUNT

\+ 1987 COUNT

ALL OTHER COUNTS FROM 1988

Existing Average Daily Trips 1988 (ADT in thousands)

Kearny Mesa Community Plan

9 FIGURE

TRANSPORTATION ELEMENT

PRIMARY GOALS

- Provide a safe and efficient multimodal transportation system that maximizes access for employees, customers, and residents of the community while minimizing adverse environmental impacts.

- Establish a vision for the future where individual choice is enhanced through the implementation of mass transit concepts.

EXISTING CONDITIONS

Since the adoption of the 1977 Serra Mesa Community Plan, the community has experienced increased traffic volumes on many of the major and arterial streets (**Figure 9**). Freeways that were anticipated by the 1977 plan have either only recently been opened or are yet to be completed. State Route 52 easterly from I-805 to Santo Road in Tierrasanta was completed in August 1988. The easterly connection of SR-52 to, and the construction of SR-125, is not expected to be completed before the mid-to-late 1990s. The primary cause of congestion in Kearny Mesa, however, is the land use pattern. Development has occurred with an intensity and type of use that generate traffic volumes greatly in excess of the industrial uses originally assumed in the 1977 plan. An associated cause of congestion is building and site design, which emphasizes automobile transportation almost to the exclusion of other modes of travel.

Street System

A key factor contributing to the development of the community has been its exceptional freeway access. The community is bounded or bisected by four freeways: I-805, SR-163, I-15 and SR-52. These freeways link Kearny Mesa to the rest of San Diego and provide opportunities for regional transit service.

The surface street system in Kearny Mesa is characterized by four functional classifications: Primary arterials are usually six lanes and are intended to carry through traffic and provide a network connection to freeways while limiting access to abutting properties. Existing primary arterials in Kearny Mesa are Clairemont Mesa Boulevard and Balboa Avenue, west of Convoy Street. Major streets are four- to six-lane facilities also intended to carry through traffic and provide a network connection to freeways, but provide access to abutting properties. Existing major streets in Kearny Mesa include Convoy Street and Aero Drive. Collector streets are two- to four-lane facilities intended to collect trips from adjacent properties and funnel them to major streets or primary arterials. Local streets serve adjacent properties and provide linkages to collector streets.

Existing and Recommended Bikeways **10**

Kearny Mesa Community Plan FIGURE

Traffic volume varies considerably on the primary arterial and major street network in the community. Aero Drive, Balboa Avenue, Clairemont Mesa Boulevard and Convoy Street experience peak hour congestion along significant portions of their length. This can be attributed to the very high employment level in Kearny Mesa and the high dependence upon auto travel.

Parking

On-street parking congestion is a problem throughout Kearny Mesa due in large part to the lack of off-street parking by automobile-intensive development. This problem has evolved because the traffic generated by retail and office uses exceed that generated by industrial uses, yet these commercial uses are being developed on industrially zoned properties with off-street parking requirements geared to industrial uses.

In the industrial areas between I-805 and SR-163, the on-street parking of trucks is a common occurrence. Trucks often use the street as a loading zone or for long-term storage.

High Occupancy Vehicle (HOV) Corridor

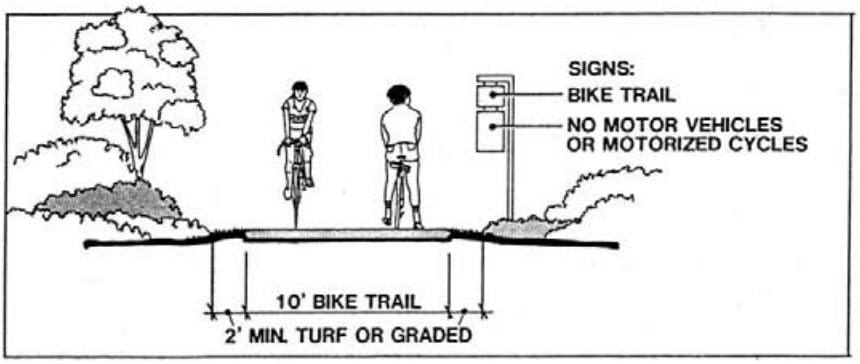
The 1984 Regional Transit Plan prepared by SANDAG calls for express bus service in the I-15 corridor. In October 1988, Caltrans opened two reversible high occupancy vehicle (HOV) lanes in the median of I-15 from the junction of SR-163, just north of the Plan area, to the proposed SR-56 in Rancho Peñasquitos. The opening of the HOV lanes has improved transit service in this rapidly developing corridor. Based on studies completed in 1983, improved bus service using the HOV lanes can serve this corridor at least through the year 2005.

Although the HOV lanes are located on I-15 north of Kearny Mesa, they do help to ease congestion on those portions of I-15 adjacent to Kearny Mesa. Additional HOV lanes on I-15 are currently being considered by Caltrans. The HOV lanes are proposed to be extended north from Rancho Peñasquitos to Escondido and south from the junction of SR-163 to I-8 in Mission Valley. Actual development would be phased over a number of years and would depend on the availability of funds.

Light Rail Transit

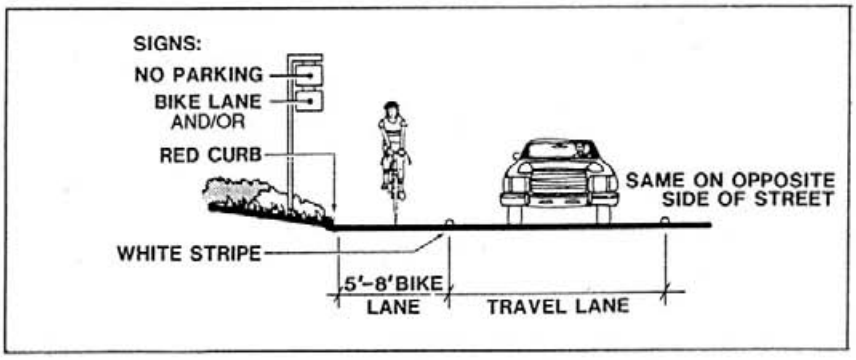
The Regional Transit Plan identifies the I-15 corridor as a site for the LRT line to connect Mission Valley to Escondido. As recommended, the I-15 corridor alignment connects with the Mission Valley alignment at San Diego Jack Murphy Stadium and is to extend north along I-15 to serve adjacent communities, including Kearny Mesa. The alignment for the I-15 corridor LRT Line is currently (1992) being studied by the MTDB.

In March of 1992, the MTDB issued the Light Rail Transit Extension Alignment Study that identified four potential LRT alignments to serve the I-15 area. These alignments are as follows:



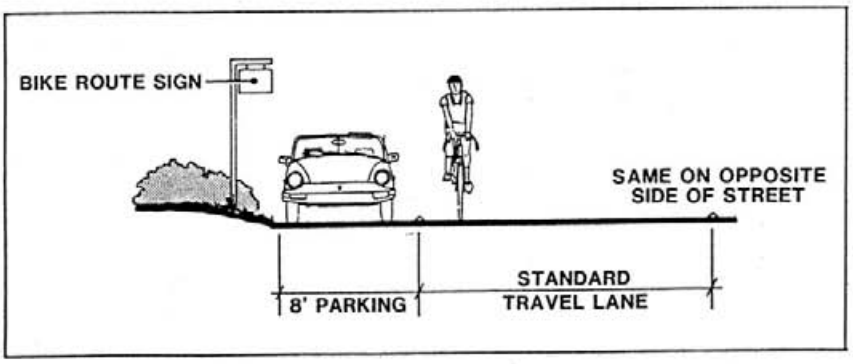
CLASS I (Typical location - open space)

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



CLASS II (Typical location - major street)

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



CLASS III (Typical location - neighborhood street)

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

The dimensions illustrated on this page are subject to change.

Bicycle Facility Classifications **11**
Kearny Mesa Community Plan FIGURE

- West side of I-15 from Mission Valley to Mercy Road, transitioning to the east side of I-15 from Mercy Road to Escondido;

- Median of I-15 from Mission Valley to Escondido;

- Median of SR-163 from Mission Valley to SR-52, continuing to the west side of I-15 from SR-52 to Mercy Road, and then transitioning to the east side of I-15 from Mercy Road to Escondido; and

- Median of SR-163 from Mission Valley to SR-52, transitioning to the median of I-15 from SR-52 to Escondido.

In addition to the LRT study discussed above, the MTDB anticipates initiating a comprehensive high-speed bus alternative study and a comparative bus/rail analysis for the I-15 corridor in 1993.

Bicycle Facilities

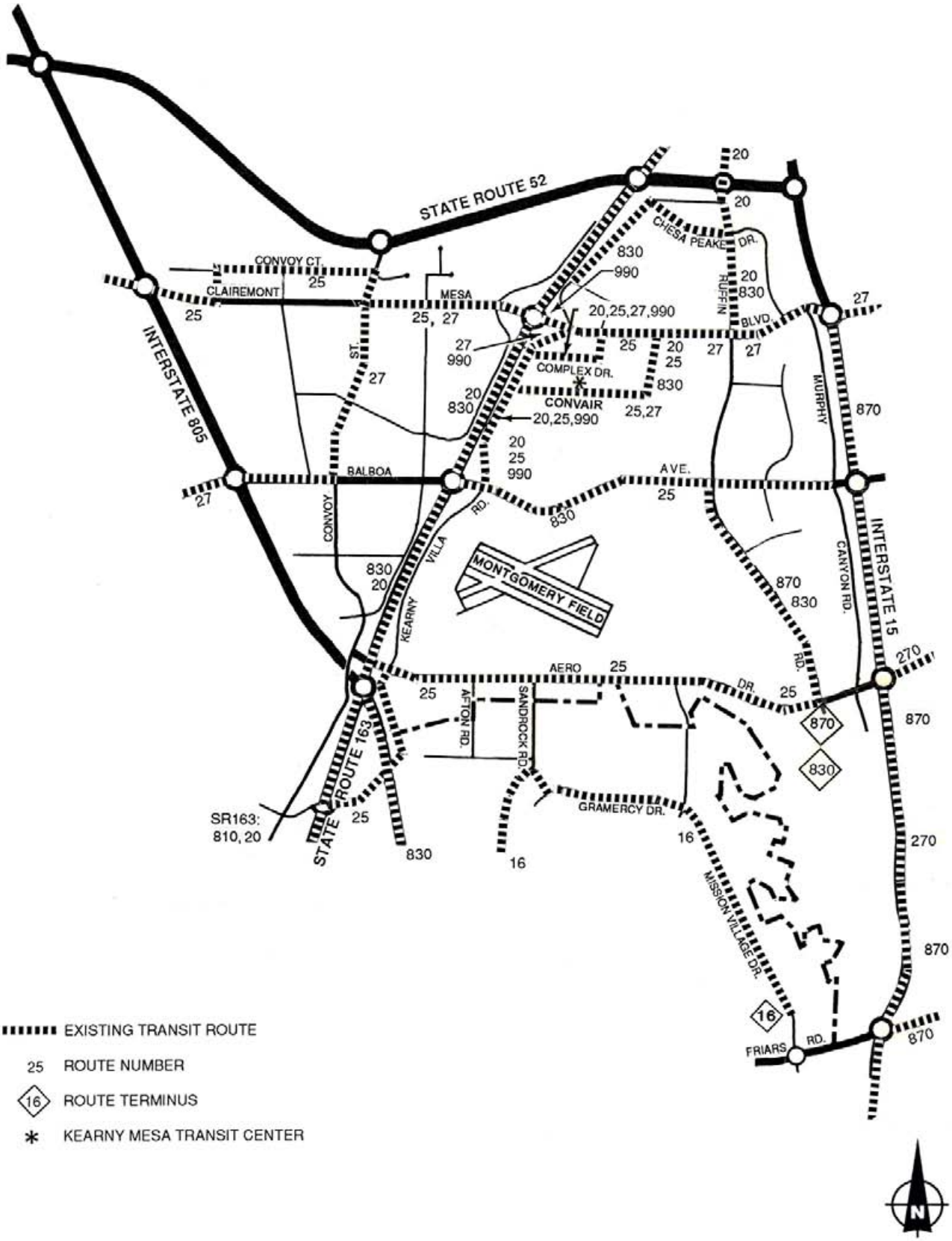
The Regional Transportation Plan identifies a community and regional bikeway system to serve this area. **Figure 10** shows the bikeway system in Kearny Mesa. The level of congestion on most streets in the community, however, does not encourage bicycle usage. Therefore, it is important to implement the network of existing bikeways to encourage bicycle commuting. Additionally, employer associations and local government, particularly the Engineering and Development and Caltrans Commuter Computer, should work together to present bicycle safety and commuting workshops at employment sites to show employees how to commute safely by bicycle to Kearny Mesa work sites. Employers should also provide secure bicycle parking facilities and shower and clothing lockers to accommodate bicycle commuters.

Pedestrian Facilities

Most of the streets in the community are improved with sidewalks, and a few are used by pedestrians. Problems confronting pedestrians include automobile oriented, strip commercial developments, reduced sidewalk widths, the frequent placement of illegal A-frame signs on the sidewalks, the absence of a buffer between the pedestrians and the street, and traffic volumes which inhibit convenient street crossing.

Bus Service

The existing bus service in Kearny Mesa is shown on **Figure 12**. A transfer point is located on Complex Drive, south of Clairemont Mesa Boulevard.



Existing Public Transit Routes **12**

Kearny Mesa Community Plan FIGURE

ISSUES

This Plan assumes that the private automobile will continue to be the preferred choice for employee transportation in Kearny Mesa. The capacity of the roadway network to accommodate vehicular trips is the prime constraint on development intensity. Vehicular trip generations will continue to be of paramount importance when reviewing development proposals in the future. In light of this, alternative modes of transportation that supplement the automobile are considered to be of particular importance in Kearny Mesa.

Ideally, forecasted traffic volumes on the surface street system will be reduced as additional mass transit services and facilities are provided and citywide and regional trip reduction programs become increasingly effective. This Plan acknowledges the desire for a balanced, multimodal transportation system to serve Kearny Mesa, and contains recommendations relating to public transit facilities, a potential shuttle "loop," LRT, bikeways and street improvements. The future Kearny Mesa is envisioned to include access points to a LRT Line, with bus service and loop shuttles transporting riders from LRT stations and park-and-ride lots to activity centers within the community. Implicit in this conceptual scenario would be an urban form much different from what currently exists in Kearny Mesa -- transit corridors of intense development to buttress the area as a regional employment center. Feasibility studies and plans which identify infrastructure, services and funding sources will need to be developed with the full cooperation of the public sector and local businesses in order to implement this long-range vision. If these studies indicate that such an urban form is attainable, this Plan could be amended or updated to incorporate the findings of the studies.

POLICIES

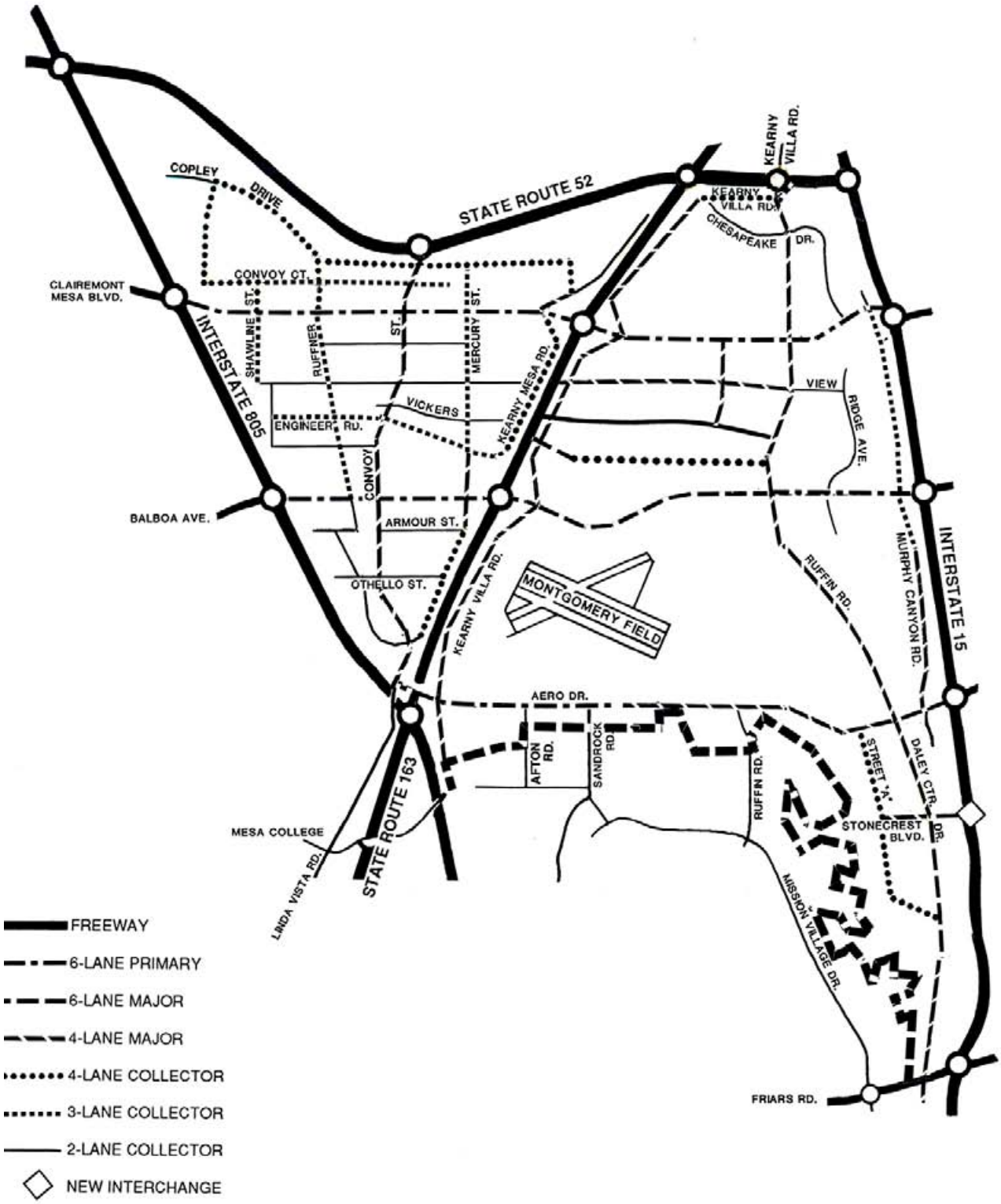
- Development intensities should correlate with the capacity of the circulation system.

- Street widenings, restriping and signalization improvements should be analyzed as needed to provide a safe and convenient transportation system for motorists, bicyclists and pedestrians.

- Transit passenger facilities should be provided commensurate with transit activity according to the transit facility guidelines in the MTDB's Short Range Transit Plan.

- Once the MTDB has identified a preferred alignment, right-of-way dedications for public transit should be acquired as part of discretionary approvals. This should include dedications for LRT, a transit center and other bus facilities. Appropriate reservations should also be provided for the community bikeway system.

- Permit applicants should be strongly encouraged to incorporate provisions of the Transportation Demand Management (TDM) ordinance into their projects. In addition, developers, property owners, and employers in Kearny Mesa should establish a Kearny Mesa Traffic Management Association (TMA) as a means of achieving the goals of the TDM Ordinance.



Recommended Roadway Facility Classifications

Kearny Mesa Community Plan

13 FIGURE

- Public and private sector efforts should be made to identify funding sources for transit facilities and services such as the shuttle loop system.

- New or reconstructed primary arterials should be improved with medians of stamped concrete and/or landscaping where feasible.

- Bicycle parking facilities, including bicycle racks and lockers, should be provided as part of new development and redevelopment for bike commuters to store their vehicles. In addition, bicycle safety and commuting workshops for employees should be jointly sponsored by the City of San Diego, Caltrans Commuter Computer, and the proposed Kearny Mesa TMA.

- Enhanced facilities for pedestrian travel within the community should be provided to reduce auto-dependent travel.

RECOMMENDATIONS

Kearny Mesa Traffic Study

The City of San Diego's Engineering and Development Department prepared travel demand forecasts associated with alternative land uses proposed during the Kearny Mesa community planning process. In order to identify the land use intensities that would achieve both the highest level of development, and a circulation system that would function at acceptable levels, the Kearny Mesa Community Planning Group and the City's Planning staff requested that multiple land use scenarios be tested.

The travel demand forecast used for this Plan has been conducted to achieve a balance between the level of development intensity and the circulation needs of the community.

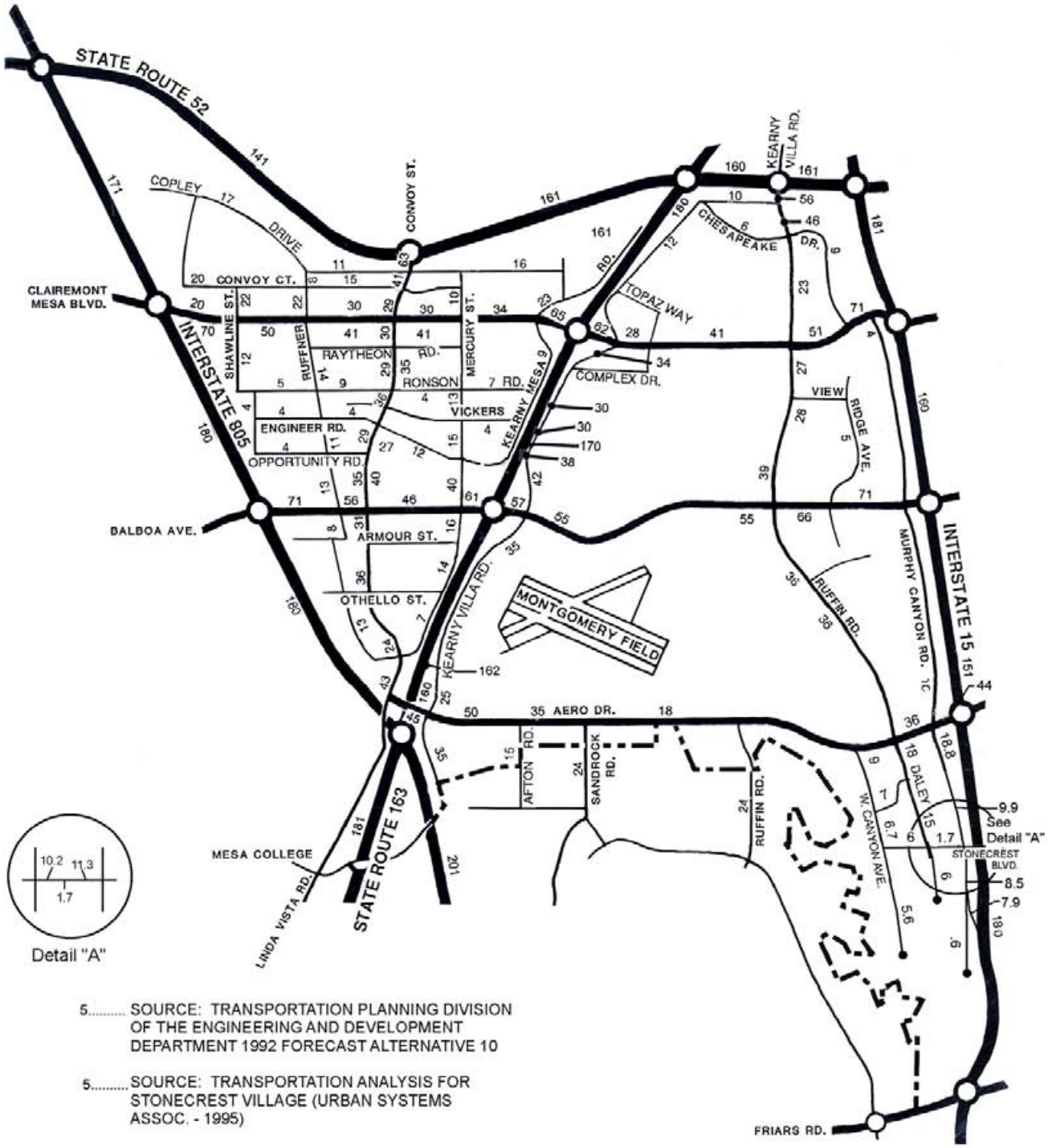
Street System

The existing street system should be maintained with operational improvements made to increase efficiency and accommodate planned growth. The proposed street network and projected traffic volumes are illustrated in **Figures 13** and **14**. Recommended street improvements are listed on the following pages (**Table 3**).

Parking

On-street parking should be removed from certain streets to increase the efficiency of traffic flow (see **Recommendations Section** of **Table 3**).

Landscaping in off-street parking areas should be provided in the form of mature trees, hedges and shrubs. Off-street parking area landscaping should consist of large canopied trees and parking area edges should be mounded and landscaped with shrubbery.



5..... SOURCE: TRANSPORTATION PLANNING DIVISION OF THE ENGINEERING AND DEVELOPMENT DEPARTMENT 1992 FORECAST ALTERNATIVE 10

5..... SOURCE: TRANSPORTATION ANALYSIS FOR STONECREST VILLAGE (URBAN SYSTEMS ASSOC. - 1995)

Year 2005 Average Daily Trip Forecast (in thousands)

Kearny Mesa Community Plan

14 FIGURE

Goods Delivery

Sufficient off-street areas for the loading and unloading of goods should be provided to eliminate obstructions in the public right-of-way. These loading areas and other service areas, including trash enclosures, should be screened from public view.

Public Transit

Public transit should continue to be studied by the MTDB and SANDAG to provide adequate transit circulation within the community that also integrates with the regional system.

Private sector participation should be required for the construction and operation of the proposed Kearny Mesa transit center and for the operation of the proposed Kearny Mesa local shuttle loop system.

Developments should be coordinated with transit services and contribute to shuttle services to promote better access in the community, and should include the provision of accessible transit stops and other transit-related improvements as recommended by the MTDB.

An assessment district to generate funds necessary to support the construction and continued operation of public transit services and facilities in Kearny Mesa should be established.

Bus Service/High Occupancy Vehicles Corridor

MTDB, property owners in Kearny Mesa, and the City of San Diego should work together to construct a transit center that would serve as a central focal point for existing local and regional bus services and possible future rail or high-speed bus system improvements. While the initial site location is in the vicinity of General Dynamics, the MTDB will undertake a more detailed site analysis as part of its I-15 corridor advance planning efforts. Private sector funding should be required to support the construction and continued operation of this facility.

A feasibility study should be conducted by the MTDB and the City of San Diego to develop a local Shuttle/Loop System. A shuttle loop service could greatly support non-auto commuting by providing a means for employees to get lunchtime trips (food, shopping, banking, etc.) done without being auto-dependent. The study should consider alternative financing methods including private sector financing for funding the ongoing costs.

Bus service should be developed and evaluated to take maximum advantage of the HOV lanes by providing increased regional service and local service. Such service should have peak hour buses operating on local streets and using the HOV lanes to provide express service directly to Kearny Mesa. In the off-peak hours, local buses and shuttles should feed into the Kearny Mesa transit center to provide timed transfers with regional express routes. Such a transit center is proposed by the MTDB at the junction of SR-163 and I-15 north of Kearny Mesa.

TABLE 3
RECOMMENDED STREET IMPROVEMENTS

Street Segment	Between	Existing Configuration	Recommendations
Convoy Terrace	Ruffner Street to Convoy Street	2-lane collector	Widen to a 4-lane collector.
	Convoy Street to Magnatron Boulevard	Not constructed	Construct a 4-lane collector.
Convoy Court	Convoy Street to 800 feet east of Convoy Street	2-lane collector with a cul-de-sac prior to Mercury Street	Restripe to a 3-lane collector with a 2-way left turn lane.
Shawline Street	Clairemont Mesa Boulevard to Ronson Road	2-lane collector 50' curb-to-curb	Restripe to a 3-lane collector with 5-foot wide bike lanes. Eliminate parking. At Clairemont Mesa Boulevard, restripe to allow 2 lefts and 1 thru-lane for the northbound approach.
	Convoy Court to Clairemont Mesa Boulevard	4-lane undivided	Widen to a 4-lane collector with 5-foot wide bike lanes. At Clairemont Mesa Boulevard, widen to provide 1 left, 1 thru and 2 right-turn lanes for the southbound approach.
Ruffner Street	Balboa Avenue to Clairemont Mesa Boulevard	2-lane undivided with 50' curb-to-curb	Restripe to a 3-lane collector. Remove curb parking at intersections to allow 4 lanes.
	Clairemont Mesa Boulevard Convoy Court	2-lane collector with parking from Clairemont Mesa Boulevard to Convoy Court	Widen to a 4-lane collector with 56' of pavement between Clairemont Mesa Boulevard and Convoy Court. At Clairemont Mesa Boulevard, restripe to provide 1 left, 1 thru and 1 right-turn lane for the southbound approach.
	Convoy Street into the Collins/Allred property.	Not constructed	Construct as a 4-lane collector with 56' of pavement from Convoy Terrace, construct as a 4-lane collector with 58' of pavement beyond Convoy Terrace, into the Collins/Allred property, to the unnamed 2-lane north/south collector.
Convoy Street	At SR-52	2-lane collector bridge	Widen bridge to 78' in bridge width and provide 5' sidewalks.
	At Balboa Avenue		Provide 2 left, 3 thru and 1 right-turn lane for the north and southbound approaches.

Street Segment	Between	Existing Configuration	Recommendations
Mercury Street	Convoy Terrace to Engineer Road	2-lane undivided with parking in 50' curb-to-curb unconstructed north of Convoy Court	Restripe to a 3-lane collector between Clairemont Mesa Boulevard and Mercury Court, construct a 3-lane collector between Mercury Court and Convoy Terrace between Ronson Road and Engineer Road, remove parking and stripe for 5' bike lanes.
	Engineer Road to Kearny Mesa Road	4-lane major	Restripe to provide 5' bike lanes.
	At Balboa Avenue		Widen to provide 2 left, 1 thru, 1 thru/right, and 1 right-turn lane for the southbound approach.
Kearny Mesa Road	Convoy Street to Mercury Street	4-lane collector	Restripe to provide 5' bike lanes.
Magnatron Boulevard	Convoy Terrace to Kearny Mesa Road	2-lane collector	Widen to a 4-lane collector. Provide a continuous alignment between Magnatron and the 4-lane collector portion of Kearny Mesa Road, with the 3-lane collector portion of Kearny Mesa Road "T-ing" into Magnatron. Provide a continuous alignment between Convoy Terrace and Magnatron.
North Light Avenue	Aero Drive to StoneCrest southern limits	Not constructed.	Construct a 4-lane collector.
West Canyon Avenue	Aero Drive to StoneCrest southern limits	Not constructed.	Construct a 2- and 4-lane collector.
Daley Center Drive	Aero Drive to StoneCrest Boulevard	Not constructed.	Construct a 4-lane major with 5' bike lanes.
	StoneCrest Boulevard to StoneCrest southern limits	Not constructed.	Construct a 6-lane major with 5' bike lanes.
	StoneCrest southern limits to San Diego Mission Road	Not constructed.	Construct a four-lane major with bike lanes. No connection to Friars Road (grade separated).
Ruffin Road	Kearny Villa Road to Calle Fortunada	4-lane major	Remove parking and restripe to add 5' bike lanes.
	Calle Fortunada to Aero Drive	4-lane undivided with 64' of pavement	Remove parking and restripe to add 5' bike lanes and a continuous left-turn lane.
	At Balboa Avenue		Restripe to provide 2 left, 2 thru and 1 right-turn lane for the southbound approach.
	At Clairemont Mesa Boulevard		Widen to provide a northbound right-turn lane and a northbound thru-lane.

Street Segment	Between	Existing Configuration	Recommendations
Kearny Villa Road	SR-52 to Ruffin Road	4-lane collector	Widen to a 6-lane primary arterial with bike lanes.
	At Clairemont Mesa Boulevard		Widen to allow 2 left, 2 thru and 1 right-turn lane for the southbound approach, and 2 left, 2 thru and 1 right-turn lane for the northbound approach.
	At Aero Drive		Restripe to provide 2 left, 2 thru and 1 right-turn lane for the north and southbound approaches.
Murphy Canyon Road	Clairemont Mesa Boulevard to south of Balboa Avenue	2-lane undivided	Restripe to a 3-lane collector with 5' bike lanes. Remove parking.
StoneCrest Boulevard	North Light Avenue to Daley Center Drive	Unconstructed	Construct a 4-lane major with 5' bike lanes.
	Daley Center Drive to I-15	Unconstructed	Construct a 6-lane major.
Engineer Road	Cardin Street to Brinell Street and Mercury to Kearny Mesa Road	2-lane undivided with 50' curb-to-curb with parking	Restripe to a 3-lane collector, remove parking at intersections.
Clairemont Mesa Boulevard	I-805 to Kearny Mesa Road	6-lane major	Eliminate parking, consolidate and reduce driveway access and restripe to add 5' bike lanes.
	At Shawline Street		Widen to provide 2 left, 3 thru and 1 right-turn lane for the eastbound approach, and 1 left, 3 thru and 1 right-turn lane for the westbound approach.
	Kearny Mesa Road to Kearny Villa Road	4-lane divided with no parking	Widen bridge and approaches to 6 lanes with bike lanes, and improve pedestrian access.
	At Kearny Villa Road		Widen to provide 1 left and 3 thru lanes for the westbound approach, and 2 left, 3 thru, and 1 right-turn lane for the eastbound approach.
	Kearny Villa Road to Chesapeake Drive	5-lane divided with parking	Widen to a 6-lane primary arterial with 5' bike lanes.
	Chesapeake Drive to I-15 southbound ramps	5-lane divided with parking	Widen to a 6-lane primary arterial with no parking and restricted access and 5' bike lanes. Provide an eastbound free right-turn lane at Murphy Canyon Road.
	At Ruffin Road.		Widen to provide 2 left and 3 thru lanes for the westbound approach, and 2 left, 3 thru and 1 right-turn lane for the eastbound approach.

Street Segment	Between	Existing Configuration	Recommendations
Caltrans Projects			
Aero Drive	Sandarac Road to Kearny Villa Road	4-lane major with bike lanes in 84'	Widen to 6-lane primary arterial with no parking allowed. At Kearny Villa Road, widen to provide 2 left, 3 thru and 1 right-turn lane for the westbound, and restripe to provide 1 left and 3 thru lanes for the eastbound approach.
I-15	SR-163 to I-8	Variable, 6 to 8 lanes.	Widen to 8 lanes with auxiliary lanes, plus HOV or LRT lanes.
SR-52	I-805 to east of Santo Road	Variable, 6 to 8 lanes.	Widen to 8 lanes. Construct a 14' wide bike path parallel to SR-52.
Balboa Avenue (SR-274)	I-805 to Kearny Villa Road	6 lanes with a continuous left turn lane midblock and raised medians at intersections	Construct a raised median. Consolidate and restrict access. Continue to prohibit parking and install 5' bike lanes.
	At Convoy Street		Widen to provide 2 left, 3 thru and 1 right-turn lane for the westbound and eastbound approaches.
	At Ruffin Road		Widen to provide 2 left, 3 thru and 1 right-turn lane for the westbound approach, and 2 left, 3 thru and 2 right-turn lanes for the eastbound approach.
	Kearny Villa Road to west of Ruffin Road	4-lane major	Widen to a 6-lane primary arterial with 5' bike lanes.
I-15 Interchange	At Aero Drive	Variable	A. Widen northbound on-ramp to 2 lanes plus ramp meter and CHP enforcement pad, plus minor traffic signal modifications. B. Restripe Aero Drive east of northbound off-ramp to provide standard lanes. No signal modification or widening. C. Widen southbound off-ramp to provide additional right-turn lane plus modify traffic signal. D. Widen Aero Drive to provide right turn lanes at southbound on-ramp.
I-15	Murphy Canyon on-ramp and Friars Road off-ramp		Add auxiliary lane.

The TDM programs should be implemented by employers in Kearny Mesa in conjunction with the proposed citywide TDM program. In particular, measures that reduce peak hour trips, such as employer-subsidized transit passes, flexible and staggered work hours and carpool programs, should be implemented.

Light Rail Transit

Expansion of the LRT service north from Mission Valley through Kearny Mesa should occur at the fastest rate possible consistent with available capital and operating funds in order to maximize regional transit ridership and optimize use of the LRT.

Development proposals along the I-15 LRT corridor should be subject to the following: Once the MTDB has identified a preferred LRT alignment, proposed development should be required to dedicate in fee title all necessary right-of-way for both the LRT and for any required stations, exclusive of parking lots, and contribute the equivalent cost of construction of an at-grade LRT facility and an at-grade LRT station, exclusive of LRT vehicles. Furthermore, proposed development should be conditioned upon agreement to not oppose the formation of any special assessment district formed for the purpose of providing funds for the construction of an LRT system.

Bicycle Facilities

As part of the development review process, a community bikeway system should be developed as shown on **Figure 12**. Bikeways should be designed to meet the minimum standards included in the Caltrans Highway Design Manual and City of San Diego Council Policy 600-4.

New developments should provide secure bicycle parking at activity centers and commercial areas, including covered bicycle parking facilities such as covered lockers.

The addition of bicycle lanes, bicycle route signs and destination plates, bicycle parking facilities at employment sites and the inclusion of bicycle commuting encouragement programs in a future TSM program within the Kearny Mesa community is recommended to encourage bicycle commuting in place of the single-occupant motor vehicle.

Pedestrian Facilities

Provide an enhanced pedestrian circulation system that provides a pleasant, walkable environment to connect activity centers and commercial areas. A pedestrian circulation system should be an important component in the design and siting of the Kearny Mesa Transit Center. Wheel chair ramps should be installed where appropriate in the community to improve access to the activity centers.

Development projects should provide internal pedestrian circulation, which connects with adjacent projects and the community-wide pedestrian system.

Curb cuts should not be permitted along designated primary arterials and should be minimized along all major streets. Project entries should be consolidated where feasible and joint entries utilized at property lines along arterials and four-lane collectors. Reductions in the number of curb cuts increase and improve pedestrian access, bicyclist access and street efficiency.

Traffic and Air Quality Mitigation

New development should be required to provide its fair share of the mitigation measures suggested in this Plan to minimize additional negative traffic and air quality impacts within the community.

Intersections

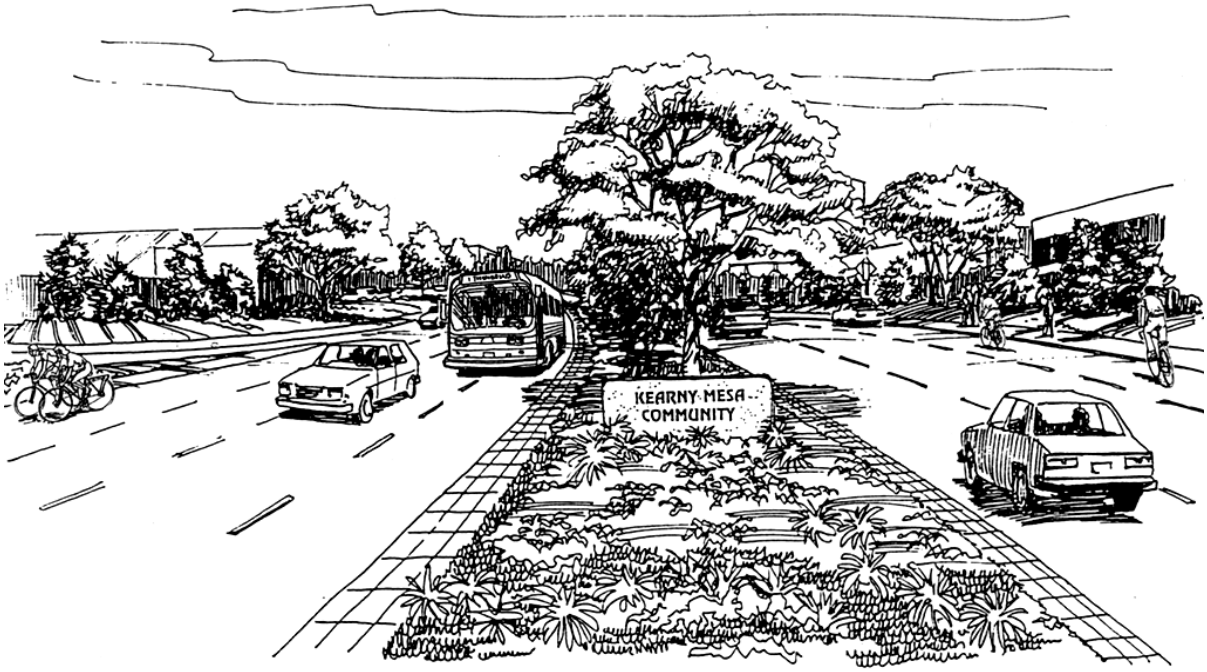
The following table represents a summary of an analysis of ten intersections that was conducted to forecast where localized traffic congestion would occur assuming Plan buildout land use conditions. In an employment community such as Kearny Mesa, two heavy peak hour traffic flows can be expected. To ensure that the worst-case levels of traffic were observed, the analysis was made during the afternoon rush hour. Congestion has been measured consistent with a methodology discussed in the Highway Capacity Manual Special Report 209, published by the Transportation Research Board. The Highway Capacity Manual includes a description of six levels of service (LOS) that define congestion on roads. In short, a level of service of "A" describes unrestricted vehicular movement whereas level of service "F" describes highly restricted movement. Another measure of congestion that transportation planners use is the volume to capacity ratio. A ratio of 0.6 or less would be similar to a LOS of "A" while a ratio greater than 1 would correspond to LOS "F". The minimum acceptable level of service for the Engineering and Development Department is LOS D.

Where congestion occurs in Kearny Mesa, additional cost-effective operational improvements have been recommended which could result in desirable levels of service (LOS C) at these intersections. Because seven of the ten intersections studied are currently operating at LOS C or D, the ability to maintain or improve the level of service of these intersections for buildout land use conditions is limited.

TABLE 4
SUMMARY OF KEARNY MESA INTERSECTION ANALYSIS
(Volume/Capacity Ratio and Level of Service*)

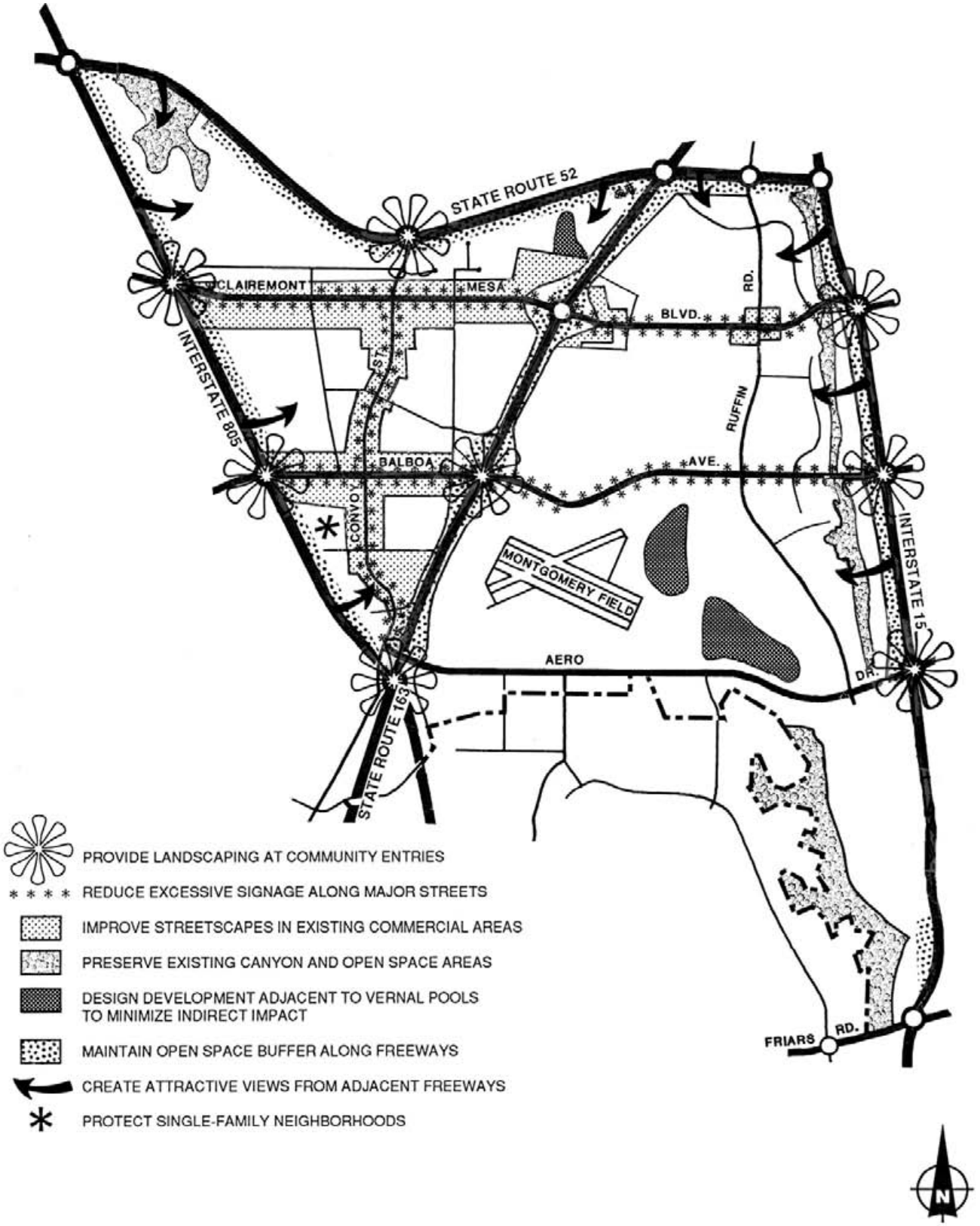
Intersection	Existing Conditions[1]	Future Conditions with Recommended Improvements[2]	Future Conditions with Recommended Improvements and TDM[3]
Aero Drive @ Kearny Villa Road	0.81 D	0.88 D	0.85 D
Balboa Avenue @ Convoy Street	0.90 D	0.86 D	0.82 D
Balboa Avenue @ Mercury Street	0.65 B	0.80 C	0.76 C
Balboa Avenue @ Ruffin Road	0.71 C	0.86 D	0.82 D
Clairemont Mesa Boulevard @ Convoy Street	0.73 C	0.80 C	0.76 C
Clairemont Mesa Boulevard @ Kearny Villa Road	0.72 C	0.89 D	0.85 D
Clairemont Mesa Boulevard @ Mercury Street	0.73 C	0.74 C	0.71 C
Clairemont Mesa Boulevard @ Ruffin Road	0.70 B	0.78 C	0.74 C
Clairemont Mesa Boulevard @ Ruffner Street	0.70 B	0.83 D	0.79 C
Clairemont Mesa Boulevard @ Shawline Street	0.87 D	0.83 D	0.79 C

Notes: * Volume/Capacity ratio was calculated using the Intersection Capacity Utilization (ICU) method.
(1) Existing conditions are 1989 traffic volumes.
(2) Future conditions are2005 traffic volumes with recommended roadway improvements.
(3) 2006 traffic volumes with recommended roadway improvements and a five percent reduction in peak hour volumes assumed due to the implementation of Transportation management (TDM) incentives.



CONCEPT SKETCH FOR MEDIAN LANDSCAPING & COMMUNITY ENTRY SIGN

URBAN DESIGN ELEMENT



Urban Design Recommendations

Kearny Mesa Community Plan

15 FIGURE

URBAN DESIGN ELEMENT

PRIMARY GOAL

Preserve and enhance the physical environment, visual appearance, identity and character of the Kearny Mesa community.

ISSUES

Need for Basic Amenities

Most of Kearny Mesa has developed through the requirements of the M-1A and M-1B industrial zones. Development regulations for these zones do not include the more stringent site design standards found in other City zones. Compared to other parts of the City that were developed under different standards, segments of Clairemont Mesa Boulevard, Balboa Avenue and Convoy Street lack the aesthetic quality that derives from the provision of basic amenities. In addition, landscaped medians, street trees, aesthetically pleasing signage, pedestrian pathways and other urban design elements tend to be completely missing or are provided in a piecemeal manner. Ruffner Street, Mercury Street, Kearny Mesa Road and Kearny Villa Road are also deficient in these respects. Compounding this situation are those retail businesses in the community that have emphasized service to vehicular traffic rather than pedestrian comforts. This is true even of new retail centers.

Since the M-1A and M-1B zones are anticipated to continue to implement this Plan, private property owners and developers will be relied upon to provide amenities beyond the current (1992) minimal requirements of these zones. It is also possible that these zones would be amended at a future date to require more contemporary development standards with which new projects would be required to conform.

Building Scale

The predominant building type in Kearny Mesa is the one- to two-story industrial building. This building type is typical of single-use industrial sites and business parks. The low-scale profile of these buildings is also representative of the retail uses in Kearny Mesa. The commercial corridors are framed by strip retail developments of one- and two-story design. The recent trend toward mid-rise commercial office buildings deviates from this pattern. Office buildings of between three- and six-stories are interspersed throughout the community. While the number of stories, or height, alone does not determine compatibility in scale, buildings that exceed the low-profile norm of Kearny Mesa must be sensitively designed. Scale involves not only the height of the structure, but also mass, intensity and orientation to the surrounding environment.

Gateways

The entrances to Kearny Mesa are adjacent to major freeways, including I-805, I-15, SR-163 and SR-52. Generally, none of the main streets leading into the community are visually distinct. This is unfortunate given the regional significance of the community as an employment center, and the opportunity to capture additional business from freeway users through attractive entrances that announce Kearny Mesa as a desirable place to work and shop.

Topography and Views

Kearny Mesa is located on a mesa top, which, for certain properties, provides unobstructed views of the surrounding communities. In addition, canyon areas along I-15 and to the south of SR-52 provide open space and visual relief from the built environment.

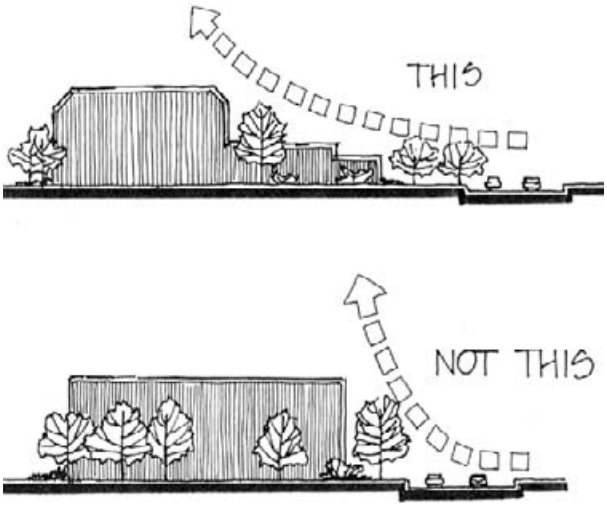
Transportation Corridors

In Kearny Mesa, one of the most significant uses of land in terms of acreage, image and visibility are the transportation corridors. The freeways, arterials and other streets in Kearny Mesa function not only as a passageway for vehicles, but operate also as the front door to the community and are a major contributor to its overall character. The image of the community is largely defined by its streetscapes; therefore, improving the aesthetics of the streetscapes will have a significant effect upon the image of the community.

URBAN DESIGN GUIDELINES

The following Urban Design guidelines have been developed for general application in the community:

Building Scale and Design



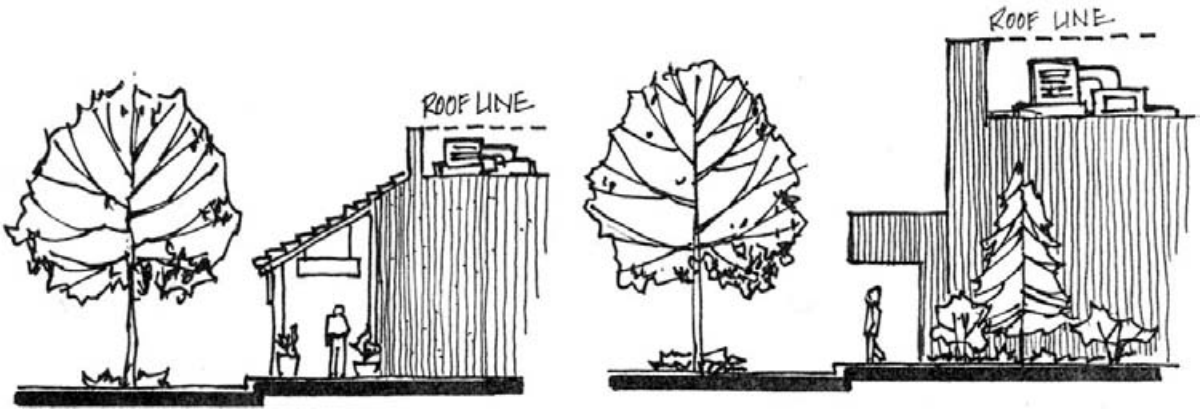
New development should be consistent with the scale and character of surrounding development, and should use high quality design, materials, and workmanship. New buildings should provide a transition to older buildings by providing similar building setbacks. In addition, new buildings that are larger than existing structures should avoid abrupt differences in building height and mass though the use of step-back design techniques.

One- and two-story building facades are preferred in order to relate buildings to the human scale. Multi-story developments should use step-back design techniques in order to maintain this preferred relationship.

Where applicable, new development should enhance existing architectural styles in the community. For example to enhance the corporate image of a street developed with office buildings by building a new office building which utilizes the best elements of the surrounding structures. Another example would be the development of a new Asian restaurant locating on Convoy Street that was designed to complement the architecture of existing Asian restaurants that front on the street.

The roofline of new structures is recommended to be varied to increase visual interest and to avoid a box-like building appearance.

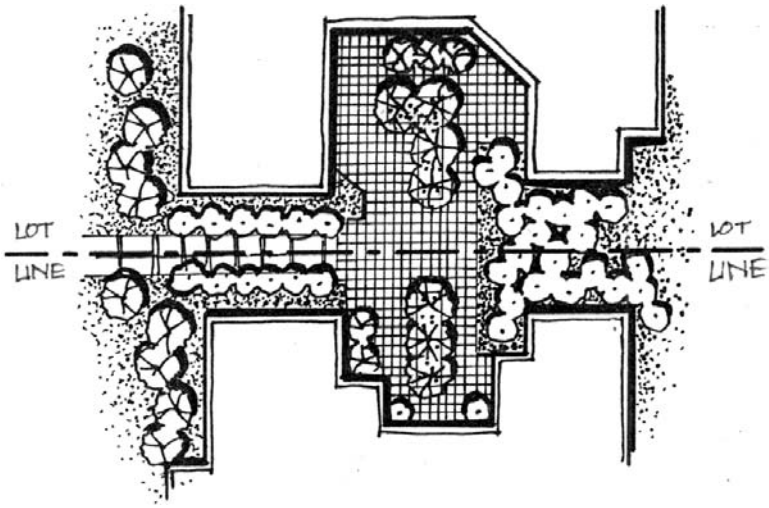
All roof-mounted equipment should be screened from view by use of parapets or other architectural elements that are fully integrated into the overall building design concept.



Service areas such as those containing loading docks and dumpsters should be screened from those areas used by the general public.

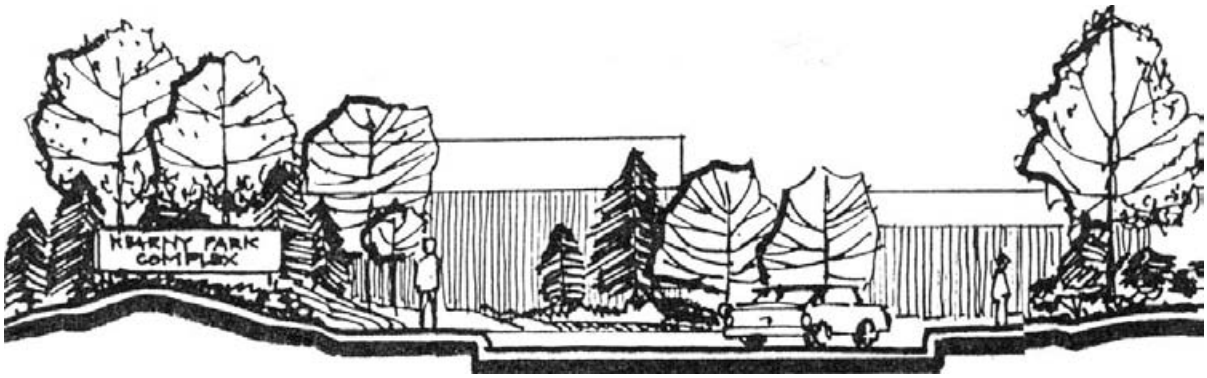
Parking structures should be integrated with adjacent buildings through the use of similar architectural treatment such as vertical and horizontal facade articulation, and use of similar materials, colors and textures.

In the older areas of the community, consolidation of two or more lots should be encouraged. This would allow greater site design flexibility for the provision of landscape and plaza space.



Gateways

There is a need for attractive entry signage that clearly marks Kearny Mesa as a community of San Diego. Focal areas could be incorporated into the design of private developments as well as within the public right-of-way. Such areas should employ monument signs with decorative walls and formal landscaping (i.e. rows of trees, flower beds that bloom all year, etc.) to enhance the image of Kearny Mesa as an employment center and retail destination. The entry signage could also include an easily recognizable logo that serves as a graphic symbol of the community.



Public community identification focal areas could potentially be located in the raised center medians of the following streets:

- Convoy Street, north of Ostrow Street
- Clairemont Mesa Boulevard, near the I-805 ramps
- Clairemont Mesa Boulevard, east of Ruffin Road
- Balboa Avenue, near the I-805 ramps
- Balboa Avenue, east of Ruffin Road

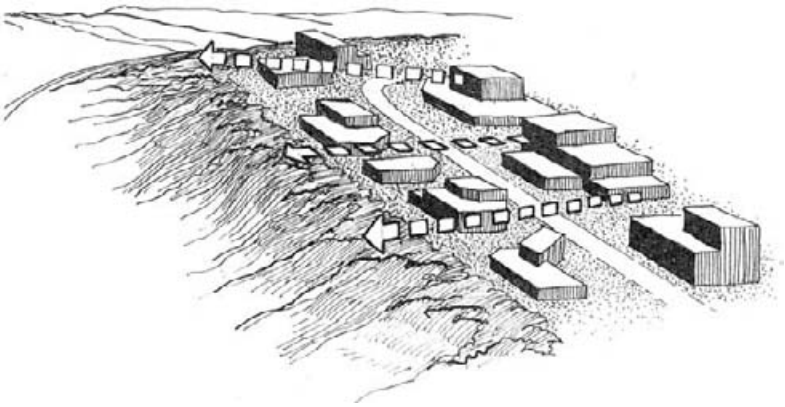
If additional raised medians of sufficient width are provided in the future, such sites should also be evaluated for their potential as a community identification area.

Hillsides and Other Natural Resources

Steep hillsides and other natural resources in Kearny Mesa should be protected and preserved. Where development is permitted, such development should be integrated with the existing landform and buffered from sensitive natural habitat. Criteria set forth in the Hillside Review, Resource Protection, and other City ordinances, such as the Brush Management provisions of the Landscape Technical Manual, should be evaluated on a case-by-case basis as applicable.

Prime Viewshed Areas

The orientation and design of new buildings should preserve and/or create view corridors. Attractive view corridors in urbanizing areas such as those along I-15 and SR-52 can be promoted by designing buildings with step back rather than box-like profiles.



Transportation Corridors\Streetscape

Freeways

In Kearny Mesa, freeways represent community edges and gateways. As a key physical component of the community, freeway corridors warrant careful design treatment by Caltrans to ensure their positive contribution to the visual impression of Kearny Mesa. Off-ramps and intersection areas should be maintained with unified landscaping which could also incorporate berming and land contouring methods, as needed, to mitigate noise impacts and ensure proper drainage. In addition, consideration should be given to maintaining freeway visibility for certain businesses whenever Kearny Mesa freeways are reconstructed or expanded.

Arterials and Other Streets

The primary arterial and major street systems throughout Kearny Mesa are generally deficient in streetscape amenities. This has resulted in an environment that is visually unattractive and not conducive to pedestrian circulation. In most cases streets are devoid of the amenities necessary to create a pleasant street environment (i.e. landscaped medians, street trees, landscaped pedestrian pathways with street furniture, etc.). An attractive appearance should be presented along major streets in the community, particularly in the retail corridors that serve consumers from all over San Diego.

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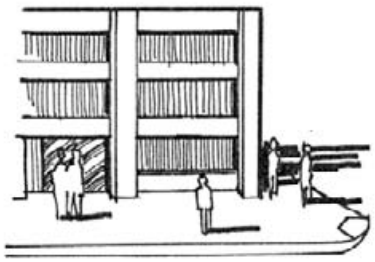

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- Within the General Commercial land use designation, provide a full range of streetscape improvements such as street trees, street lights, landscaped areas and enhanced paving to increase interest at the street level and define pedestrian and

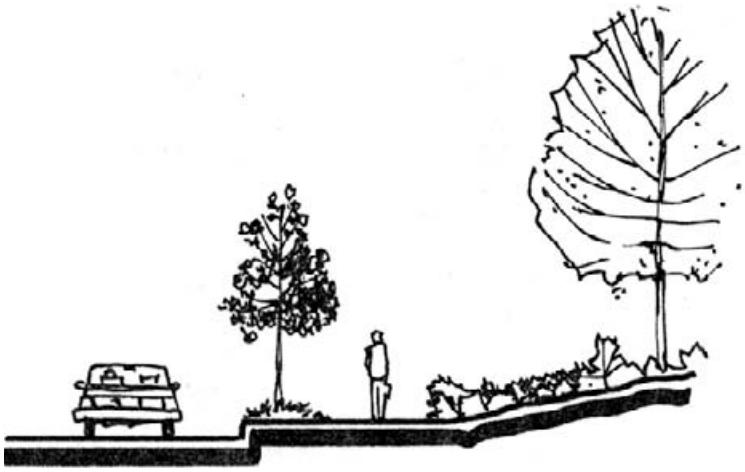
vehicular space;

- Within the industrial and business park land use designation, basic pedestrian amenities such as transit shelters and sidewalks with wheelchair ramps should be provided.

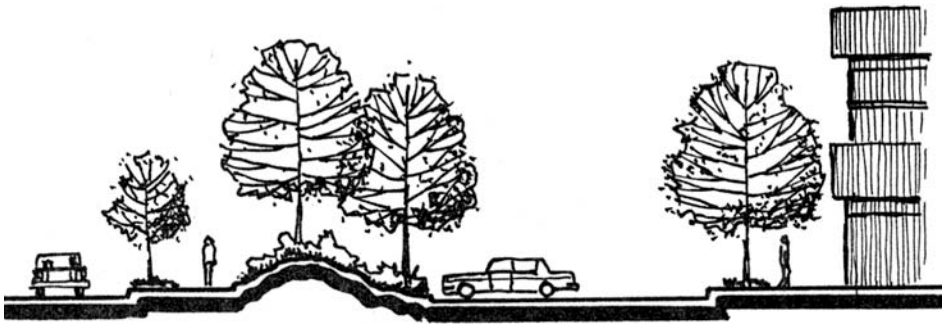
- Encourage the consolidation of individual signs, and the development of monument signs rather than pole signs.

- Enforce prohibitions on temporary sidewalk signs that block the public right-of-way.

- Increase pedestrian safety by providing pedestrian paths with a buffer between pedestrians and street activity.



- Provide landscaped setbacks between the public right-of-way and new buildings.

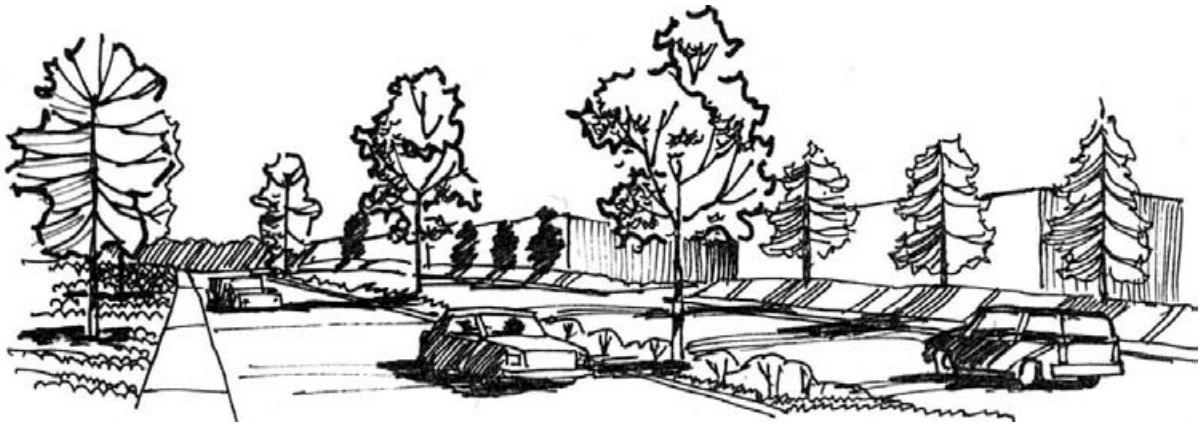


- Prohibit on-street parking of campers, trailers, trucks and buses.

A private lighting and landscaping district should be established on the following streets:

- Clairemont Mesa Boulevard between I-805 to I-15
- Balboa Avenue between I-805 to I-15
- Convoy Street between SR-52 to Aero Drive
- Ruffin Road between SR-52 to Aero Drive
- Daley Center Drive between Aero Drive to Friars Road
- The General Dynamics redevelopment project site

This district could be administered by the City of San Diego to collect assessments from property owners who desire the improvements. Additional implementing tools include encroachment removal agreements and the establishment of a private, nonprofit, community organization, charged with providing improvements and administering their maintenance.



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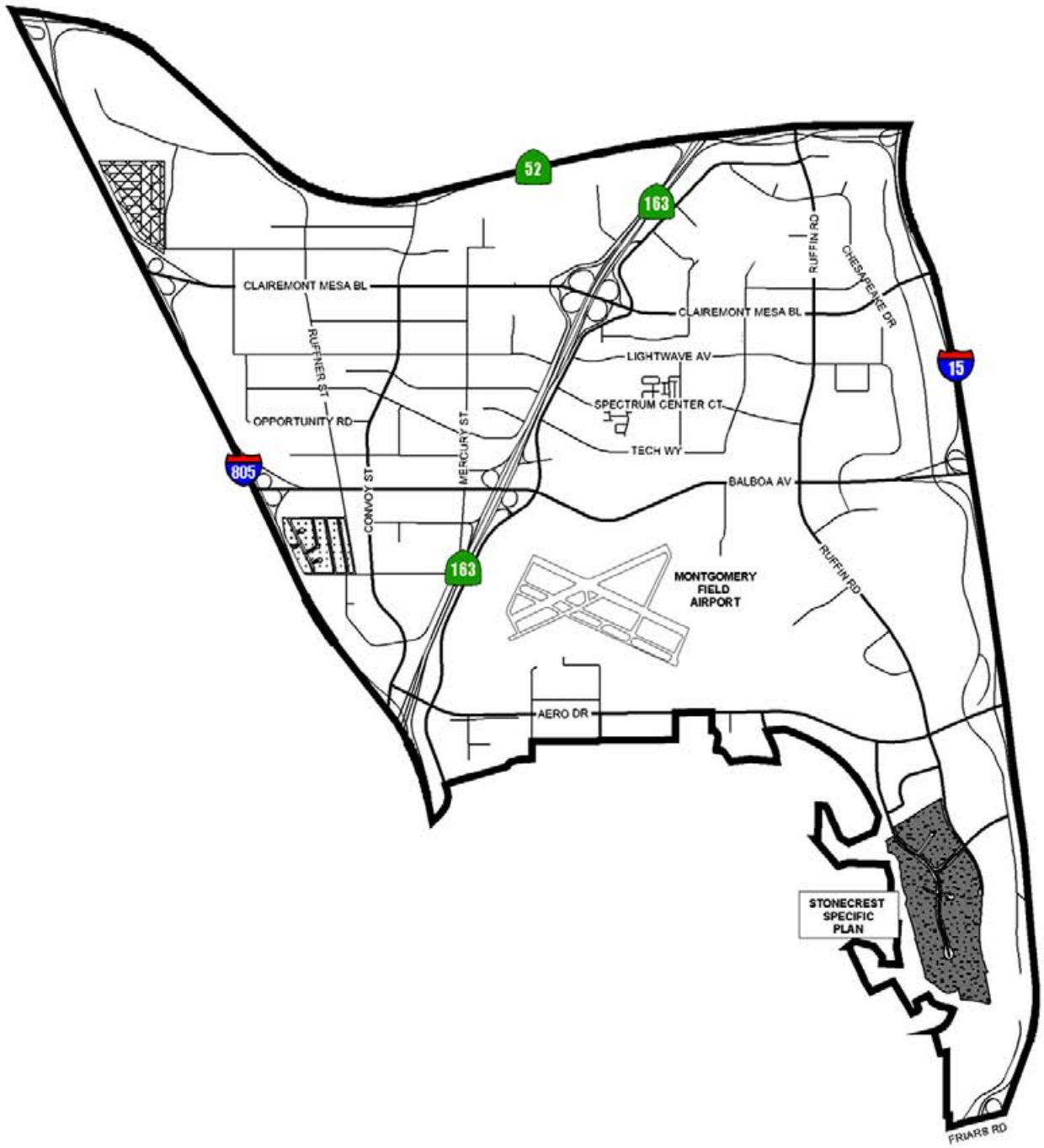
TYPICAL NEIGHBORHOOD CHARACTER FOUND IN THE ROYAL HIGHLANDS RESIDENTIAL AREA

HOUSING ELEMENT



LEGEND

- Low Density Residential (5-9 DU/AC) (Approx. 143 Single-Family Detached Units)
- Medium Density Residential (Approx. 1235 Units)
- Mobilehome Park (Approximately 300 units)

N

Existing Residential Land Uses

Kearny Mesa Community Plan

16 FIGURE

HOUSING ELEMENT

PRIMARY GOAL

Where not in conflict with overall community goals, preserve, or allow infill residential neighborhoods within Kearny Mesa, and protect them from commercial and industrial encroachment.

EXISTING CONDITIONS

Kearny Mesa contains two small areas of residential development (**Figure 16**). A l43-unit, single-family tract is located adjacent to I-805 between Balboa and Othello Avenues. The other residential area is a 300-unit mobile home park also located adjacent to I-805 between SR-52 and Convoy Court. The combined population of the two areas is approximately 1,000 residents. In addition, the StoneCrest Specific Plan allows for the development of approximately 1,235 residential units in an urban infill location, south of Aero Drive and west of I-15.

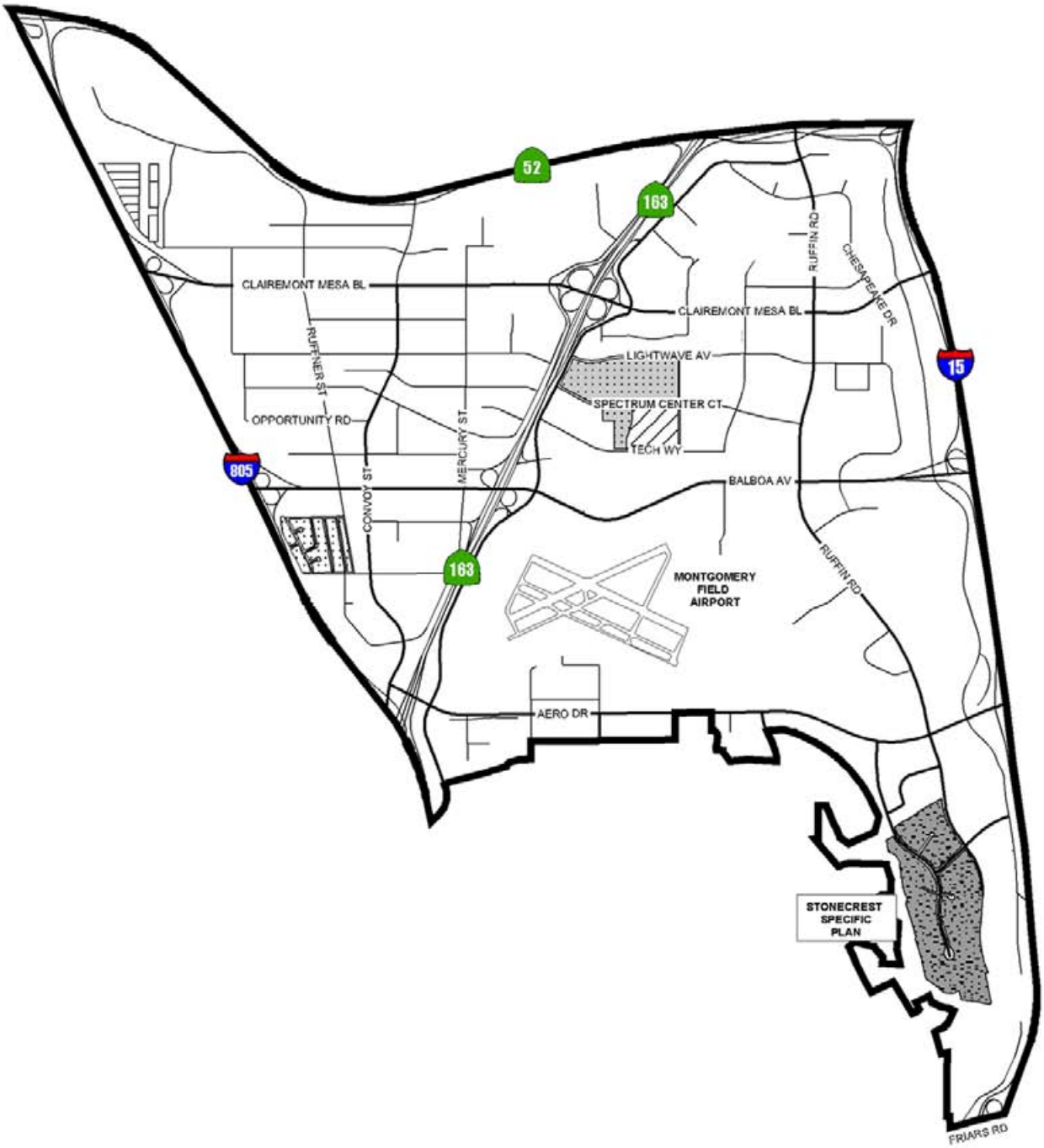
Single-Family Development

The 33-acre Royal Highlands single-family residential development is surrounded by nonresidential uses. Commercial development is located to the north and east, industrial development to the south and I-805 bounds the Royal Highlands on the west. The Royal Highlands subdivision is zoned R1-5000 and is landscaped and well maintained in spite of the apparent incompatibility with surrounding development. This subdivision has remained a stable, single-family residential neighborhood since its development in 1960.

Mobile Home Park

The 32-acre Kearny Lodge Mobile Home Park is also surrounded by nonresidential uses, including I-805 to the west, industrial development to the south, the Hickman Field recreational area to the east and a proposed industrial park to the north. The mobile home park is zoned A-1-10 and Rl-20000, with a Mobile Home Park Overlay Zone. The Mobile Home Park Overlay Zone is intended to provide adequate sites for mobile homes as an alternative housing type. The overlay zone provides a means of preserving existing mobile home parks and reserving vacant sites designated in community plans for mobile home parks.

A mobile home park may be used for a purpose other than mobile homes if an application to discontinue the mobile home park is filed with the Planning Department. Primary to a discontinuance application is the submittal of a relocation plan that provides for the relocation of displaced tenants.



LEGEND

- Low Density Residential (5-9 DU/AC) (Approx. 143 Single-Family Detached Units)
- Low Medium Residential
- Medium Residential (Approx. 1235 Units)
- Mixed Use Commercial Residential

N

Recommended Residential Land Uses

Kearny Mesa Community Plan

17 FIGURE

StoneCrest Specific Plan

The StoneCrest Specific Plan is a multiple use development of approximately 318 acres located at the most southerly terminus of the Kearny Mesa Planning Area outside of the central commercial core. In addition to existing office and commercial uses, the Plan provides for 1,235 residential dwelling units to be located along the westerly edge of the Plan area. The residential component of the Plan is zoned R-1500, and will allow the development of a medium-density residential urban infill project.

ISSUES

Both of the existing residential areas in Kearny Mesa are surrounded by uses that typically create adverse impacts to residents. Industrial, airport and freeway uses inherently generate noise, dust, odors and traffic in quantities above the tolerance level of residential uses. The impacts of I-805, industrial and commercial development, and Montgomery Field and MCAS Miramar would appear to make most areas of Kearny Mesa an inappropriate location for a residential area. The proposed StoneCrest development is located along the I-15 corridor in a slightly more protected setting, adjacent to steep natural canyons and a Serra Mesa residential neighborhood.

The residential areas in Kearny Mesa, however, are not heavily impacted by surrounding land uses. The Royal Highlands neighborhood is a very stable, tranquil residential area. Most of the homeowners in this area are long-term residents who plan on retiring in this neighborhood. The matured landscaping in the neighborhood creates an effective buffer from the impacts of adjacent land uses. Likewise, StoneCrest, as previously mentioned, is located adjacent to steep natural hillsides and enjoys both a large vertical and horizontal separation from adjoining commercial and office uses, and would provide complementary residential uses.

POLICIES

- The Royal Highlands single-family residential area should be protected from encroachments of commercial and industrial development.

- New development occurring adjacent to a residential area should provide an adequate landscape buffer to minimize potential impacts.

- The Kearny Lodge Mobile Home Park should be designated Industrial and Business Park.

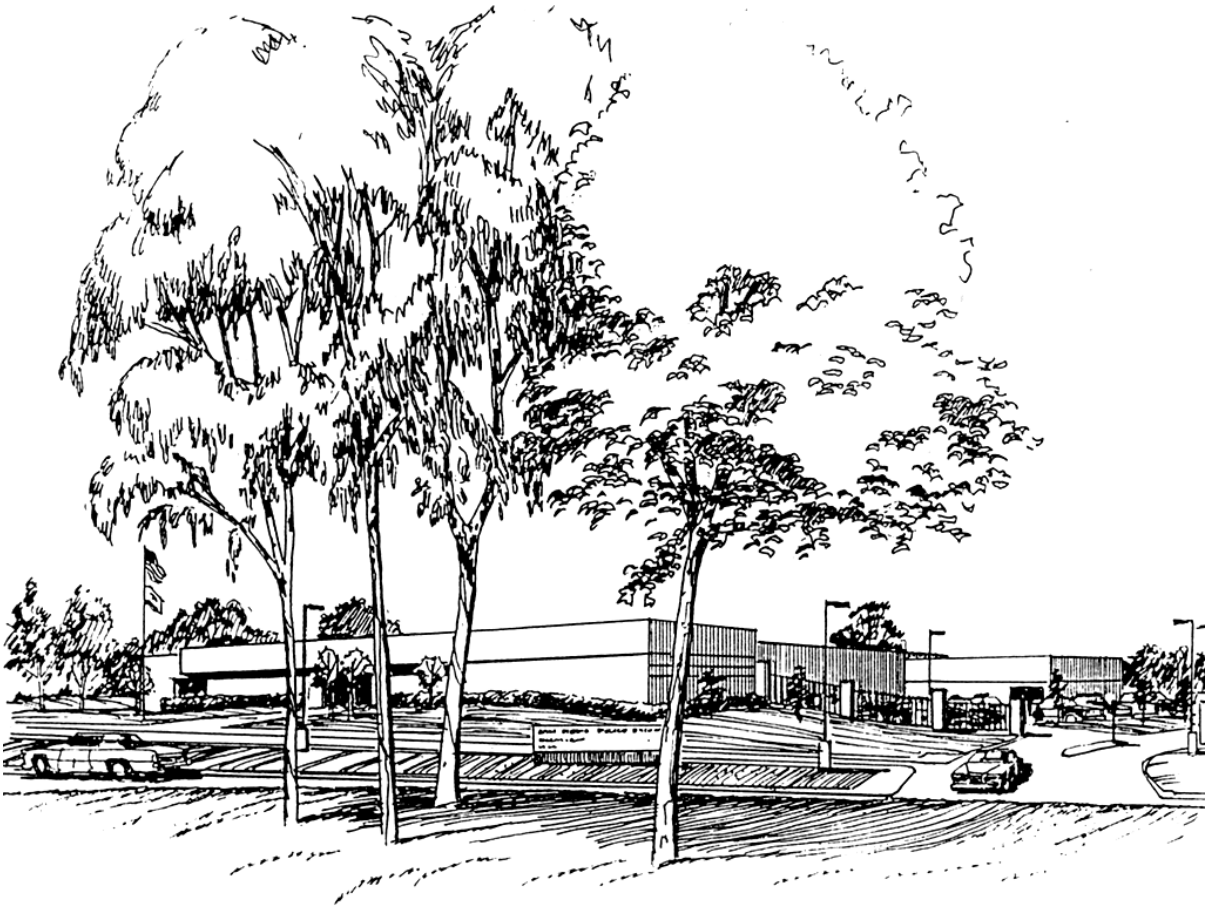
- Mixed-use projects containing residential development on urban infill sites should be encouraged where appropriate and where it furthers community and City land use and urban design policies.

RECOMMENDATIONS

- Retain the R1-5000 Zone on the Royal Highlands neighborhood to preserve this area as a single-family neighborhood (**Figure 17**). Requests for rezoning or other discretionary actions in this area that could result in construction of any type of residential structures other than traditional single-family houses with one unit per lot should be denied.

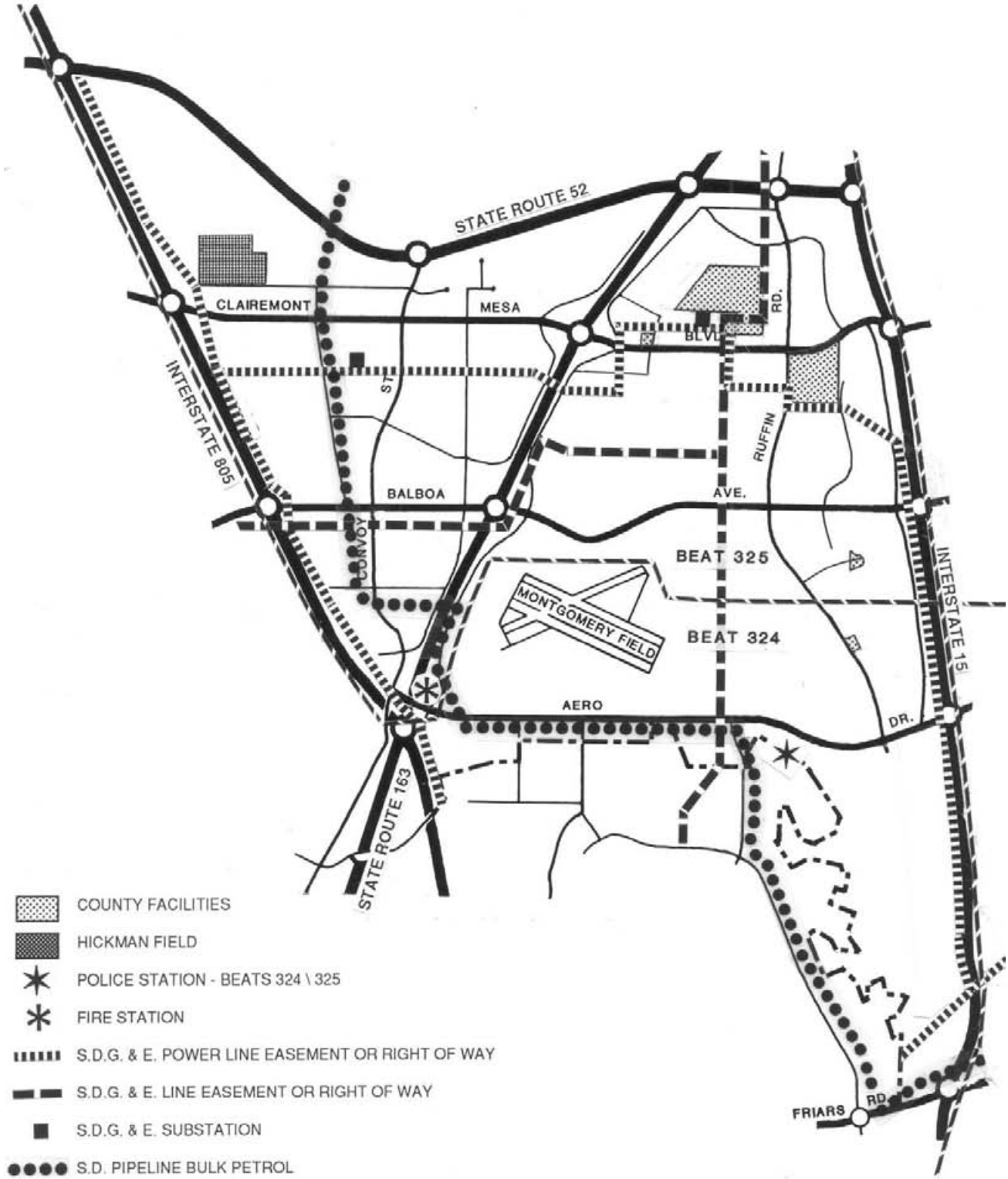
- Retain the Mobile Home Park Overlay Zone on the Kearny Lodge Mobile Home Park, but designate the site for future Industrial and Business Park use.

- Allow the rezoning from M1-B to R-1500 on a 186-acre portion of the StoneCrest property to permit residential development.



SAN DIEGO POLICE DEPARTMENTS EASTERN DIVISION SUBSTATION OFF AERO DRIVE

COMMUNITY FACILITIES & SERVICES ELEMENT



Community Facilities and Services **18a**

Kearny Mesa Community Plan **FIGURE**

COMMUNITY FACILITIES & SERVICES ELEMENT

PRIMARY GOAL

Maintain all existing community facilities and services, and secure financing to upgrade those that are impacted by community growth and change.

EXISTING CONDITIONS

County of San Diego

Three major County of San Diego facilities are located in Kearny Mesa: the County Operations Center, the Traffic Arraignment Court Facility and the County Government Offices site (**Figure l8a**). The 35-acre County Operations Center is accessed from Overland Avenue, which extends north from Clairemont Mesa Boulevard. The five-acre Traffic Arraignment Court Facility fronts directly on Clairemont Mesa Boulevard, west of Complex Street. The 29-acre County Government Offices site is located on the southeast corner of Clairemont Mesa Boulevard and Ruffin Road. The county is currently (1992) in the process of implementing a master development plan for this site. A Children's Center has been proposed as part of the plan and feasibility studies are underway to determine if such a use could be developed on a portion of the property. The proposed Children's Center would replace and upgrade the county's current facility, the Hillcrest Receiving Home.

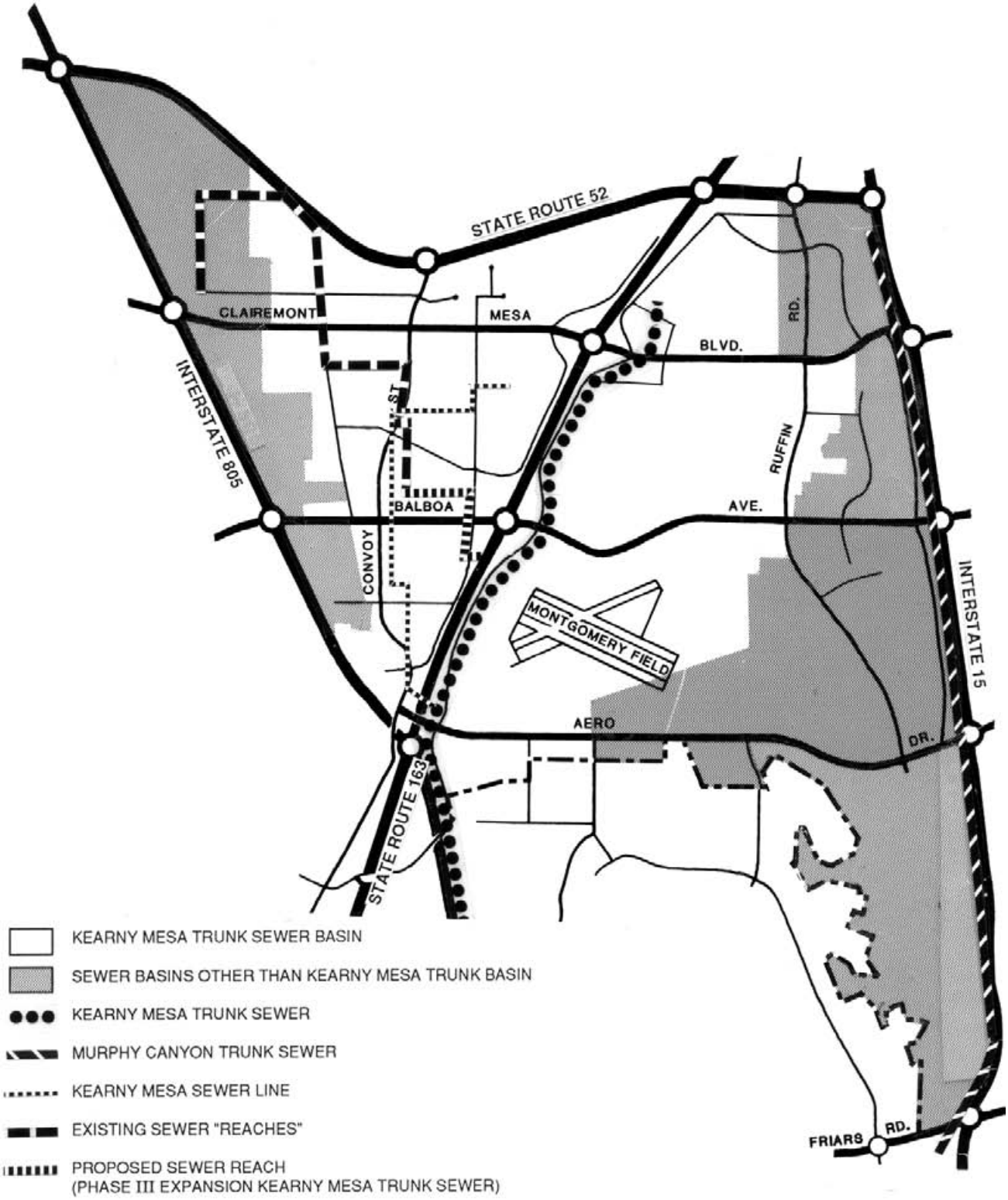
The county is also studying the feasibility of developing a 2,837-bed Central Detention Complex in Kearny Mesa. Three potential sites have been reviewed in an environmental impact report: 1) the Allred-Collins Industrial and Business Park West, located to the southeast of I-805 and SR-52; 2) the City-owned “Sander” site, located to the southeast of SR-52 and Convoy Street; and 3) the County Operations Center, located on Overland Avenue.

To accommodate the detention facility, the County Operations Center is designated for institutional use by this Plan. The Allred-Collins and Sander sites are designated Industrial and Business Park but should also be considered appropriate sites for the proposed institutional use.

Parks

Kearny Mesa has one public recreational facility, Hickman Field, located north of Convoy Court in the northwest corner of the Plan area. The 44-acre facility has six baseball diamonds and eight soccer/multipurpose fields and is home to youth baseball and soccer organizations.

General Dynamics maintains a private recreation facility called Missile Park for their employees and guests on Clairemont Mesa Boulevard between Complex Drive and Ruffin Road. The 28-acre facility contains a baseball field as well as picnic and barbecue facilities.



Community Facilities and Services (cont.) **18b**

Kearny Mesa Community Plan **FIGURE**

The residential component of the StoneCrest Specific Plan, StoneCrest Village, proposes to construct a private seven to eight-acre park and recreation facility for the use of this community's own residents. Facilities include a basketball court, volleyball court, combined weight and meeting room, swimming pool, tot lot, picnic facilities, two tennis courts, paseos and jogging/walking paths.

Police

Police protection for Kearny Mesa is provided by the Eastern Division of the San Diego Police Department. The Eastern Division substation is located on the southern perimeter of the Plan area at Aero Drive and Ruffin Road. As would be expected in a predominately industrial/commercial area, police records indicate approximately 95 percent of the reported crimes in Kearny Mesa involve burglary, larceny or vehicle thefts.

Fire

Fire protection for Kearny Mesa is provided by two fire stations. Station 28 is located at Aero Drive and Kearny Villa Road and provides fire protection for Kearny Mesa east of SR-163. Station 36 is located in eastern Clairemont at Chateau Drive and Mt. Abernathy Avenue and provides fire protection for Kearny Mesa west of SR-163. These stations supply Kearny Mesa with fire protection that meet the Fire Demand Zone standard of a six-minute response time.

Libraries

While there are no libraries within the Kearny Mesa planning area, service is provided by the Serra Mesa branch library located on Sandrock Road, one block south of Aero Drive. The Balboa branch library at Mt. Abernathy Avenue and Chateau Drive in Clairemont and the Tierrasanta branch library at Tierrasanta Boulevard and La Cuenta Drive also serve the community.

Schools

There are no public schools located in Kearny Mesa. Children living in the Royal Highlands single-family development attend Ross Elementary, Montgomery Junior High and Kearny Senior High Schools, while those in the Kearny Lodge Mobile Home Park attend Hawthorne Elementary, Kroc Middle and Madison Senior High Schools. StoneCrest Village children will attend either Cubberly Elementary, Taft Junior High, or Kearny Senior High Schools.

Utilities

Gas and Electricity

Gas and electric service is provided by San Diego Gas and Electric (SDG&E), which operates and maintains gas pipelines and electric power lines throughout the Kearny Mesa

planning area. Major transmission lines with overhead wires emanate from the Mission Substation, located at the end of Sandrock Avenue. In addition, SDG&E facilities in the area include eight gas regulator stations and the following electric substations:

- The Kearny Substation and operating center, located north of Clairemont Mesa Boulevard between Complex Street and Overland Avenue;
- The Mesa Heights Substation, located on Ronson Road easterly of Ruffner Street.

The community's gas and electric systems are considered to be adequate to meet all current needs. However, these facilities will most likely require expansion to meet future increases in energy needs in and around the planning area.

Water

The Shepherd Canyon Pipeline supplies the Kearny Mesa area with potable water that is fed by the San Diego Second Aqueduct (a portion of that water is treated water from the Miramar Reservoir). As a supplement, the Miramar/Elliott Pipeline system also transports treated Miramar Reservoir water to Kearny Mesa.

Sewer

The Murphy Canyon Trunk Sewer, the Mission Valley Trunk Sewer and the Kearny Mesa Trunk Sewer collect waste water from Kearny Mesa. Sewer capacity serving Kearny Mesa will be increased upon completion of the Phase III expansion of the Kearny Mesa Trunk Sewer, expected to be operational by December of 1992 (see **Figure 18b**).

Petroleum Pipeline

The San Diego Pipeline Company provides the bulk of petroleum products in the San Diego region. A high-pressure underground pipeline built in 1963 brings fuel from Norwalk, California to the petroleum tank farm located at I-15 and Friars Road. The route of the pipeline traverses the Kearny Mesa area in a northwest-southeast direction, mostly within street right-of-ways.

ISSUES

- While police, fire and other community facilities have already been built to serve Kearny Mesa, some of these facilities will need to be upgraded and expanded as the community continues to build out.

- The unique recreation demands of a community composed largely of daytime employees require innovative measures. Traditional, population-based standards for park and recreation facilities are not valid in a regional employment center. The primary need in Kearny Mesa is for on-site recreation and exercise opportunities to serve employees during the lunch period, or before or after work during the workweek.

- Alternative land uses should be identified for the county's Operations Center, Traffic Arraignment Court Facility and Government Offices sites should the county ever relocate its facilities.

POLICIES

- All community facilities and services should respond to changing community characteristics in order to assure that community facilities and services remain adequate as the community builds out.

- Hickman Field should be further developed to serve the working population and residents of Kearny Mesa and surrounding areas. New development could include active recreational facilities such as a jogging track, handball courts, swimming pool and tennis courts, in addition to the existing baseball diamonds and soccer fields. Shower facilities, lockers and bicycle racks should also be provided.

- Developments should incorporate recreational facilities for residents or employees. These facilities should provide an opportunity for active recreation such as jogging tracks, handball courts, basketball courts and tennis courts. On-site bicycle and jogging paths should be considered for properties where such paths can be connected to a larger system. Shower and locker facilities should also be provided as part of new development or redevelopment. Where feasible, larger facilities to be used by the public should be incorporated into development plans. This can be accomplished through the PID permit process.

- A water pump plant, a fire apparatus storage building, and Phase III of the Kearny Mesa trunk sewer should be funded to help fulfill the facility needs in Kearny Mesa.

- The 4,860-square-foot Serra Mesa library, which serves Kearny Mesa and Serra Mesa, was built in 1963 on a l4,000-square-foot site. The library should be replaced with a 10,000-square-foot facility on a larger site to better serve the residential and business community.

- Fire Station 28, fronting on Kearny Villa Road near Aero Drive, should be expanded or relocated to better serve Kearny Mesa.

- Fire Station 36, located in the Clairemont Mesa planning area, also serves Kearny Mesa and should be upgraded and expanded to better serve both areas.

- An electric substation in the vicinity of Aero Drive and West Canyon Avenue should be developed if future needs exceed existing generation capacity. This new substation would require a transmission right-of-way.

RECOMMENDATIONS

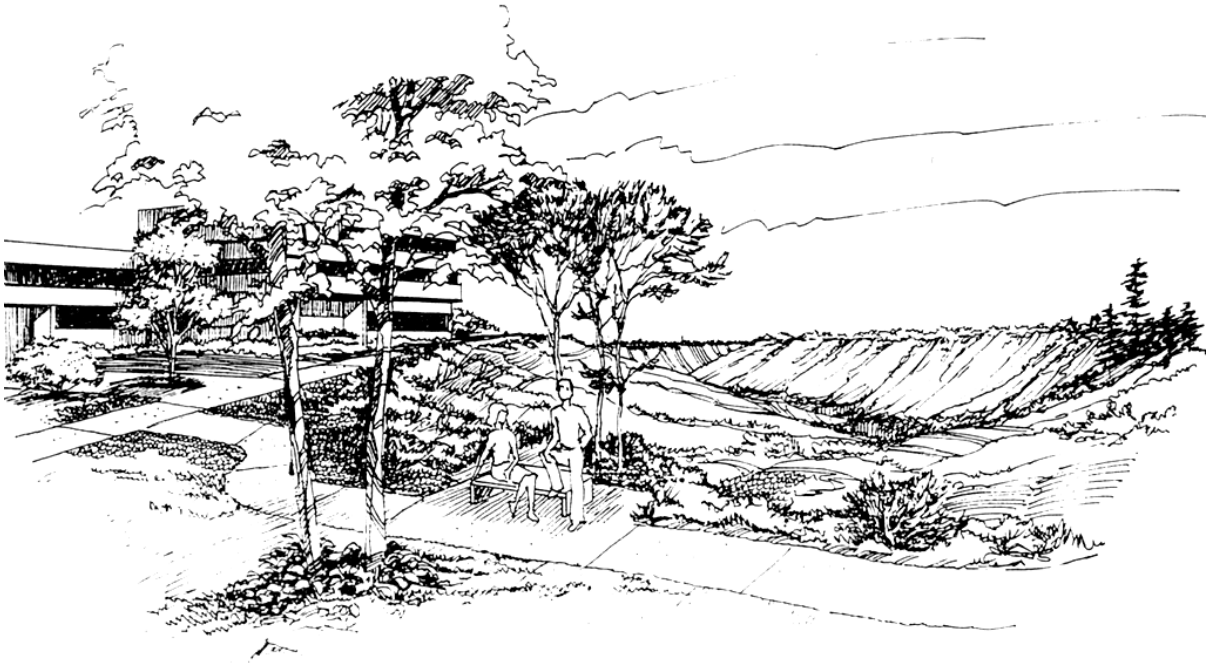
- Revise development impact fees as means to identify funding sources for public facility improvements.

- Encourage the provision of recreational amenities within planned developments.

- This Plan designates three lots on the south side of Aero Drive for institutional use. Two of the lots are currently developed with police station facilities and the third is reserved for future expansion of police facilities. In the event that this third lot is not needed for Police Department utilization, uses consistent with the Industrial and Business Park designation should be allowed to develop as an alternative to institutional uses.

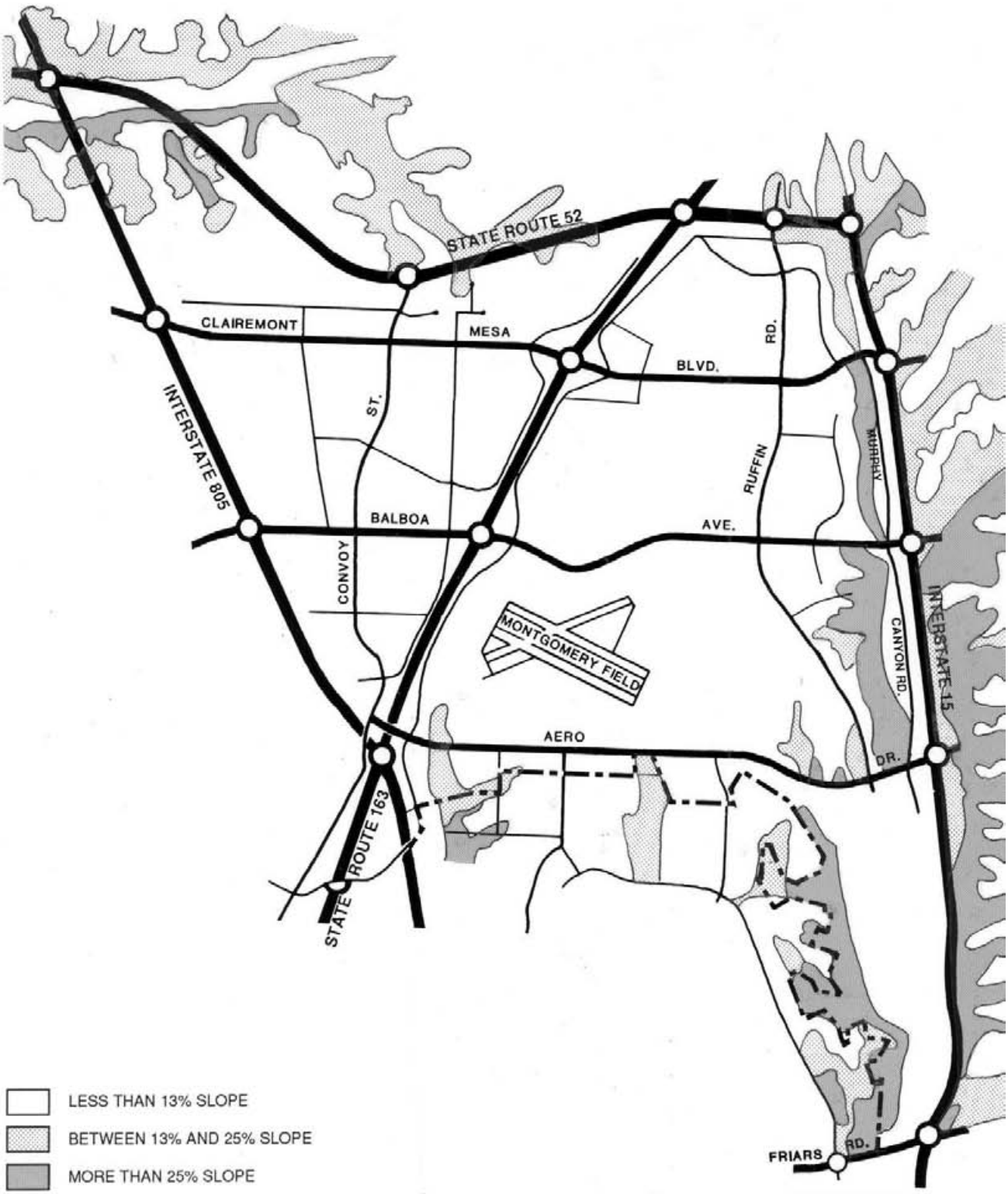
- If the County of San Diego relocates its facilities, redevelopment of the Operations Center and the Government Offices site should be consistent with the Industrial and Business Park land use designation. Redevelopment of the Traffic Arraignment Court Facility should be consistent with the General Commercial land use designation.

- Use existing 100- and 200-foot-wide electric transmission right-of-ways to construct upgraded utility systems to meet anticipated electric transmission service needs in the community. Where feasible, use underground utility lines to enhance the appearance of the community, particularly in areas of new development and redevelopment.



CONCEPT SKETCH FOR INDUSTRIAL & OPEN SPACE COMPATIBILITY

CONSERVATION & OPEN SPACE ELEMENT



Slope Categories **19**

Kearny Mesa Community Plan FIGURE

CONSERVATION & OPEN SPACE ELEMENT

PRIMARY GOAL

Preserve open and environmentally sensitive areas for the aesthetic, psychological, and recreational benefits they provide to the community.

EXISTING CONDITIONS

Although Kearny Mesa is largely urbanized, portions of the community are constrained by environmental conditions that require special management. These environmental constraints include canyon and hillside systems, geologic hazards, noise and safety impacts from aviation uses, unique biotic communities, and sand and gravel resources.

Kearny Mesa is incised by two major canyon systems (see **Figure 19**). The most prominent canyon, Murphy Canyon, parallels I-15 along the entire eastern boundary of the Plan area. The second canyon is a tributary of the San Clemente Canyon. It protrudes into the northwest corner of the Plan area between I-805 and SR-52. Both systems are major scenic features in the community with high freeway visibility. The San Clemente Canyon tributary is the sole, undisturbed major canyon in Kearny Mesa. Murphy Canyon is largely developed, however, its steep hillsides remain in a natural state. A minor canyon of six acres is located south of Aero Drive, west of North Light Avenue.

Development of the majority of the mesa has limited once widespread vernal pool habitat to properties located to the south of SR-52 and west of SR-163, and to Montgomery Field.

Faults and Geologic Hazard

The majority of the community is located on mesa topography and contains limited geologic hazards. Areas of potential hazard have been noted within the Plan boundaries especially in areas of poor slope stability. Slope stability is affected directly by the physical nature of the layered rocks and natural and man-made erosion. Areas of particular concern are along Murphy Canyon where the Friars Formation is exposed. This formation is susceptible to landslide, especially where the rock structure includes weak claystone beds or seams. The low-lying areas along Murphy Canyon are designated as low to moderate risk because of liquefaction resulting from high ground water levels.

A fault trace has also been mapped in Murphy Canyon (**Figure 20**). While it is not known whether the fault would affect the community, the Plan area is within the influence zones of the active Rose Canyon and La Nacion fault system.

Fault Zones **20**

Kearny Mesa Community Plan FIGURE

Hydrology

Kearny Mesa is largely located within the 400-square-mile San Diego River Hydrologic Unit. There are no major water bodies within the Plan area. Drainage flows southward into the San Diego River system in Mission Valley, except in the extreme northwest portion of the Plan area where flow is into the San Clemente Canyon system.

Natural Resource Extraction

The StoneCrest Specific Plan details the reuse and reclamation of the sand and gravel quarry in Murphy Canyon. The quarry was operated continuously on this site for over 60 years. The use of the former quarry site will be as a mixed residential, commercial-industrial development.

Biological Resources

Vernal Pools

Vernal pools are depressions in the soil that fill with water during the winter rainy season. These vernal pools create a unique habitat that contains several rare and endangered plant species including the San Diego mesa mint (*Pogogyne abramsii*).

Vernal pools within Kearny Mesa are confined to Montgomery Field, a City-owned property and federal government lands located on the north of Clairemont Mesa Boulevard, westerly of SR-163 and south of SR-52 (**Figure 21**) and an approximate four+ acre area located on the southeastern corner of the General Dynamics property near Ruffin Road. The City-owned property and federal government lands are part of a larger open space system to the north of SR-52, but have been isolated from it with the construction of the freeway.

Vernal pools on Montgomery Field are protected through agreements reached with the federal government in the City's Vernal Pool Protection Program and the Montgomery Field Airport Master Plan.

The City-owned parcel is former federal government property that was obtained as part of the proposed SANDER "trash-to-energy" project. The City has purchased this off-site vernal pool habitat to mitigate future development impacts on the site. Any proposed development will require environmental review and a Section 404 permit from the U.S. Army Corps of Engineers to address vernal pool impacts.

The federal government lands, located to the east of the City-owned parcel, will require federal environmental review in addition to federal permits prior to development.

The General Dynamics vernal pools are included within a City-approved conservation bank.

Conservation and Open Space Issues **21**

Kearny Mesa Community Plan FIGURE

Air Quality

Kearny Mesa is located in the San Diego Air Basin/San Diego County which has been classified as a nonattainment area for the pollutants of ozone and particulates. The county is an attainment area for nitrogen dioxide, carbon monoxide and sulfur dioxide. The most significant source of air pollution is automobile emissions.

Noise

Air and ground transportation are the major noise sources in Kearny Mesa. Traffic volumes on most existing surface streets and freeways generate average noise levels of 65 decibels and greater on adjacent properties. Aircraft produced noise is generated by Montgomery Field and MCAS Miramar.

Marine Corps Air Station Miramar (MCAS Miramar)

Although MCAS Miramar is not located in the Kearny Mesa planning area, a portion of the community is impacted by the aircraft noise from MCAS Miramar. The Airport Land Use Compatibility Plan for MCAS Miramar contains noise contours and compatibility criteria to evaluate proposed land uses and development projects. Refer to the **Airport Element – Montgomery Field** of this plan for additional discussion of the Airport Land Use Compatibility Plans.

Montgomery Field

The noise issues related to Montgomery Field are discussed in the **Airport Element-Montgomery Field** of this Plan.

ISSUES

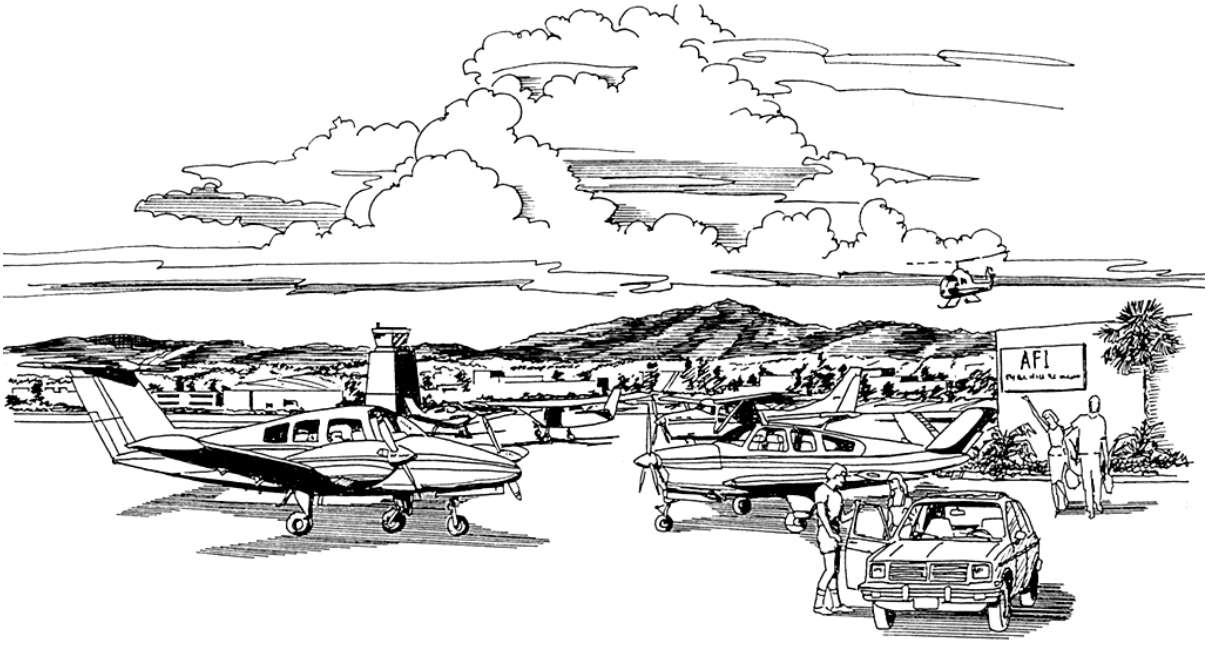
The issues addressed in this element are the protection of the natural resources in the Plan area, implementation of the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar, and the provision of adequate open space areas. The scarcity of natural resources in Kearny Mesa heightens the value of the natural systems that do exist in the community and demands their preservation.

POLICIES

- In order to conserve natural resources, prevent incompatible uses from locating a constrained land.
- Sites designated as open space in this Plan shall be preserved with non-building or negative open space easements determined on a case-by-case evaluation.
- Developments should comply with the Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar.
- Vernal pool habitat on Montgomery Field shall be preserved in accordance with the preservation policies described in the adopted Montgomery Field Master Plan. Vernal pool habitat on federal government lands located south of SR-52 will require federal environmental review and/or Army Corps of Engineers 404 permits prior to development.
- Vernal pool habitat on the General Dynamics property shall be preserved as a vernal pool conservation bank in accordance with the preservation policies prescribed in the New Century Center Master Plan and final Environmental Impact Report.

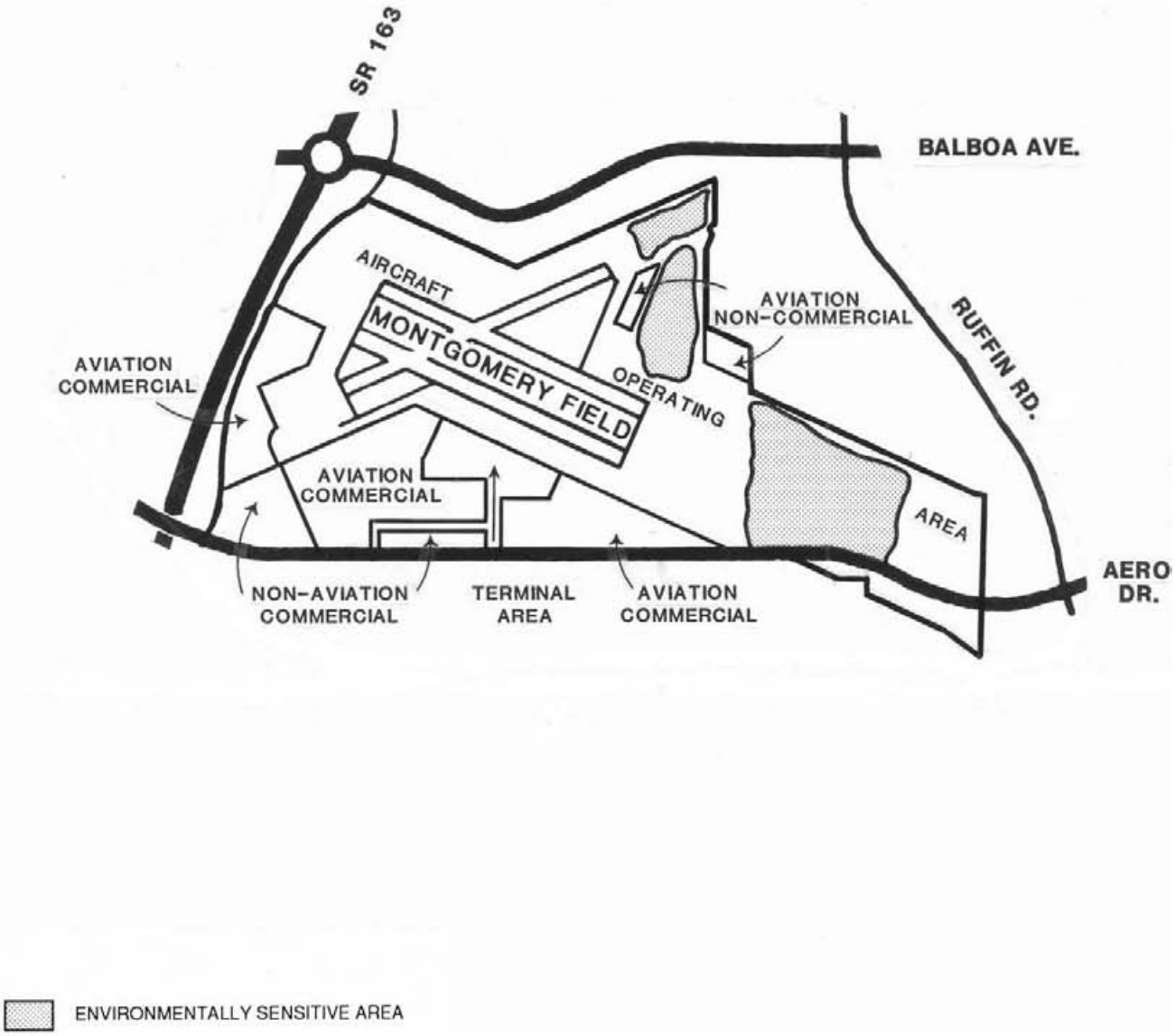
RECOMMENDATIONS

- Provide open areas within developments that provide visual relief and temporary respite from the work place.
- Require a geologic reconnaissance study prior to project approval to identify development constraints when geologic hazards are known or suspected. This requirement would supplement the need for a full geotechnical report, which may be required at a later time in the permit process.
- Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid overwatering.
- Retain native vegetation where possible. Graded slopes that are adjacent to natural hillsides and canyons should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions.
- Developments within the MCAS Miramar “airport influence area” should be reviewed for consistency with the MCAS Miramar Airport Land Use Compatibility Plan Refer to **Airport Element-Montgomery Field** of this Plan.
- Preserve and maintain vernal pools on Montgomery Field in accordance with the City's Vernal Pool Preservation Program and the Montgomery Field Master Plan.
- Design projects adjacent to vernal pool habitat to prevent runoff during the dry season, the invasion of exotic plants, and leaf litter from impacting vernal pool habitat.
- Preserve the mature riparian woodland as open space on the City-owned parcel west of I-l5.



MONTGOMERY FIELD TOWER VIEWED FROM OFF AERO DRIVE

AIRPORT ELEMENT
MONTGOMERY FIELD



Montgomery Field Land Use Plan **22**

Kearny Mesa Community Plan FIGURE

AIRPORT ELEMENT - MONTGOMERY FIELD

PRIMARY GOAL

Encourage the provision of “compatible” development in areas adjacent to airport property.

EXISTING CONDITIONS

Aviation is inextricably tied to the character and image of Kearny Mesa. Since 1937, when Montgomery Field's predecessor, Gibbs Field, shared the mesa with cattle and orchards, airplanes have been a major part of Kearny Mesa.

Montgomery Field encompasses 539 acres and is one of four major aviation, noncommercial, nonmilitary airports serving San Diego. The other airports are Palomar Airport in Carlsbad, Gillespie Field in El Cajon, and Brown Field in Otay Mesa. Montgomery and Brown Fields are City-owned airports administered by the Airport Operations Division of the General Services Department.

Montgomery Field is the busiest airport in San Diego County in terms of landings and takeoffs, due in large part to its central location and freeway accessibility. While the airport does not accommodate commercial airlines because of runway length and weight limitations, it serves as a base of operation for charter, corporate, executive, flying club, and recreational uses. The airport operates 24 hours a day with support facilities including an administration building, control tower, weather station, fuel supplies and heliport.

Montgomery Field, because of its location and size, is one of the predominant land uses in Kearny Mesa. The Montgomery Field Master Plan recommends “a balanced general aviation facility” in which the size of the operations are in balance with the capacity of the runway system to accommodate aircraft activity over the years.

Several issues of special concern to the property owners, residents and employees in Kearny Mesa and the surrounding communities include noise, approach patterns, crash hazard areas, and future airport expansion. As shown in **Figure 22**, the Montgomery Field land use plan identifies areas for the various components of the airport.

The Airport Operations Division leases airport land in accordance with Council Policy 700-10, which sets forth guidelines for leasing City property. Although Montgomery Field is unzoned, land uses are regulated by the lease contracts. The uses must conform with Federal Aviation Agency (FAA) requirements, the adopted Montgomery Field Master Plan and the Airport Land Use Compatibility Plan (ALUCP) as well as with this Plan.

An array of aviation-related uses are located at Montgomery Field. These include aircraft maintenance and repair services, hangers and tiedown areas, aircraft sales, flight schools, and a hotel.

Figure 23.
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Figure 24.
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Figure 25.
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ISSUES

Environmental Factors

The environmental factors that influence the development of Montgomery Field are the existence of numerous vernal pools on the property and noise and safety considerations from the aircraft operations.

Vernal Pools

Three separate areas of the airport, collectively encompassing approximately 86 acres, have been designated as environmentally sensitive (see **Figure 22**). These areas contain isolated vernal pools and seasonal wetlands of rare and endangered plant species. The San Diego Mesa Mint (*Pogogyne abramsii*) is listed on both state and federal endangered species lists and is found in moderate frequencies in Montgomery Field vernal pools. The airport Master Plan and the City's Vernal Pool Preservation Program commits the City to preserve and protect a minimum of 95 percent of these vernal pools.

Airport Influence Areas

The Airport Influence Area for Montgomery Field and Marine Corps Air Station (MCAS) Miramar affects the Kearny Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Figure 26.
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Additional safety factors related to airport operations are regulated by the Federal Aviation Administration (FAA). These safety factors are to protect the approach, departure and circling airspace in the vicinity of airports. The technical description of the safety factors is detailed in Federal Aviation Regulations, Part 77, the ALUCPs, and in the Montgomery Field Master Plan.

Urban Design

Montgomery Field is a dominant landmark in Kearny Mesa. No other single use has the potential to influence the character of the community as much as Montgomery Field. In addition to the environmental issues just discussed, the physical development of the airport also has community-wide and regional significance.

Montgomery Field is located between Aero Drive and Balboa Avenue, just east of SR-163 and Kearny Villa Road. The urban design elements proposed for Montgomery Field are intended to exploit the prominent location of the airport.

POLICIES

- Uses inconsistent with the Airport Land Use Compatibility Plan for Montgomery Field shall not be permitted.

- Development on Montgomery Field shall be designed to relate to nearby industrial uses and be both a community and regional asset.

- Vernal pools on Montgomery Field shall be preserved in accordance with the Vernal Pool Preservation Program and the Montgomery Field Master Plan.

RECOMMENDATIONS

- The Montgomery Field Master Plan recommends a balanced general aviation facility in which the size of the operations is balanced with the capacity of the runway system to accommodate aircraft activity. Similarly, Montgomery Field operations should be balanced with the existing and future development of Kearny Mesa. Having a dominant land use at an important entry into the community affords an opportunity to create a strong community statement. Montgomery Field should define the southern edge of Kearny Mesa with architecturally integrated buildings, extensive perimeter landscaping and streetscape amenities.

Figure 27.
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- The areas designated as environmentally sensitive should be retained.

- The airport should be attractively designed and well maintained for general aviation use. Non-runway areas should be developed with airport-related uses, and all operations and adjacent land uses should conform to FAA regulations and policies.

- Areas around the runway should be landscaped and a planting screen provided along Aero Drive and Kearny Villa Road.

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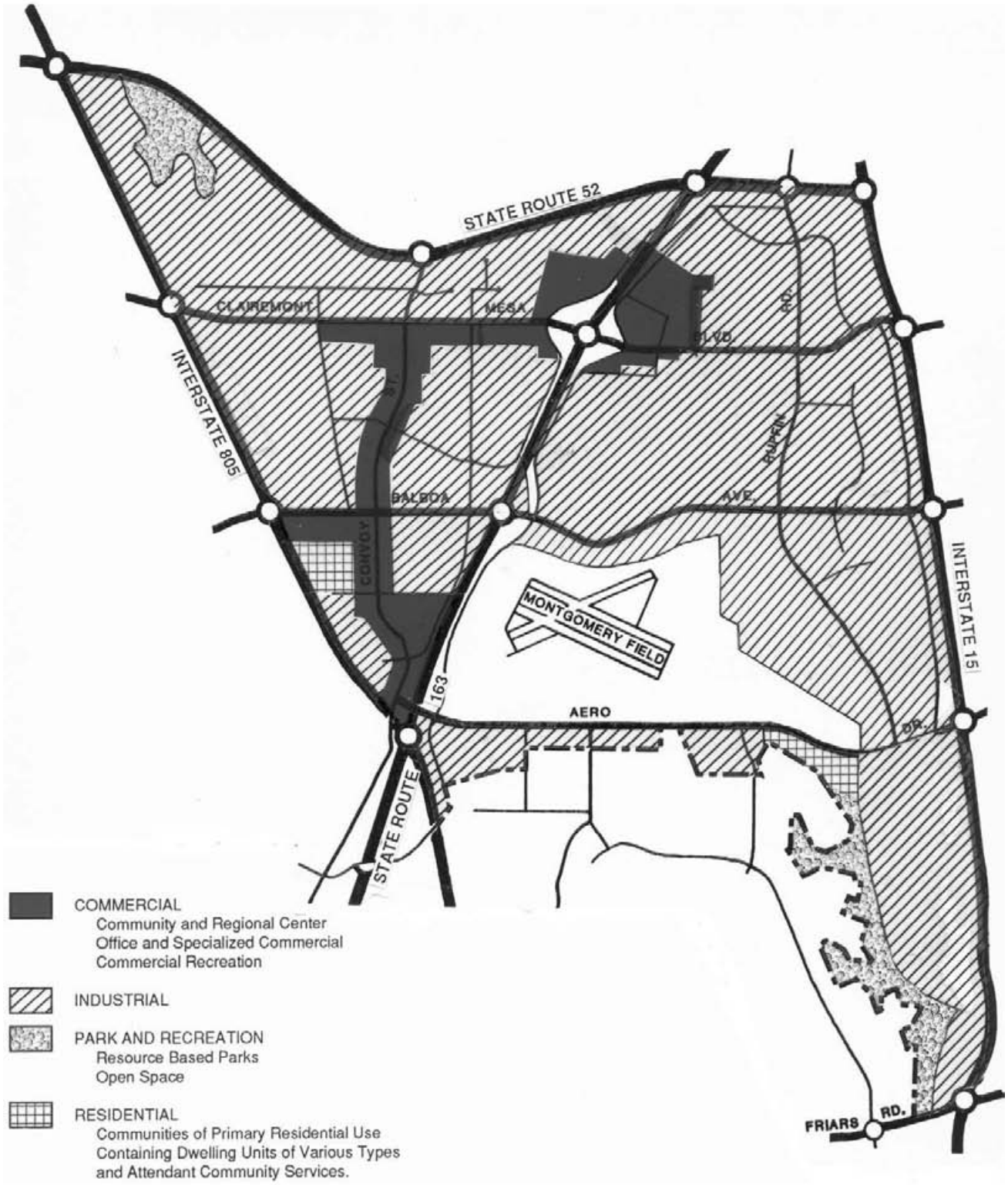
Aerial Photo taken of Kearny Mesa, January 1958, looking North toward Miramar NAS with Serra Mesa in lower half of picture. Montgomery Field is seen in center of photo.

General Plan Consistency Element



General Plan Land Use Designations Prior to Plan Adoption **28**

Kearny Mesa Community Plan FIGURE

GENERAL PLAN CONSISTENCY ELEMENT

Amendments to the General Plan land use map will be adopted to reflect the land use adjustments made as part of the community plan update process.

Specific recommendations to implement the goals and objectives of the General Plan have been included in this Plan. This Plan contains a number of proposals that help to meet General Plan goals in the areas of industrial development, commercial development, transportation, urban design, housing, and conservation. Outlined below are proposed actions that help to implement or otherwise affect General Plan goals:

INDUSTRIAL DEVELOPMENT

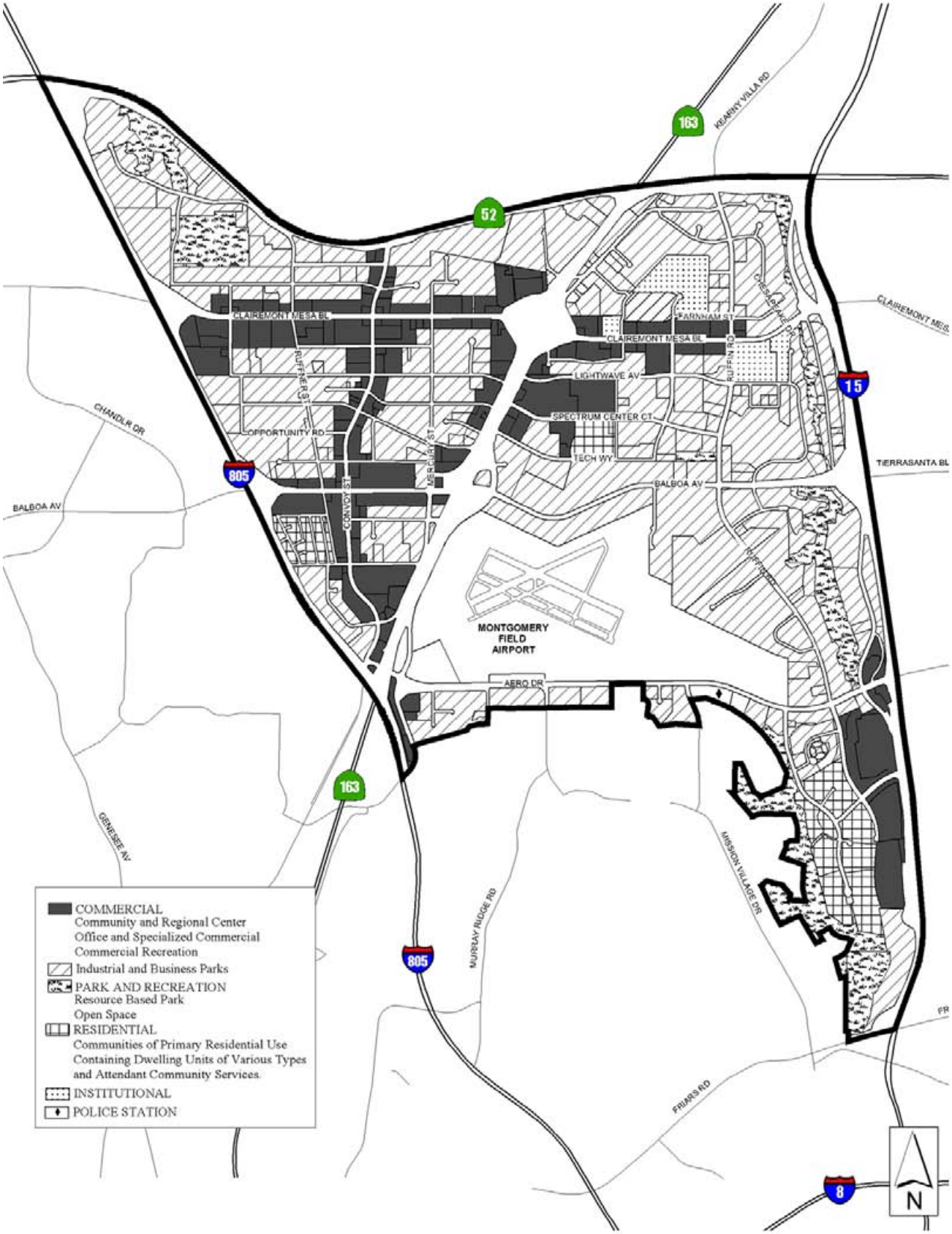
The General Plan identifies a citywide shortage of land suitable for manufacturing activities and a need to protect a reserve of manufacturing land from non-manufacturing uses. The Industrial and Business Park designation would permit light manufacturing uses, thereby providing additional land suitable for manufacturing activities. In particular, a substantial land area that could develop with light industrial uses is located south of SR-52.

COMMERCIAL DEVELOPMENT

The General Plan recognizes the importance of new shopping centers that combine a mixture of uses such as retail, office, and recreation. The major commercial corridors of Clairemont Mesa Boulevard and Convoy Street are designated for general commercial use, which provides for a variety of commercial services. To implement the General Plan, office and visitor-serving commercial uses are permitted uses along both corridors to provide a mix of commercial uses. This Plan limits the location of commercial uses in designated industrial areas consistent with the General Plan recommendation regarding preemption of industrial development by non-industrial uses. In addition, the proposed expansion of existing commercial development to serve the employee-based community and surrounding residential communities is supportive of the General Plan recommendation to develop a balance of commercial facilities which complement existing commercial areas.

TRANSPORTATION

As part of the preparation of this Plan, the proposed street and freeway circulation system was evaluated for functional and operational improvements to increase efficiency and support citywide mass transit service, consistent with the General Plan recommendations for transportation planning. The I-15 corridor LRT alignments being studied by the MTDB is consistent with the General Plan objective of upgrading mass transit throughout the City. This Kearny Mesa Community Plan supports alignment and financing studies for the I-15 light rail corridor. Improving existing and providing additional community bikeway and pedestrian path systems are consistent with the General Plan goal of providing a coordinated non-motorized transportation system.



Proposed General Plan Land Use Designations

Kearny Mesa Community Plan

29
FIGURE

URBAN DESIGN

The General Plan's goal to emphasize community activity and focal points through building design and location is achievable with the implementation of the specific recommendations contained in the **Urban Design Element**. Included in the element are guidelines for building location, size and design, and special opportunities, including the preservation of view corridors and open space areas. These guidelines will help implement the goals of the General Plan when used in the review of discretionary actions.

HOUSING

The residential development in Kearny Mesa comprises a very small portion of the land area in the community. A 143-unit single-family residential area and a 300-unit mobile home park are the only housing stock provided in Kearny Mesa. In addition, the StoneCrest Specific Plan will allow the development of an additional 1,235 dwelling units. The **Housing Element** of this Plan discourages any residential development that might negatively impact upon the character of Kearny Mesa as a regional employment center. The Plan encourages the retention of the existing single-family residential area. In addition, it allows for the development of new residential community, such as the StoneCrest Specific Plan, when it can be demonstrated that the proposed new development will not impact upon or disrupt the primary commercial/industrial “fabric” and function of Kearny Mesa and, in fact, enhances the primary uses of the community. This is consistent with the General Plan goal of retaining existing well-maintained residential communities and promoting quality urban infill development.

CONSERVATION

This Plan recommends that sites designated as open space be preserved. Future developments should be required to preserve open space through the use of non-building or negative open space easements. This will help implement the General Plan goal to preserve the City's unique landforms.

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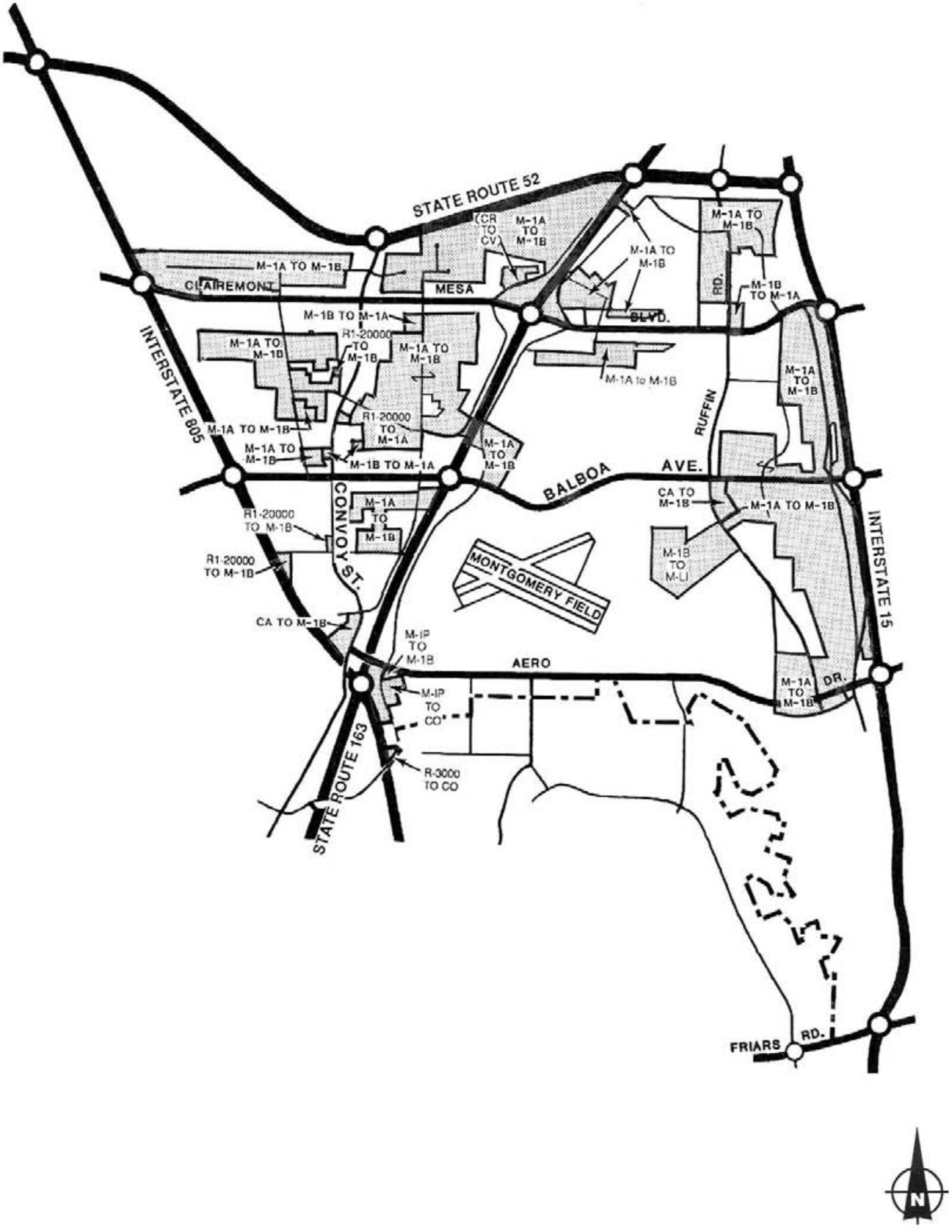
IMPLEMENTATION



Proposed Rezoning (1992)

Kearny Mesa Community Plan

30 FIGURE

IMPLEMENTATION

This Plan identifies community goals and presents policy proposals and recommendations to achieve these goals. The primary goals addressed in the Plan relate to the preservation of Kearny Mesa as an employment center with a circulation system that functions at an acceptable service level. The following summary of key proposals highlights the actions necessary to implement the Plan.

INDUSTRIAL LAND USE

- Industrially designated properties which are zoned M-1A are to be rezoned to M-1B to preclude further retail development on industrially designated land.
- Allow a business-serving hotel to locate in the industrially-designated area on Murphy Canyon Road between Balboa Avenue and Aero Drive with the approval of a Planned Development Permit and subject to the recommendations of the **Industrial Element**.

COMMERCIAL LAND USE

- Commercially designated properties which are zoned M-1B are to be rezoned to M-1A in order to permit commercial uses but also allow for industrial uses.
- Hotel/motel development are to be permitted only with a Planned Commercial Development (PCD) permit to ensure compatibility with MCAS Miramar and Montgomery Field Airport Land Use Compatibility Plans (ALUCP), and the guidelines in this Plan.

TRANSPORTATION

- Construct the recommended improvements to the street system as listed in the **Transportation Element**.
- Implement an intra-community shuttle/loop system.
- Construct a transit center in the vicinity of General Dynamics along Kearny Villa Road.

HOUSING

- Retain the R1-5000 zoning in the Royal Highlands neighborhood and designate the neighborhood as a “Protected Single-Family” area.
- Retain the Mobile Home Park Overlay Zone on the Kearny Lodge Mobile Home Park.
- Rezone a portion of the StoneCrest Specific Plan to R-1500 to allow the development of an infill residential project and thus create a fully integrated community.

MONTGOMERY FIELD

Development of Montgomery Field is to be reviewed for consistency with the Montgomery Field Airport Land Use Compatibility Plan (ALUCP).

CONSERVATION AND OPEN SPACE

- Sites designated as open space are to be preserved with non-building or negative open space easements to be determined on a case-by-case basis.

- Noise impacts are to be minimized through conformance to the Noise Compatibility and Land Use Matrix.

- Vernal pools on Montgomery Field are to be preserved in accordance with the adopted Montgomery Field Airport Master Plan.

FINANCING

The Capital Improvements Program (CIP) is the standard method of financing public improvements. The CIP is a six-year program that correlates identified public improvements to funding sources. Capital improvements scheduled in the first year of the CIP receive funds appropriated by the City Council in that fiscal year's budget. The improvements scheduled for the next five years are to be funded from anticipated revenues in subsequent years.

A Kearny Mesa Public Facilities Financing Plan describes the needed capital improvements to complete development of the community in accordance with this Plan. Various mechanisms are available to finance pubic facilities including the following:

- **Issuance of Special Bonds** - Local governments have traditionally issued bonds to raise the capital needed to construct major public improvements -- sewer plants, water systems and public buildings.

  Revenue bonds are backed by a reliable flow of future revenues from the facility or enterprise they fund, such as the construction of parking facilities and other such public facilities. Because revenue bonds are secured by the proceeds from the enterprise they fund, they carry higher interest rates than general obligation bonds.

  Lease revenue bonds are issued by a nonprofit corporation or special authority that constructs a facility and leases it to the City. Lease payments provide the revenue to payoff the bond and, when the bond is retired, the facility is turned over to the City. Some local agencies have used this method for financing administrative centers and schools.

  Special assessment bonds are a traditional tool for financing sewer, water, street, sidewalk, street lighting, open space acquisition, and similar projects that benefit property owners within a given area. Assessment bonds issued under the Improvement Act of 1911 are secured solely by the properties that benefit from and are assessed for the improvements.

Assessment bonds issued under the Improvement Act of 1915 are secured by the assessed property plus a special reserve fund authorized by 1979 legislation to cover delinquencies.

Any of these special bond measures could conceivably be used for improvements in the Kearny Mesa community. However, all would entail the prospect of additional financial participation by all property owners within the assessment district.

- **Business Improvement Districts** - Business Improvement Districts are a mechanism by which business owners may assess themselves, with the City's authorization, to raise money for promotional and other activities that will benefit the business district. A Business Improvement District (BID) is formed under the City's authority but is done so only by petition of business owners. Payments are made through a surcharge on the business license fee.

  Funds may be used for the following:

  - Acquisition, construction or maintenance of parking facilities for benefit of the area.
  - Decoration of public places.
  - Promotion of public events.
  - Furnishing of music in a public place.
  - General promotion of businesses in the district.

- **Fees** - Another potential mechanism for funding facilities and amenities is the imposition of special fees on new development within the area.

  Unlike taxes, which are levied to raise general revenue, fees are levied to finance a specific activity, facility or service that confers a direct, identifiable benefit on those paying the fee. There are several sources of authority for imposing fees.

  An important class of fees is development impact fees charged to new development at the time the project is approved or a building permit is issued. Such a fee has been established for the community based upon major public improvement needs in the community. The fee addresses the following:

  - Transportation, including street widenings, rehabilitation of existing roadways, traffic signals, pedestrian ramps, and storm drains.
  - Fire stations, for rehabilitation and reconstruction of existing stations, as well as construction of new stations.
  - Park facilities, to serve the recreational needs of residents and the working population.
  - Libraries, for placement of the existing facility with a larger structure to serve the residential and business community.

  A “fair share” allocation of the community-wide costs was made to a new development on the basis of the relative amount of development planned for the future compared to the total community plan buildout, including both industrial and commercial projects.

The Subdivision Map Act also authorizes a city to impose fees in-lieu-of dedications of land or improvements as a condition of subdivision approval, provided that the fee is reasonably related to the project being approved.

Water and sewer fees collected from users are used in part to finance the continuing replacement of the aging concrete sewer mains and cast iron water mains.

Under various statutory provisions, local governments can charge fees for services such as police and fire protection and for maintenance of existing facilities. In addition to specific state authorization, charter cities, such as San Diego, have a broad implied constitutional authority to impose fees for municipal facilities and services.

- **San Diego Gas and Electric Company -** The undergrounding of utilities on major streets should continue to be accomplished by SDG&E. These projects are included in the Capital Improvements Program.