NAVAJO COMMUNITY PLAN

Prepared by the
NAVAJO COMMUNITY PLANNERS
and
THE CITY OF SAN DIEGO

DRAFT August 2010

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

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NAVAJO COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this ~~February 2008~~ Month 2011 posting of this plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Navajo Community Plan adopted	July 29, 1982	3946	December 7, 1982	R-257606
Grantville Amendment- updates existing conditions, provides design guidelines, and establishes supplemental development regulations	January 5, 1989	0333-PC	April 4, 1989	R-273164
The Circulation and Public Transportation Element was added			August 5, 2002	R-296956
Centerpointe at Grantville			May 15, 2007	R-302636
San Diego River Park Subdistrict and CPIOZ –Type B				

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In addition to the Navajo Community Planners, the following City Department staff has made a significant contribution to development of the Navajo Community Plan.

PARK & RECREATION

Mason Milliken

TRANSPORTATION PLANNING

Allen Holden

We also wish to thank J. V. Ward, San Diego Unified School District.

ILLUSTRATION CREDITS

Unless otherwise noted, illustrations are by the City of San Diego Planning Department.

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THE CITY OF
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July 29, 1982

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

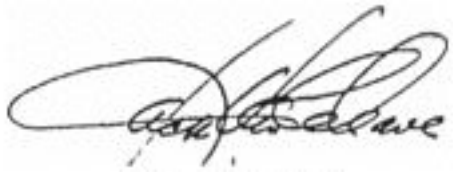
Herein transmitted is the revision to the Navajo Community Plan. This revision represents a comprehensive, long-range policy guide for the physical development of this community and is intended to replace the community plan adopted by the City Council on November 7, 1973.

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

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

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

Respectfully submitted,



Jack Van Cleave
Planning Director

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NAVAJO COMMUNITY PLANNERS, INC.

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

Dear Community Resident:

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

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

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

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

Respectfully,

NAVAJO COMMUNITY PLANNERS

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INTRODUCTION

PREFACE

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

Navajo is conveniently located within the metropolitan area. Employment and shopping are readily accessible within the community and in nearby areas. Grantville, a major employment center, is located within the westerly portion of the community. The Kearny Mesa industrial area, another major employment center, is somewhat farther away, but still convenient to the residents of Navajo. These areas, plus downtown employment centers, are quite accessible by major streets and freeways. In addition to the many industrial facilities within and close to the study area, regional and community shopping centers are located within Navajo and in nearby Kearny Mesa, Mission Valley, La Mesa, El Cajon and downtown San Diego.
The overriding objectives for the long-range development of Navajo are to retain the residential character of the area, provide adequate community services, such as police and fire protection, rubbish collection, etc., establish guidelines for the utilization of canyons and hillsides and enhance the environment of the area as a pleasant community in which to live. To assist in accomplishing these objectives, this community plan provides guidelines for public and private development to the year 2000. The Plan represents a policy framework that will enable the community and the City to work jointly on more specific studies and action programs. The Plan is only an initial step.

While this Plan sets forth many proposals for implementation, it does not establish new regulations or legislation nor does it rezone property. However, under the provisions of Section 65860 of the Government Code that requires that the City Zoning Ordinance be consistent with the General Plan, the Plan does establish the guidelines for the future preparation or amendment of City ordinances. Zoning, subdivision, housing, building or other development controls must be enacted separately through the legislative process in order to implement the intent of this Plan. The implementation section of this Plan identifies those steps to be taken.

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

The Plan discusses the community environment and major land uses: residential, commercial, open space, industrial, community facilities, and circulation. Elements are presented in terms of existing conditions, development potential or projected needs, objectives and proposals. A Plan map presents a composite of all major land use proposals.

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Finally, the Plan concludes with an implementation section which sets forth major projects, public and private, needed to carry out the Plan.

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

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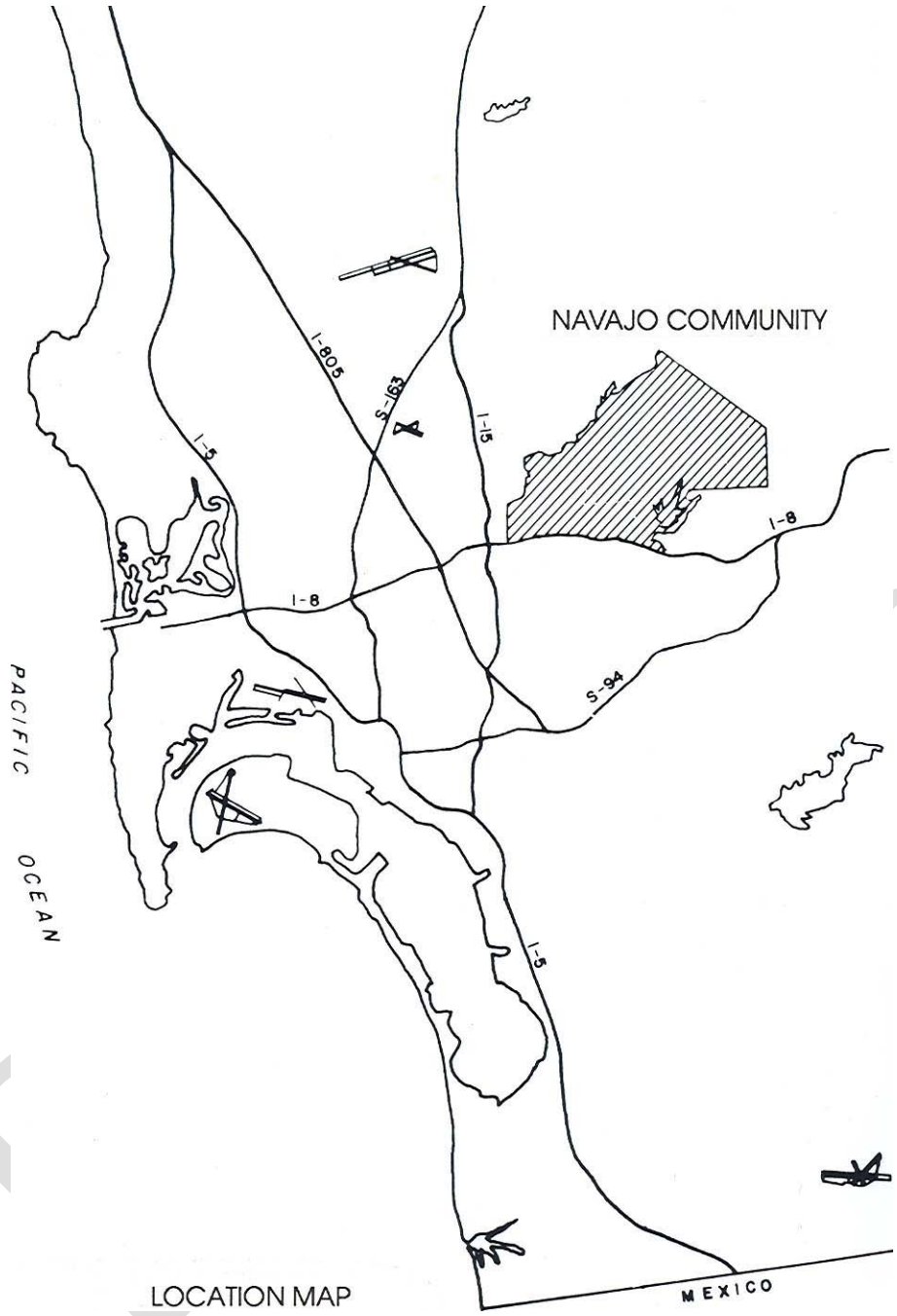

LOCATION MAP

PHYSIOGRAPHY

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

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

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

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

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

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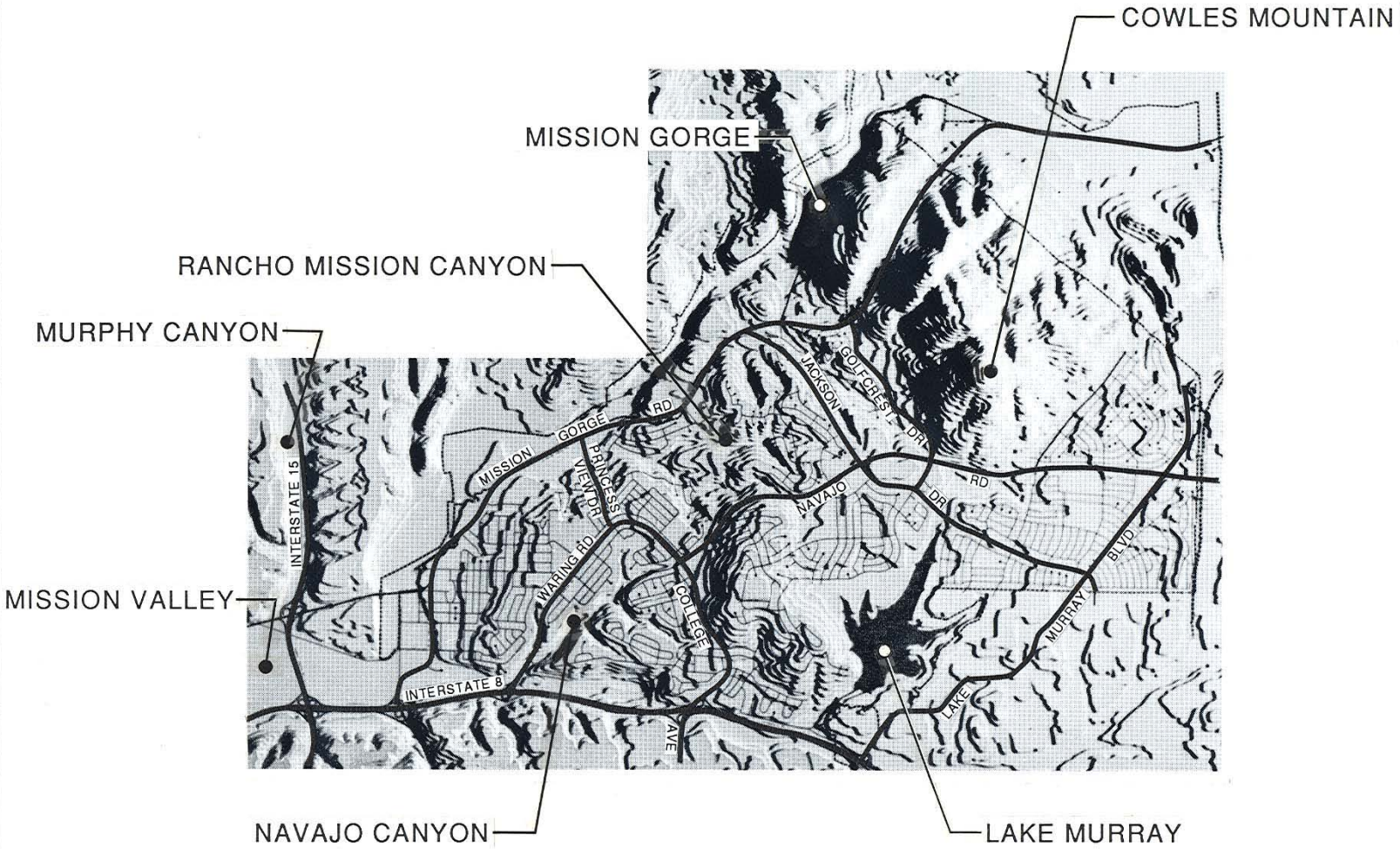
TOPOGRAPHIC RELIEF MAP



BACKGROUND

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

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

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

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

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

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

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

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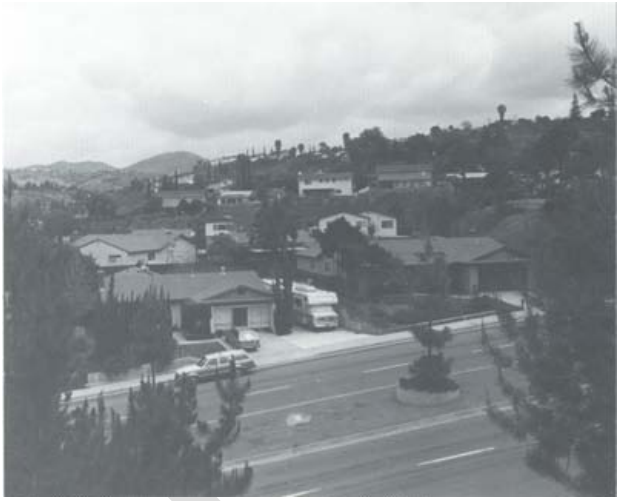
GRANTVILLE FROM KENSINGTON 1927
Historical collection, Title Insurance and Trust Company, San Diego, Ca.

NAVAJO - 1958

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



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

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

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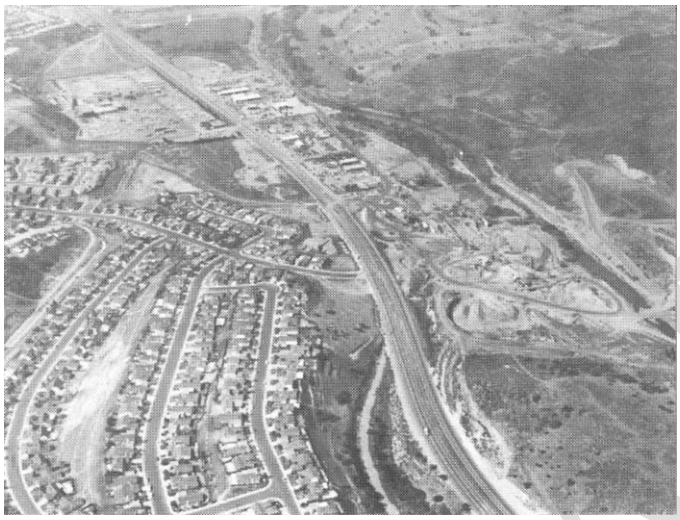
EXISTING LAND USE AND ZONING

Of the total zoned land in the Navajo area, 52 percent, or 4,021 acres, is zoned for single-family homes; 4.5 percent, or 353 acres, is zoned for multiple family use; two percent, or 155 acres, is zoned for commercial use; and about three percent, or 238 acres, is zoned for industrial use. The remaining 38.5 percent of the area, or 3,029 acres, located predominantly in the southern and eastern sections of the area, including Cowles Mountain, is zoned for agriculture and the San Diego River floodway.



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

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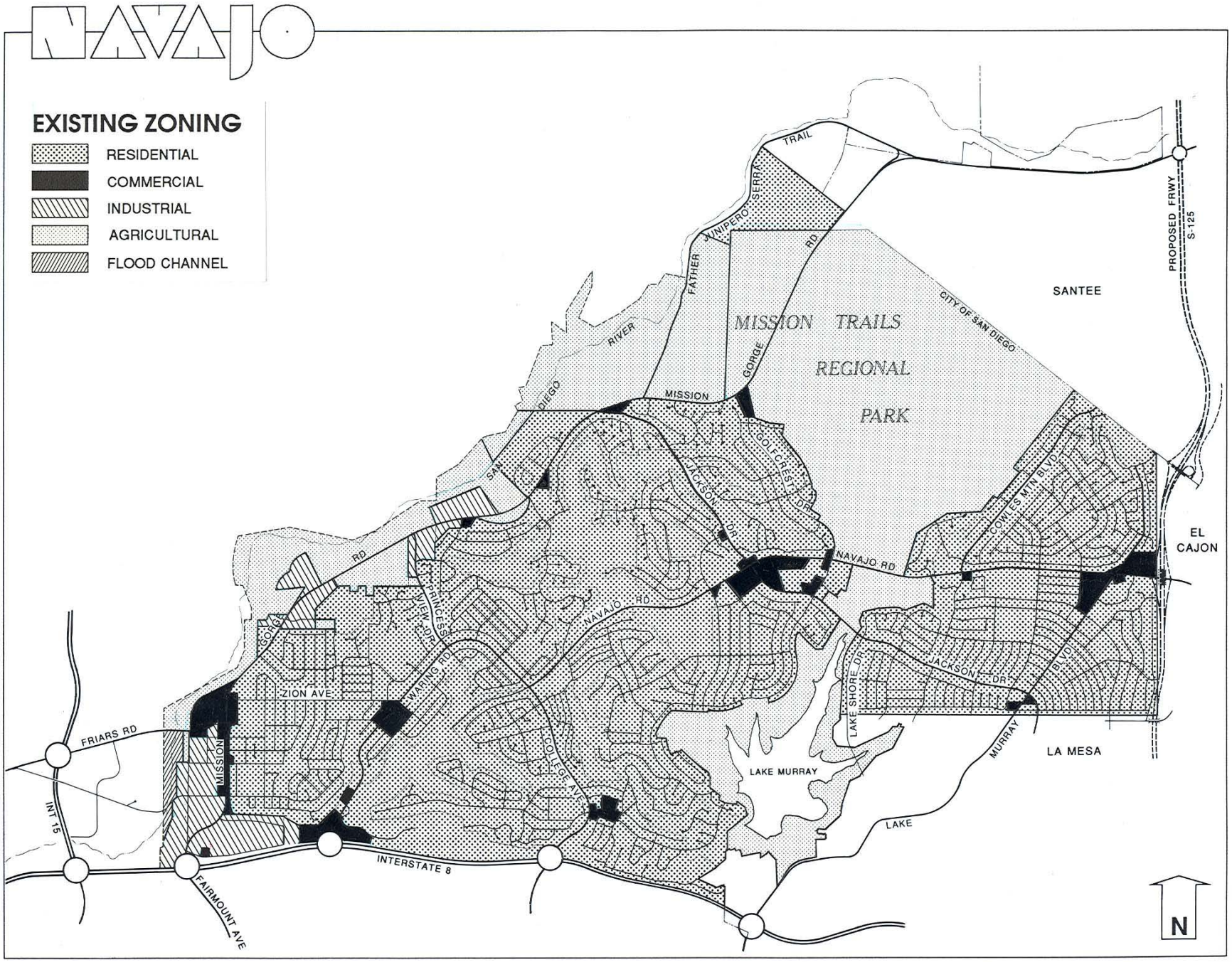

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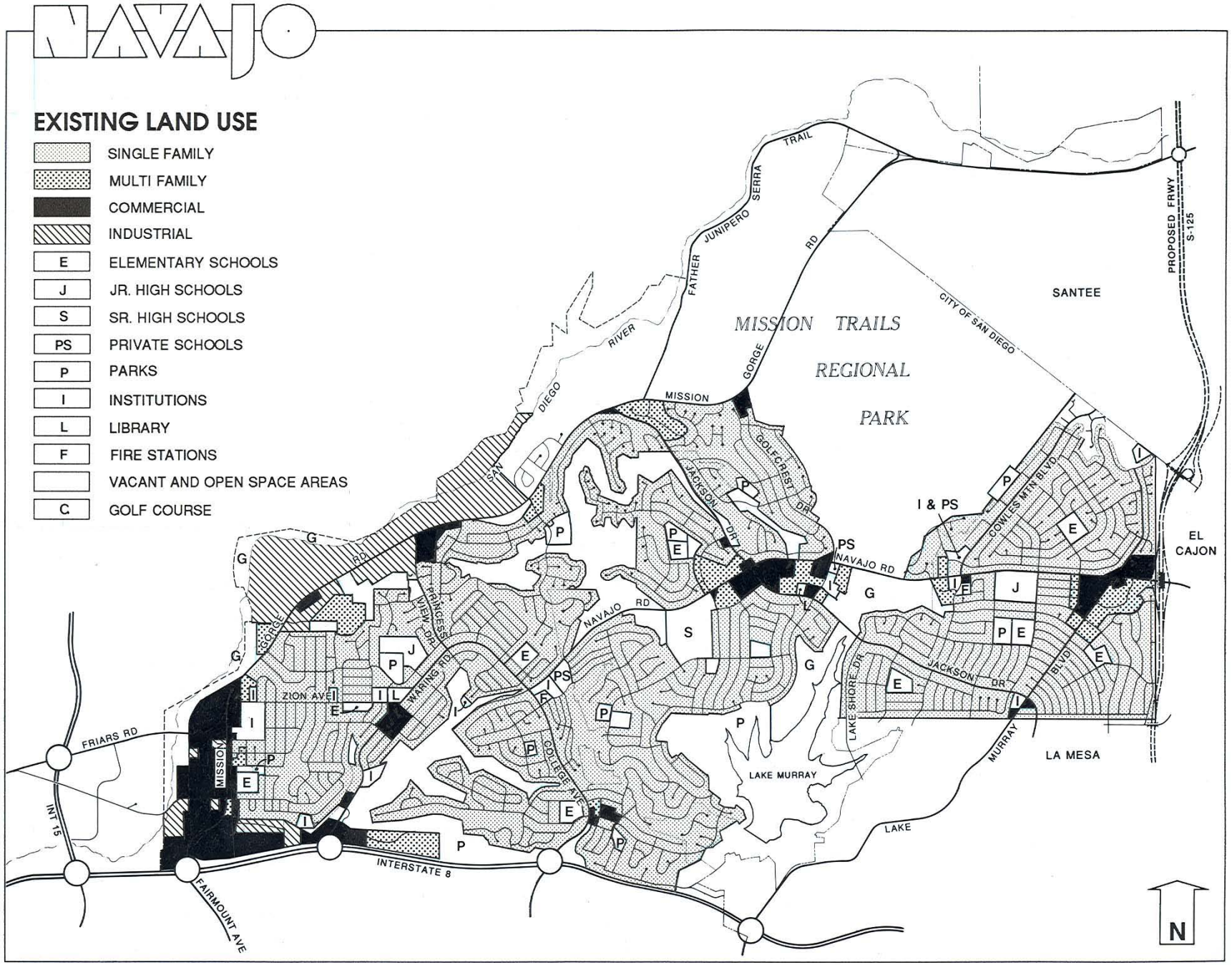

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POPULATION CHARACTERISTICS

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

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

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

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

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PLAN ELEMENTS

RESIDENTIAL

EXISTING CONDITIONS

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

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

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

Densities in the single-family residential areas of the community vary from one to six dwelling units per acre. In the multifamily areas, densities vary from 16 dwelling units per acre in the vicinity of Navajo Road and Jackson Drive to 40 dwelling units per acre in Grantville.

Two mobile home parks are located in the community in the vicinity of Mission Gorge Road. One is located near the intersection of Old Cliffs Road and Mission Gorge Road and the other is located at the eastern end of Old Cliffs Road. The Mobile Home Park Overlay Zone has been applied to both of these areas. This overlay zone provides protection for the residents of the mobile home parks against development of the sites for other uses and ensures the availability of varied housing types to create a more balanced community.

OBJECTIVES

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

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TABLE 1
DENSITY RANGES

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

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

- Promote a healthy environment by careful planning and sensitive development of well-defined, balanced and distinct communities which encompass a variety of residential density patterns and housing types.

- Prevent and/or limit development in proposed open space areas which serve to enhance community identity--steep slopes and canyons, floodplains, and areas with unique views and vistas.

- Foster techniques of land development that will encourage imagination and variety in building site layouts, housing types, and costs, and that will capitalize on the unique topographic assets of the community. All housing developments within the study area should relate to existing topography in order to minimize grading and preserve the natural terrain of the area. The use of retaining walls, terraces, split level or cantilevered houses should be considered in steep terrain.

- Assurance that any individual or family may be free to choose accommodations within their economic capacity from a range of housing varying in type, quality and location.

- Continuation of community support for those programs at all governmental levels that would effectively increase the economic ability of the disadvantaged to obtain adequate housing.

- Promotion of site selection for federally assisted housing programs which would ensure dispersal throughout the community of various ethnic and minority groups.

- Encourage enhancement of the existing residential development through the use of environment and conservation programs such as cleanup, painting and landscaping programs.

- Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflict (e.g., traffic noise) with more intensive non-residential uses.

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- Within each new development and where possible in developed areas, plazas, squares, and other similar open space areas should be created. Emphasis should be placed on developing interconnected bikeways and walkways separated from auto traffic as part of the internal circulation system within the study area.

- Parking and storage areas should be screened from the street and other public areas.

PROPOSALS

General

- The Navajo Community Planners strongly support City Council Policy 600-19, Fostering of Balanced Community Development, which states:

  > It shall be the policy of the City Council to effect the development of economically and racially balanced communities in newly developing peripheral areas of the City and in all City sponsored or approved redevelopment projects, and to do what is reasonably and practically possible in all parts of the City.

- Housing types and densities should be varied in residential development to create interest and provide a mix of people with various economic and social characteristics.

- Dwelling units should relate to topography and intensity of activity. Where it will provide for more effective land utilization and high quality living environments, residential development proposals within the community should be carried out under the Planned Residential Development or Planned Infill Residential Development concept.

- Dwelling units should front on local streets.

- Multifamily residential development along major roadways, such as Mission Gorge Road, should be adequately set back from the roadway to mitigate noise impacts associated with high traffic volumes. If perimeter noise walls are necessary to mitigate noise impacts, they should not be located in the required setback. Noise walls should be well designed with landscaping provided on both sides of the wall.

- Adequate off-street parking and storage must be provided and screened from living areas and public areas. Mounded earth forms should be used in level terrain to add interest to the landscape, to hide parking and to separate functions.

- Development of the area north of Highwood Drive and the terminus of Lake Murray Boulevard should not exceed 168 dwelling units as per Council Resolution No. 257606, December 7, 1982.

- Residential development should conform to the guidelines provided in the Mission Trails Design District when applicable. The Mission Trails Design District applies to those portions of the Navajo, Tierrasanta, and East Elliott communities consisting of, and including, all the commercial and multifamily residential zones; the steep hillsides under

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the HR (Hillside Review) Overlay Zone, as well as those non-HR and undeveloped areas contiguous to HR areas; and the two areas of land in Mission Gorge contiguous to the Mission Trails Regional Park at the east and west sides of the park. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

- There are eleven single-family residences located north of Greenbrier Avenue that take access from Mission Gorge Road. Following the completion of improvements to Mission Gorge Road, the parking strip adjacent to these homes was replaced with an additional traffic lane. The residents of these homes now experience significant problems in entering and exiting their properties as they are forced to back out of their driveways into the flow of traffic. Due to the effects that the high traffic volumes have on these residences, single-family residential use at this location may no longer be appropriate. Medium density residential (15-22 dwelling units per net residential acre) or low intensity commercial office uses could be appropriate alternatives for these properties if designed to minimize impacts to the adjacent single-family neighborhood. A rezone to permit one of these alternative uses could be considered without the need for an amendment to this Plan, provided the following conditions are met:

  1. The eleven properties are consolidated into one or two parcels.

  2. A Planned Development Permit (PDP) is approved for the proposed development that addresses the design issues identified below for Area 1 of the Community Plan Implementation Overlay Zone.

  3. The proposed use and site design are compatible with the single-family neighborhood to the southeast. Proposed building elevations and cross sections shall show the relationship of the proposed development to adjacent properties. For informational purposes, the plans shall indicate whether existing views from adjacent properties may be impaired as a result of the project.

  4. The proposed development is designed to minimize traffic impacts to Mission Gorge Road and the single-family neighborhood to the southeast. Access to this site shall be limited to Mission Gorge Road.

- In order to ensure quality site design along Mission Gorge Road, it is recommended that the Type B Community Plan Implementation Overlay Zone (CPIOZ) be applied to the residential properties generally located between Old Cliffs Road and Zion Avenue and abutting Mission Gorge Road. This area is identified as Area 1 on the Grantville/Mission Gorge Road Planning Area Map (see page XX). If any additional properties on Mission Gorge Road are rezoned to residential zones, Area 1 should be expanded to include those properties at the time the community plan is amended to change the land use designation.

- In order to implement the San Diego River Park Master Plan, the San Diego River Park

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Subdistrict Community Plan Implementation Overlay Zone (CPIOZ-Type B) is applied to all properties within two subareas of the river, the River Corridor Area and the River Influence Area. Refer to the San Diego River Park Subdistrict section of this plan.

Community Plan Implementation Overlay Zone (CPIOZ)

The development regulations of the underlying zones will not implement the specific objectives and proposals of the community plan for this area; however, through the application of the CPIOZ and the requirement for a Type B permit, these objectives can be achieved. The specific issues to be addressed in an application for a Type B permit for this area are listed below.

Supplemental Development Regulations

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

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

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

4. Setbacks, Landscaping and Noise Walls: An extensively landscaped street yard shall be provided for any new residential development along Mission Gorge Road. If noise walls are proposed, the walls should be well-designed, incorporating articulation, pilasters and other design features to achieve an attractive design. Noise walls shall not be permitted in the setback. In addition, landscaping should be used to soften the appearance of perimeter walls and residential structures from Mission Gorge Road and from adjacent uses.

5. Traffic and Access: New development should be designed to minimize further traffic impacts on Mission Gorge Road.

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

7. Streetscape Improvements: New development shall be required to provide sidewalks and undergrounding of utilities on-site and construction of a median along the Mission Gorge Road frontage. The feasibility of landscaping the median in Mission Gorge Road should be studied as new development occurs. Landscaping and paving

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in the median should continue the pattern established in the existing median on Mission Gorge Road.

Dwelling Unit Density

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

While Navajo will continue to be a relatively low density area, it is proposed that a wide range of residential densities be permitted to develop in the community. This range would include 30-43 (medium-high density), 15-29 (medium density), 10-14 (low-medium density), 5-9 (low density) and 0-4 (very low density) dwelling units per acre of land. These densities will allow single-family houses, duplexes, townhouses, and apartments which will appeal to a wide segment of the population and provide for a diverse balanced population in the community.

To provide a more complete variety of housing types, the Mobile Home Park Overlay Zone should be retained on the existing mobile home park sites.

Site Design

- Fit house to land rather than land to house. Choose the appropriate house plan to fit the basic slope type of the site--up, down, or across slope. Correct selection will minimize grading and preserve the maximum groundcover and trees. Use retaining walls, terraces, split level or platform houses to minimize grading. This would eliminate the need for flat building pads involving extensive earth cuts.

- If earth moving is necessary, re-contour rather than cut and fill. If a new form must be given to the land, the final form should have a strong, smoothly flowing character typical of the existing hills. The basic character of the original site should provide the theme with adjustments to make the slopes gentle. Particular attention should be paid to the transition areas where the existing terrain stops and earthwork begins. Additional shaping in some areas may be necessary due to the unique subsoil and groundwater conditions present.

- Create privacy for each house and protect its outdoor spaces from view and noise. Develop alternate methods of handling setbacks to increase usable open space such as to minimize narrow, useless side yards, as well as to create an interesting streetscape.

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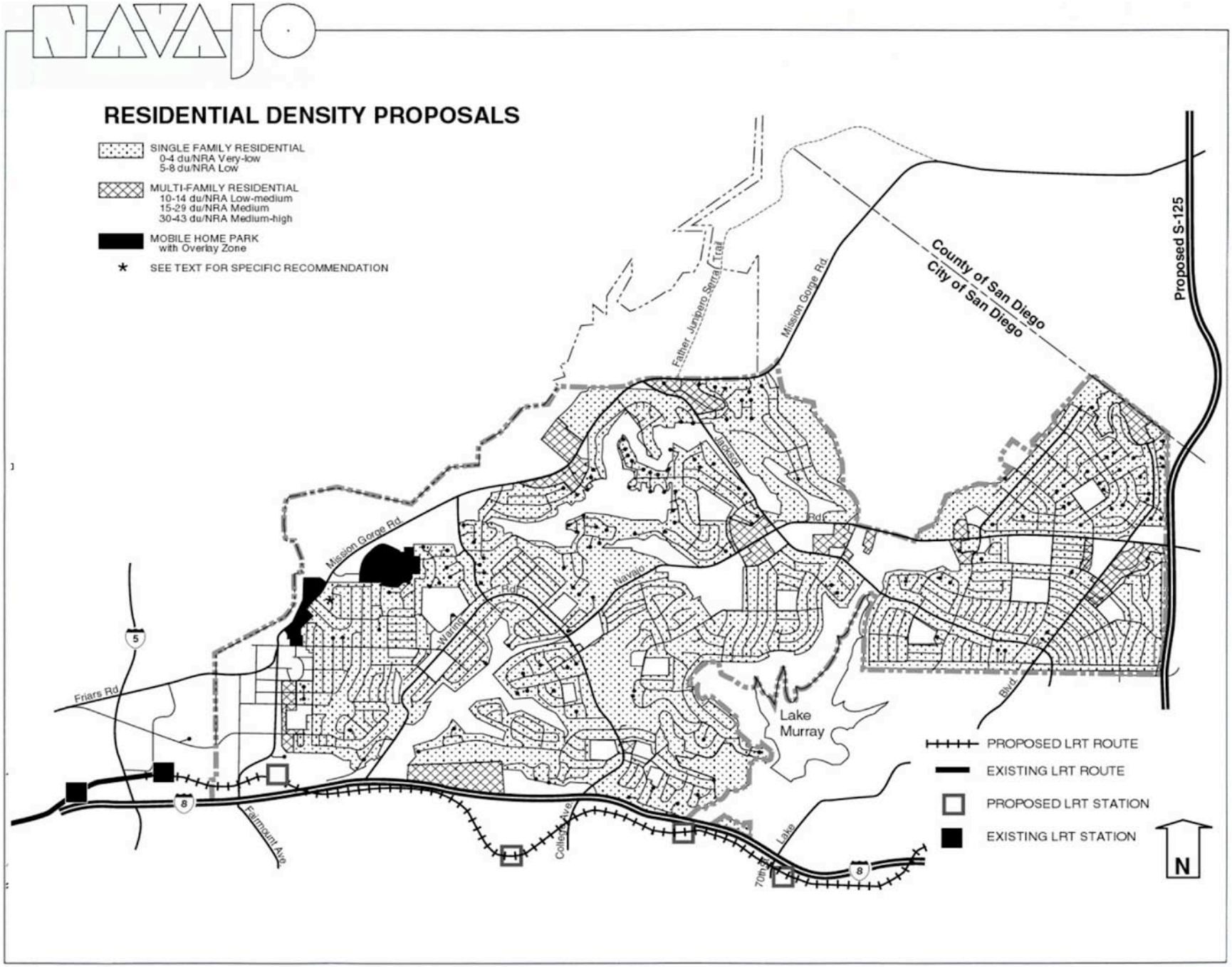

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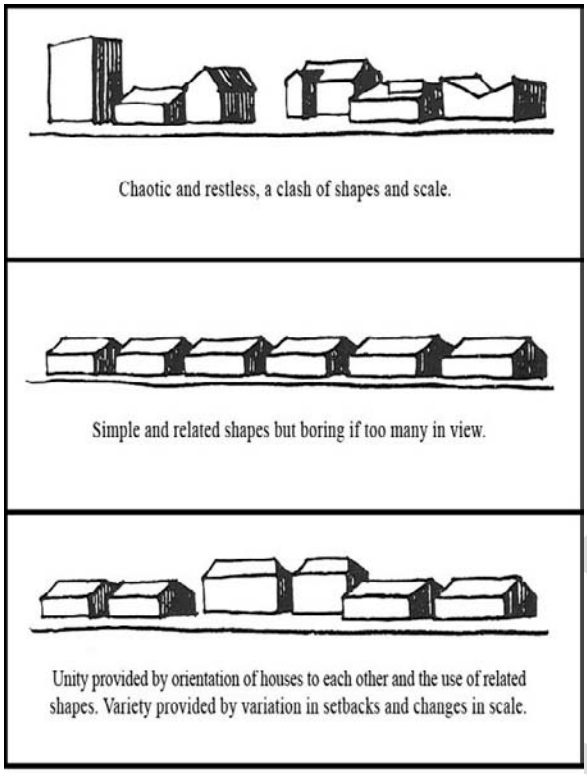

STREETSCAPE

- Create harmonious form relationships among houses rather than endless strings of houses. Groups of houses should appear to be related to one another rather than jumbled together without pattern. Strive for consistency within groups of buildings through the use of recurring shapes and materials. All the houses in one eye span should be designed to tie together and relate to one another, yet should not be repetitive and monotonous.

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

- Cluster developments should be encouraged to minimize tampering with the natural topography.

- Outstanding natural physical features such as the highest crest of a hill, natural rock outcroppings, major tree belts, etc., should be preserved at all costs.

- Roads should follow natural courses wherever possible to minimize cutting and grading.

- Imaginative and innovative building techniques should be encouraged to create buildings suited to natural hillside surroundings.

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

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- Apartment developments should be arranged in such a way as to harmonize with adjacent single-family developments. They should be designed to present less apparent bulk and to minimize the clash of scale and activity between apartments and houses.

- Variety in apartment design should be facilitated by introducing optional rear and side setbacks and a front yard requirement based on floor area rather than an absolute dimension. Variable front yard spaces can give an interesting character to the street in apartment districts. When used, side yard setbacks should be increased from present regulations to better provide for daylight and visual privacy. To assure adequate outdoor space for residents, a minimum percentage of the floor space could be in the form of balconies and landscaped roof terraces.

Residential Street Design

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.

- Protect residential areas from the noise, pollution and physical danger of excessive traffic. The speed and volume of traffic on residential streets should be limited. Techniques for doing this include making streets discontinuous to divert traffic from a straight path, narrowing streets and intersections, creating the appearance of narrowness through landscaping and other improvements. Where possible, walkways should pass through the interior of blocks. Such changes in streets should be designed so that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas. The total effect of these changes in residential streets should be to emphasize their residential qualities and encourage pedestrian usage. When major streets and other streets having heavy traffic must go through residential areas, steps should be taken to screen dwellings from the noise, fumes and other adverse effects of traffic.

- Provide buffering for residential properties when heavy traffic cannot be avoided. Heavy landscaping at the side of streets and in center islands may provide an effective barrier, as can walls, differences in elevation and the setting back of dwellings from the roadways.

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Dwellings along streets with heavy traffic should, where possible, have the main orientation of their living space and access away from the traffic. In some cases further measures such as soundproofing may be required. Businesses that attract or produce heavy traffic, such as service stations, should be screened from nearby residential areas. Screening should be provided, as well, for all open parking lots within or adjacent to residential areas. All of the aforementioned considerations should apply to recreation areas as well as to dwellings.

- Underground all utilities. This should be done not only in new subdivisions but also programmed in stages in older parts of the community. With overhead wires out of the way, it is possible to allow street trees to grow; and thereby, establish a more desirable environment.

- Design all curves, intersections and cul-de-sacs and their relationship to houses for the best visual effect. Every opportunity should be taken to make street alignment and other street features contribute positively to good urban design. For example, use should be made of long radius curves connected by short curves in aligning streets rather than long tangents connected by short sharp curves. The former gives a much more sweeping, elegant feeling at eye level while the latter is sharply defined as one enters and leaves the curve.

- Provide the maximum street tree planting. One principal characteristic of memorable streets throughout the world is their tree planting. The finest examples have mature specimens that arch across the street creating a green canopy. From an urban design standpoint, a various tree planting program is the most important single thing that the City can do. Trees should be spaced close enough together to create an effect of enclosure and to provide protection of trees from hot drying winds and sun scald.

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COMMERCIAL

EXISTING CONDITIONS

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

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

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

The largest community center, which includes the Navajo and Ralphs shopping centers and adjacent development, is located at the intersection of Navajo Road and Lake Murray Boulevard. The total complex of over 50 business establishments and professional offices covers 35 acres. The other two community centers are located at Waring Road and Orcutt Street and Navajo Road and Jackson Drive. The center at Waring Road and Orcutt Street has over 30 business establishments and professional offices on 12 acres of land. The Navajo Road and Jackson Drive center is 45 acres and has numerous commercial and professional uses in addition to multifamily residential use.

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

Visitor-oriented commercial uses are located at Interstate 8 (I-8) and Waring Road. The potential for visitor-oriented facilities in Navajo is very limited.

There are no movie theaters, bowling alleys or other similar forms of commercial recreation in the community. Commercial facilities such as record stores are also absent. The centers serve only commercial functions, rarely being used for community purposes such as art shows and other cultural events.

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

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

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

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

TABLE 2
SITE AND TRADE POPULATION STANDARDS FOR COMMERCIAL CENTERS

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

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

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and El Cajon, however, serve Navajo and reduce the need for commercial land within the planning area.

OBJECTIVES

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

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

- Develop commercial areas as centers for community activities. Such centers should include community facilities, such as cultural, recreational, entertainment and residential facilities, as well as retail establishments and professional offices.

- Develop commercial areas that have desirably distinctive qualities in their design, appearance and operation.

- Provide neighborhood convenience centers that are complementary to adjacent residential areas and strategically located throughout the residential areas of the community, preferably near public facilities. These shops should be accessible to pedestrians and bicyclists and be in scale and character with the neighborhoods they serve. In addition, existing centers should be encouraged to add safe facilities for pedestrians and bicyclists.

- Prevent the overdevelopment of any one type of commercial use (for example, service stations).

- Prohibit the expansion of strip commercial development on Mission Gorge Road north of Zion Ave.

- Restrict retail development to commercially designated areas; limit commercial office and service uses in the industrially designated areas to those that are accessory to industrial uses.

- Improve the appearance of the existing strip commercial development on Mission Gorge Road between I-8 and Zion Avenue by reducing signs, improving landscaping and architectural design, providing consistent building setbacks and providing adequate off-street parking.

- Limit the development of drive-thru restaurants to sites that can accommodate the stacking of vehicles, as well as accommodate driveways in a manner that will not conflict with the smooth operation of intersections.

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- Reduce the number of curb cuts serving individual commercial uses on Mission Gorge Road to minimize traffic conflicts and provide a continuous sidewalk and landscape strip.

PROPOSALS

General

- In addition to retail stores necessary to accommodate the needs of the community, commercial centers should also provide for professional and business offices, entertainment and cultural activities, public and semipublic facilities, and residential uses. The existing centers, due to their location, size, and the character of adjacent development, could easily be improved to meet these criteria.

- All the centers should be accessible by pedestrians, bicycles and adequate public transportation as well as by car.

- The shopping center at Lake Murray Boulevard and Navajo Road, the community shopping center at Waring Road and Orcutt Avenue, and the center at Navajo Road and Jackson Drive are to be retained as community commercial centers. These establishments should fulfill the need for convenience goods and personal, professional, financial and recreational services through the year 2000.

- Neighborhood commercial centers should be retained at the intersections of Golfcrest Drive and Mission Gorge Road, Conestoga Road at Mission Gorge Road, and Zion Avenue at Mission Gorge Road. The centers should be an integral part of the residential development and geared to accommodate pedestrian and bicycle oriented trade in addition to the automobile.

- Specialized commercial services are to be retained along Mission Gorge Road in the Grantville area.

- Professional offices are to be retained at existing locations. The expansion of professional offices is recommended at all community shopping centers.

- Visitor-oriented facilities (hotels, motels, and associated uses) should be limited to those existing at the intersections of I-8 and Waring Road, and Mission Gorge Road and Alvarado Canyon Road. No additional visitor-oriented facilities should be developed.

- The number and location of service stations should continue to be regulated. No more than one station should be located at an intersection and the overall number of stations should be based on service to the community. Existing facilities appear to be sufficient to serve community needs through the year 2000.

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

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

- Mission Gorge Road has been identified as a major entry point into the Navajo Community; however, development along this corridor lacks the quality of design necessary to provide a positive impression of the community. This is due in part to the limited design standards of the underlying C-1 and CA zones. Therefore, the following design standards are provided as supplemental development regulations to the C-1 and CA zones in Grantville along Mission Gorge Road. This area is indicated as Area 2 on the Grantville/Mission Gorge Road Area Map (see page 126).

- In order to implement the San Diego River Park Master Plan, the San Diego River Park Subdistrict Community Plan Implementation Overlay Zone (CPIOZ-Type B) is applied to all properties within two subareas of the river, the River Corridor Area and the River Influence Area. Refer to the San Diego River Park Subdistrict section of this plan.

Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

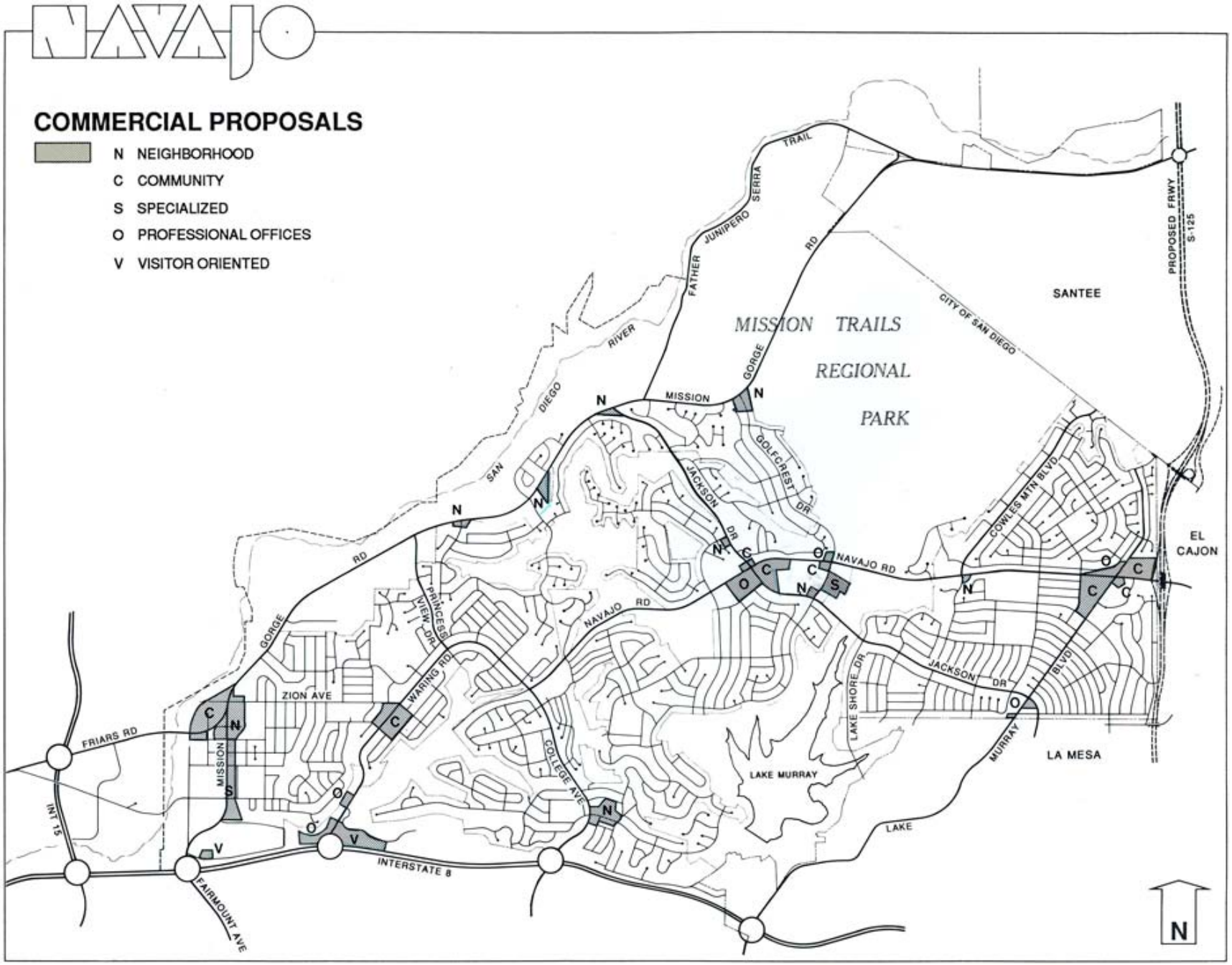
Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying C-1 or CA zone, as appropriate, shall apply for a discretionary (Type B) CPIOZ permit or a planned commercial development (PCD) permit. Applications for a Type B CPIOZ permit or a PCD permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).Within the commercially zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

a) Interior improvements to an existing building that do not involve a change in use or provide additional floor area;

b) Interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;

c) Demolition, excavation, grading, or removal of vegetation;

d) Any development processed as a planned commercial development.



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Supplemental Development Regulations Floor Area Ratio (FAR)

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address: 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Commercial Element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) promotion of the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through Metropolitan Transit Development Board (MTDB) and Ridelink.

~~Building Setback Adjacent to the River~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.~~

Building Setback Adjacent to Mission Gorge Road

All structures on Mission Gorge Road shall observe a minimum ten-foot setback. Structures over 30 feet in height shall be set back or stepped back an additional one foot for each foot of building height over 30 feet.

Building Transparency

For any building facade which faces a public street, at least 40 percent of the total area of all building walls must be devoted to pedestrian entrances, display windows, or windows affording views into retail, customer services, office, gallery or lobby space.

Building Reflectivity

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

Equipment Enclosure

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Wind generated turbines shall not be screened but shall be painted to match the rooftop color.

No merchandise, material or equipment shall be stored or displayed on the roof of any building.

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Outdoor Storage and Display

Outdoor storage areas shall be located in interior side or rear yards only~~, except that no outdoor storage area shall be located between the building wall line and the San Diego River.~~

Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.

Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

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

Loading Areas

Loading and service areas shall be located in interior side or rear yards only~~, except that no loading or service area shall be located between the building wall line and the San Diego River.~~

Refuse Collection Areas

Refuse collection areas shall be located in interior side or rear yards only~~, except that no refuse collection area shall be located between the building wall line and the San Diego River.~~

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

Parking Requirements

~~No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Sections 101.0706.A.6 and C of the Citywide Landscape Ordinance; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.~~

Off-street parking in the C-1 Zone shall be provided by use as follows:

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	Spaces/Square Feet of Gross Floor Area
For business and professional offices	1/300
For medical and dental facilities	1/250
For commercial uses that take access from Mission Gorge Road	1/250
For all other commercial uses	1/300

These parking requirements shall replace the parking requirements of the C-1 Zone (Municipal Code Section 101.0428E). If the citywide commercial parking requirements are revised, the new standards will replace those identified above.

Curb Cuts and Driveways

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

~~Pedestrian Access~~

~~A continuous ten-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall provide at least one pedestrian entrance from the structure to the river path.~~

Signs

Signs shall be in conformance with the Citywide Sign Regulations (Municipal Code Section 101.1100) with the following exceptions:

On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Municipal Code Section 101.1101.56.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

Landscaping

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

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

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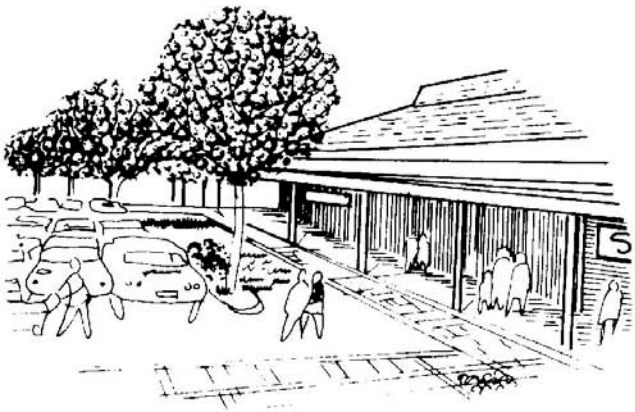
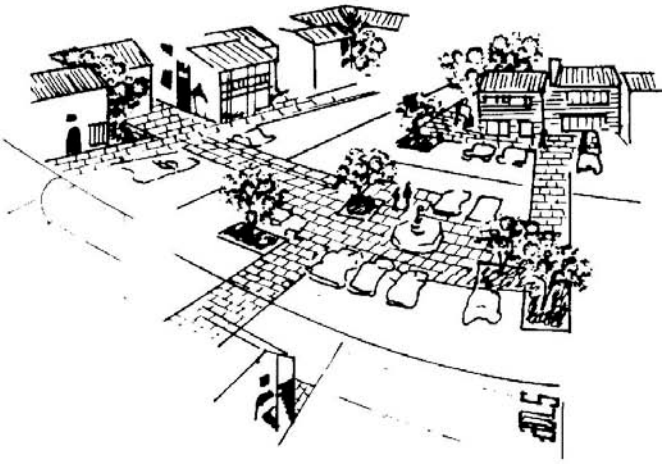
Design

In this example of a proposed design treatment, an effort has been made to reconcile the character of the commercial center with that of the surrounding neighborhood. An arcade has been introduced as one means of providing a human scale at the edge of the building as well as providing sun control, weather protection and an organized framework for signs. Materials have been chosen to blend in with those found in the environs to further lessen the clash of scale. Signs, lighting and displays have been limited to those necessary and compatible with the center's surroundings. The introduction of decorative paving and planting make the center a pleasant place to visit. Bold colors and handsome graphics advertise the center yet do not overpower the surroundings. A major improvement is made in the parking lot. Large trees are provided, either existing trees that have been saved or new plantings. These trees break up the hot expanse of parked cars with pools of shade. Denser tree plantings are provided around the street side of the site. In this example, the parking rows are laid out so that the aisles lead conveniently toward the stores.





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INDUSTRIAL

EXISTING CONDITIONS

As of 1988, approximately 238 acres within the Navajo community were zoned for industrial development. The industrial acreage, all of which is located in the Grantville/Mission Gorge Road area, represents three percent of the total land area in the community.

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

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

Because of the central location of Grantville within the metropolitan area and its proximity to the interstate highway system, the 1973 Navajo Community Plan recommended that the Fairmount Avenue area be developed as the nucleus of a distribution complex. A number of warehousing, wholesaling, and distributive uses are located in this area, however the largest of these uses, the 7-Up bottling plant, has moved out of the area. A 114,000-square-foot Kaiser medical office facility and a 530-car parking structure are under construction on the site of the former 7-Up plant.

Much of the land in Grantville that is designated for industrial use has been developed with office and retail uses due to the multi-tenant office and commercial uses permitted in the M-1A Zone. Typical uses within the Grantville's industrial area are real estate and other business service uses; heating, plumbing, and related services; engineering and electrical services; small equipment manufacturing and repair; building contractors; wholesale and retail trade; and auto sales and repair.

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Industrial Zoning

Approximately 148 acres of industrial land are in the M-1A Zone and approximately 90 acres are in the M-1B Zone. The M-1A Zone permits a broad range of light industrial uses as well as retail commercial and office uses allowed in the M-1 and C (commercial) zones. The M-1B Zone permits light industrial uses and a limited number of heavy commercial uses (auto sales, lumber yards, garden supplies, etc.); retail uses are limited to those that are accessory to manufacturing, warehousing or distribution of products on the same premises.

The M-1A and M-1B zones were applied to Grantville in the mid-1970s to replace M-1 zoning. The M-1 Zone is a permissive industrial zone, permitting most commercial uses as well as residential uses, with minimal development standards. Much of the development that occurred under the M-1 Zone, or prior to 1954 when the majority of Grantville was annexed to the City, has little or no off-street parking, landscaping, or setbacks, and is typically on small lots.

Requirements for landscaping, screening, and off-street parking areas have been increased in the M-1A and M-1B zones, and development that has occurred more recently under these zones has improved the appearance of Grantville. However, the M-1A and M-1B development standards were originally designed for low intensity (typically one story) industrial uses and are not adequate for multi-story office or multi-tenant development.

Both the M-1A and M-1B zones permit a variety of nonindustrial uses which may have greater parking requirements than are specified in these zones. The M-1A and M-1B zones require that 40 to 50 percent of the lot area be devoted to parking, circulation, and loading. This requirement results in large expanses of pavement while not necessarily providing an appropriate amount of parking based on the needs of the particular uses. (Descriptions of industrial zone requirements are as of 1988.)

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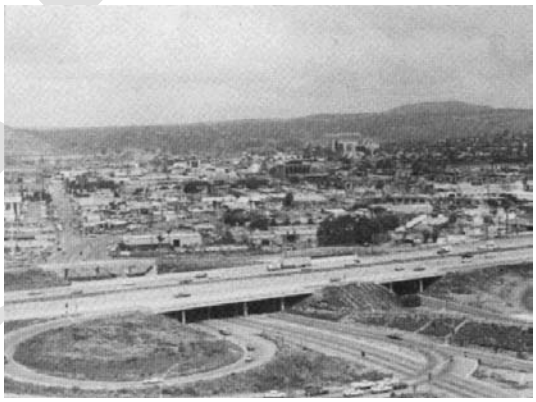
OBJECTIVES

The principal or overriding industrial objective to guide the long-range development of Navajo is to: ENCOURAGE INDUSTRIAL DEVELOPMENT AND REDEVELOPMENT WHICH CAPITALIZE ON THE AREA' S CENTRAL LOCATION WITHIN THE METROPOLITAN AREA.

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



- Ensure that the appearance and effects of industrial uses are compatible with the character of the surrounding residential and commercial areas and the sensitive resources of the San Diego River.

- Ensure that industrial development along the San Diego River is designed to minimize impacts to this sensitive resource.

- Develop a circulation network that will provide for less congested access to the Grantville industrial area.

- Ensure the provision of adequate off-street parking and loading facilities for new uses in proportion to the need of the particular uses.

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PROPOSALS

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

- A Planned Industrial Development (PID) or master PID should be required for any property rezoned to an industrial zone to ensure quality site design, and compatibility with the San Diego River environment and surrounding residential areas where appropriate. A master PID establishes design guidelines and standards to be used in the review of subsequent detailed site-specific projects. The PID document shall include a conceptual site plan showing the general location of proposed uses; a list of permitted uses; a preliminary grading plan; and master circulation, landscaping and sign plans. After approval of the master PID, projects will be reviewed and approved ministerially by the Planning Department if they are found to be consistent with the approved master PID. The design guidelines identified in this Industrial Element shall be consulted in the design and review of the master PID.

- Future development of the remaining sand and gravel operation and the previously mined 170 acres should be accomplished under a master Planned Industrial Development (PID) permit process. This property is bounded on the south by a major element of the regional transportation network (Mission Gorge Road) and on the north by the San Diego River, a regionally significant natural resource. A master PID will provide an opportunity for comprehensive review of the relationship between proposed development and the ultimate reclamation plan for the San Diego River, coordination of open space and pathways with Mission Trails Regional Park, traffic impacts to Mission Gorge Road and the proposed State Highway 52 interchanges.

- The area south of Mission Gorge Road generally between Old Cliffs Road and Princess View Drive is designated for development as an industrial park complex. This property is highly visible from Mission Gorge Road, as well as from the residential areas above the river basin in Allied Gardens and Tierrasanta. Future development under the M-1B Zone is recommended; however, a planned industrial development permit should be required to ensure coordinated, quality design and compatibility with the residential uses adjacent to this site.

- The permitted uses in the Grantville industrial area south of Friars Road and near the Mission Gorge Road and Princess View Drive intersection should continue to be those of the M-1A and M-1B zones; however, the development standards of these zones are not adequate to ensure that new development will meet the objectives of this community plan. The following design standards are provided as supplemental development regulations to the M-1A and M-1B zones for the area indicated as Area 3 on the Grantville/Mission Gorge Road area map (see page 126).In order to implement the San Diego River Park Master Plan, the San Diego River Park Subdistrict Community Plan Implementation Overlay Zone (CPIOZ-Type B) is applied to all properties within two subareas of the river, the River Corridor Area and the River Influence Area. Refer to the San Diego River Park Subdistrict section of this plan.

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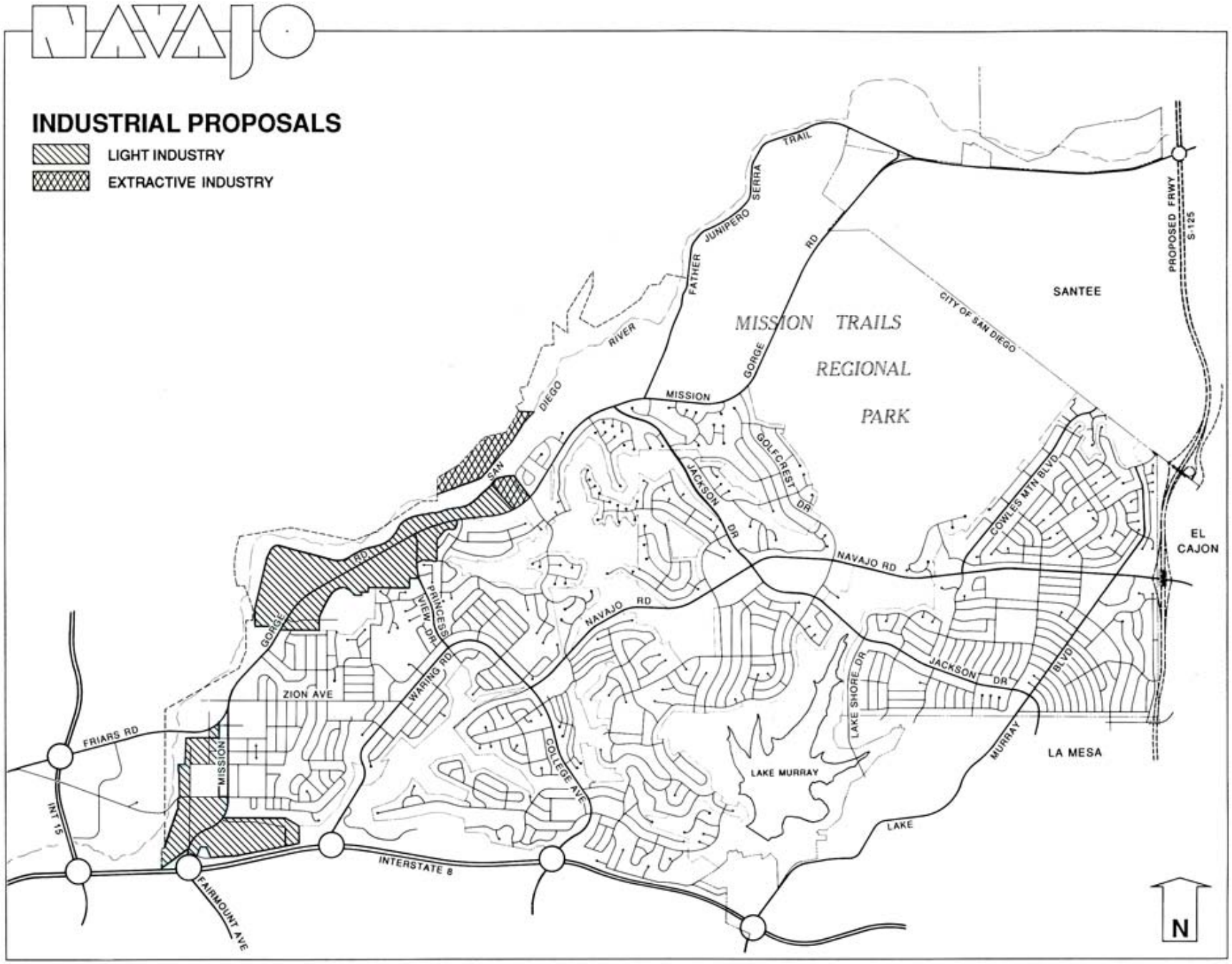

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Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying zone shall apply for a discretionary (Type B) CPIOZ permit or a Planned Industrial Development (PID) permit. Applications for a Type B CPIOZ permit or a PID permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).

Within the industrially zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

a) Interior improvements to an existing building that do not involve a change in use or provide additional floor area;

b) Interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;

c) Demolition, excavation, grading, or removal of vegetation; and

d) Any development processed as a planned industrial development.

Supplemental Development Regulations

Floor Area Ratio (FAR)

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address; 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Industrial Element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) the opportunity for instituting travel demand management strategies such as participation in a transportation management association.

~~Building Setback Adjacent to the River~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from~~

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~~the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.~~

Offsetting Planes and Facade Variations

Any building facade which faces a public street ~~or the San Diego River shall~~ have a minimum of three offset building planes or three distinct building facade variations, or a combination of offset building planes and facade variations which meets the intent of this requirement.

An offset building plane is distinguished by an average horizontal or vertical difference of two feet measured perpendicular to the adjacent plane. Each offset plane shall constitute at least 20 percent, but not more than 50 percent of each building facade.

A building facade variation is distinguished by a distinct change in materials, textures, colors, or any combination thereof. Each variation shall constitute at least 20 percent, but not more than 50 percent of each building facade.

Building Reflectivity

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

Equipment Enclosure

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Wind generated turbines shall not be screened but shall be painted to match the rooftop color.

No merchandise, material or equipment shall be stored or displayed on the roof of any building.

Outdoor Storage and Display

Outdoor storage areas shall be located in interior side or rear yards only~~, except that no outdoor storage area shall be located between the building wall line and the San Diego River.~~

Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.

Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

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

Loading Areas

Loading and service areas shall be located in interior side or rear yards only~~, except that no loading or service area shall be located between the building wall line and the San Diego River.~~

Refuse Collection Areas

Refuse collection areas shall be located in interior side or rear yards only~~, except that no refuse collection area shall be located between the building wall line and the San Diego River.~~

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

Parking Requirements

No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Sections 101.0706.A.6 and C of the Citywide Landscape Ordinance; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.

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

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

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

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Curb Cuts and Driveways

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

~~Pedestrian Access~~

~~A continuous ten-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall provide at least one pedestrian entrance from the structure to the river path.~~

Signs

Signs shall be in conformance with the Citywide Sign Regulations (Municipal Code Section 101.1100) with the following exceptions:

Ground signs other than monument signs shall not be permitted in the industrial zones except on lots that have frontage on Mission Gorge Road or the southerly 500 feet of Fairmount Avenue (i.e., 500 feet south of the intersection of Mission Gorge Road and Fairmount Avenue). Monument signs shall not exceed a height of six feet.

On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Municipal Code Section 101.1101.56.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

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Landscaping

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

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

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Design Guidelines

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

- Architecture, building color and texture should be coordinated within larger industrial developments. In smaller developments similar or complementary architectural elements should be used to provide continuity between existing and new developments.

- Building design should include variations in wall texture, color or material, variations in upper floor setbacks and the use of varied roof forms. All buildings should incorporate some form of shadow relief where pop-outs, offsetting planes, overhangs, and recesses are used to add visual interest. Large, unbroken expanses of wall should be avoided.

- Exterior building walls should be constructed of durable, permanent materials such as textured concrete, stone, brick, stucco, wood or glass. Reflective glass should not be used, particularly ~~in areas adjacent to the San Diego River or~~ along heavily traveled roadways because of problems with reflected heat and glare.

- The rear elevations of buildings that face the San Diego River or are visible from the street should be as well detailed and visually interesting as the front elevations.

- Industrial developments should consist of several smaller buildings rather than large building masses to prevent the appearance of a wall of development along the street, particularly along Mission Gorge Road.

- Building height should be restricted where industrially zoned property abuts residential property to reduce impacts to the residential areas.

- All outdoor storage, refuse collection, and loading areas should be located in interior side or rear yards. Where industrial development abuts residentially zoned property, special consideration shall be given to locating these facilities in areas least disruptive to adjacent residential uses. ~~Where industrial development abuts the San Diego River, these facilities shall not be located between the building and the river.~~

- Because building roofs are visible from surrounding residential properties, they should be carefully designed. Roof-mounted equipment should be avoided. If roof-mounted equipment is provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.

- Multi-building industrial development should provide a coordinated sign program. Pole signs should not be permitted in the industrial zones except on Mission Gorge Road, south of Twain Avenue, where development is more commercial in nature. Monument and wall signs should be used instead of pole signs in the industrial areas.

- Fences should be constructed of wood, masonry, wrought iron, or a wood-masonry combination. Fencing should use pilasters, offsets or some other form of visual relief to break up the linear nature of the fence.

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- Curb cuts should be minimized by the use of common, joint use driveways and/or consolidation of lots.

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

- A 25-foot landscaped setback should be provided along Mission Gorge Road. Landscaped parkways should be provided between the sidewalk and the curb on Mission Gorge Road and on any interior circulation system. A landscaped median should be provided in Mission Gorge Road. Paving patterns and landscaping should be consistent with the existing medians to the south on Mission Gorge Road. Maintenance should be assured through formation of an assessment district or a similar mechanism.

- Access and circulation design should provide continuous pedestrian and bicycle access along public streets and to uses within the development. Bicycle parking facilities should be conveniently located near the entrances of buildings, without blocking pedestrian traffic. No parking areas or driveways should be located between the structures and Mission Gorge Road. ~~Development adjacent to the San Diego River should be designed to avoid impacts to riparian species including noise, glare and shading impacts. Buildings should be set back 150 feet from the riparian habitat. A buffer of 100 feet should be provided in which no improvements are permitted. This buffer should be planted with vegetation native to the river to provide separation and screening for the protection of wildlife habitat from human disturbance. Passive uses such as pathways or viewing areas should be provided within the next 50 feet. Paths within this 50-foot buffer should be designed to focus activity (and potential access) away from sensitive habitat areas. Viewing or picnic areas should be located where they will not impact the riparian habitat. Access to the habitat should be discouraged through the use of planting clusters and screens.~~

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MIXED-USE

INTRODUCTION

This chapter builds upon City Council adopted policies set forth in the Strategic Framework Element (SFE) and further developed in the General Plan update. A series of policies are established in these documents that set the framework for new neighborhoods designed with a mixture of land uses that promote walkability, social interaction and a sense of place. This chapter provides guidelines for implementation of SFE policies during the transition of land uses in areas of the Navajo community that are suitable for mixed-use development.

Mixed-use centers within the Navajo community are intended to contain commercial, office, retail and residential land uses in close proximity so as to encourage pedestrian activity, economic diversification, and increased reliance on bicycle, bus, and trolley use. This will include higher-density residential development to serve many market segments, along with a mix of commercial, retail, civic and recreational uses to serve the overall community.

In providing for an increased supply of housing and employment opportunities, development plans for mixed-use projects should focus particular attention on the pedestrian scale and architectural design of buildings, usable public gathering spaces, and tree-lined streets and other neighborhood amenities.

The SFE defines the future direction of land use transitions within the Navajo community in Grantville. Specifically, the SFE defines the area surrounding the Grantville Trolley Station and northward along Mission Gorge Road as a potential Subregional District, recommending a mix of uses that include residential, commercial, retail, open space and other community-serving uses compatible with the area's future use, occupancy and social environment. A Subregional District, as defined in the SFE, is a major employment and/or commercial district containing corporate or multiple-use office, industrial, and retail uses with some adjacent multifamily residential uses. Where appropriate, the collocation of medium- to high-density residential uses with employment could occur.

Within the Subregional District are Urban Village Centers, Neighborhood Village Centers and Transit Corridors that will be higher density/intensity areas characterized by a cluster of employment, residential, and regional and subregional commercial uses that maximize walkability and support transit. These types of mixed land uses are encouraged to create live, work, shop, and recreate environments and more pedestrian-oriented social and economic neighborhood centers, which are conducive to transit use and can reduce dependence on automobiles for single-purpose trips.

The Mission Gorge Road area, south of Friars Road, is designated in the SFE as a Transit Corridor to promote economic revitalization and diverse retail and other small business opportunities that will create a more "Main Street" ambiance for the Grantville neighborhood. The SFE recommends that revitalization be assisted through plan designations

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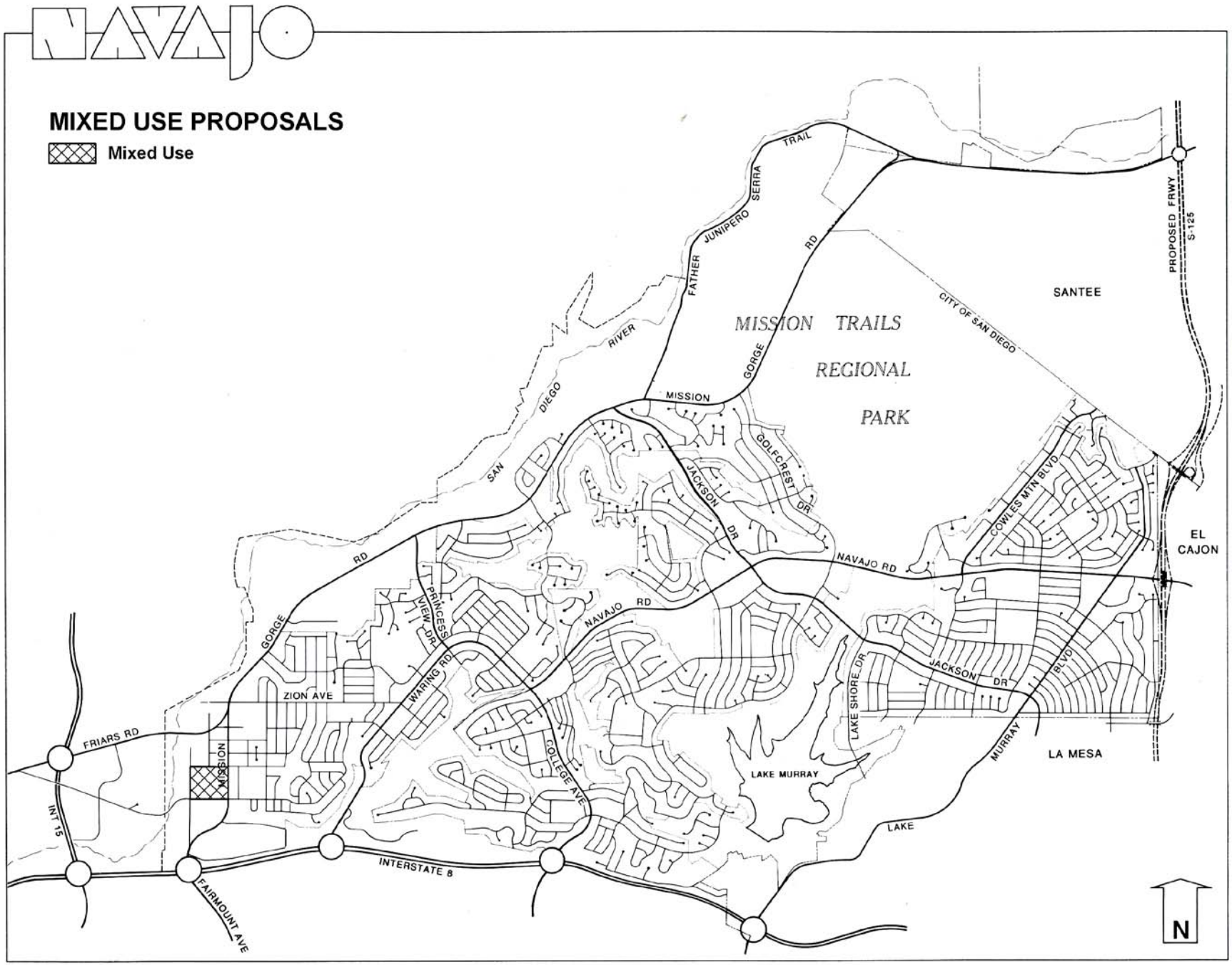

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and zoning that permits a higher intensity of mixed-use development. The mix of uses could include some combination of residential over storefront businesses, retail, office and other employment uses, or higher-density residential development. The applicable density ranges are medium to high density for residential uses. In addition to providing valuable new housing, increased residential densities provide a built-in population base to support the local street level businesses. A high level of transit service and a variety of streetscape improvements will also characterize these transit corridors.

In the future, more areas within Navajo may be designated as Neighborhood Villages, Community Villages and Urban Villages. This new Mixed-Use Element sets the framework for new infill development of these areas and provides guidelines to implement design standards to ensure compatibility with existing development in the Navajo community. In general, Neighborhood Villages are expected to allow development with a residential density above 15 dwelling units per acre and .25+ Floor Area Ratio (FAR); and Community Villages and Urban Villages may allow a residential density above 30 dwelling units per acre and .25+ FAR. The upper range of density and FAR in these designations may be limited by adopted community plans and implementing ordinances. As new projects are proposed and/or master plans are created, more specificity will be included in this element to assist in the implementation of those projects. The new Mixed-Use Community Plan Implementation Overlay Zone (CPIOZ) defines the sequence of procedures and the design standards to be followed to bring new developments forward.

EXISTING CONDITIONS

In 2005, a new Grantville Trolley Station opened in the Navajo Community on Alvarado Canyon Road. It is expected that the trolley station will become increasingly frequented by Navajo residents, employees and visitors. This will contribute to an enhanced quality of life, a reduction in additional traffic congestion over time, improved local air quality, and an opportunity for residents and visitors to engage in more frequent pedestrian-oriented and transit-reliant excursions.

Mission Gorge Road, which provides a primary access route south from Friars Road to the Grantville Trolley Station, is developed with a mix of mostly older commercial and industrial buildings containing a variety of auto-dependent commercial service uses. Many properties in the area are occupied by outdated and deteriorated buildings, lack adequate parking and landscaping, and are in need of substantial capital reinvestment to stimulate economic development and create a more attractive and pleasant environment. Existing industrial zoning south of Friars Road has not adequately accomplished the objective of the existing CPIOZ, which is intended to “encourage industrial development and redevelopment which will capitalize on the area’s central location within the metropolitan area.”

Because of the age and declining physical condition of the industrial properties, many of which have already been converted to office or storage facilities, this area was identified by the SFE as prime for neighborhood revitalization with a more lively mix of employment, commercial, higher density residential, and civic uses.

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A shift in land uses to accommodate a mixed-use development would allow many of the properties containing outdated buildings and uses to be better utilized. This would add more appropriate residential, workforce, and local population-serving retail, as well as new, quality commercial uses to the area. Over time, this would shift this portion of Grantville away from the industrial designation that no longer serves the needs of current and projected future market conditions. Industrial uses will continue to be designated in Navajo further to the north along Mission Gorge Road and be concentrated in a technology park, currently envisioned for future development, where the high quality design guidelines and development standards of the industrial CPIOZ can be accomplished.

The Urban Village Center designation for the Centerpointe property encourages "an intensive mix of employment, commercial and higher density uses near transit hubs." The City of San Diego Progress Guide and General Plan's Urban Design Element and Transit-Oriented Development (TOD) Guidelines provide further direction for mixed-use environments. The new Mixed-Use CPIOZ additionally defines the sequence of processes and the design standards to be followed to bring new developments and redevelopments forward.

OBJECTIVES

The principal objective for the mixed-use designation in Navajo is to:

PROMOTE WALKABILITY AND A NEIGHBORHOOD ENVIRONMENT BY THE INTEGRATION OF EMPLOYMENT, RESIDENTIAL, AND REGIONAL AND SUBREGIONAL COMMERCIAL USES.

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

- Mixed-use developments are intended to provide a mix of housing, jobs, shopping, commercial services and public or semi-public open space in a land use plan that implements the vision and values of the City's Strategic Framework Element.

- Promote higher residential densities in the mixed-use areas. The higher residential densities will provide more housing with variations in dwelling unit sizes or occupancies in close proximity to public transportation, which will facilitate the reduction of traffic congestion and help improve local air quality.

- Mixed-use developments should include variations in dwelling unit sizes or occupancies. Smaller unit sizes for student, workforce and senior housing would be appropriate.

- Multifamily residential above commercial is highly encouraged, as is upper-floor office or other non-retail commercial uses.

- Develop pedestrian-oriented commercial land uses and minimize automobile access points along major thoroughfares. Commercial and mixed-use buildings should provide direct pedestrian access from the sidewalk, have minimum setbacks, and provide parking at the rear or side of buildings, or underground.

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- Ensure excellence in urban design. This excellence is defined as an attention to human-scale detail in the site planning and in the architectural scale, ensuring that transitions between uses are compatible, and that a project addresses all potential environmental impacts and possesses a high quality of aesthetic appeal.

- Ensure that there is an appropriate amount of community open space, allowing for public use based on the size of the projects to be developed or redeveloped, the proposed land uses, and the need for open space amenities in order to achieve the objectives of the mixed-use designation. The design of the open space is critical to the success and overall perception of the new mixed-use center by inviting active and regular pedestrian use.

- Create multifamily housing with high quality of design and livable environments for senior and workforce housing, student and faculty residences, and new housing products for many current residents of the community that are being priced out of suitable housing opportunities. Higher residential densities in close proximity to retail, dining, and office uses, as well as the improved opportunities for social interaction, will directly support the expansion of local businesses and services.

- Encourage projects within the mixed-use designation to develop parking management programs to share parking between residential and commercial uses.

These objectives can be accomplished by encouraging the establishment of a diverse cross-section of the City's evolving residential population base, creating new opportunities for retail office, entertainment, cultural, and civic activities, and improving access to public transportation.

PROPOSALS

General

Based on the existing conditions and objectives identified above, the following general proposals were established to encourage mixed-use development that is compatible with the surrounding neighborhoods of the Navajo community:

- Achieve a change from a predominately low-wage, service industry job center in the Grantville area by providing a more community-serving mix of professional offices and retail businesses.

- Mixed-use should be implemented either by commercial zones with defined allowed uses or multifamily residential zones which encourage a variety of housing types and can fulfill the transition of demographics and market segments evolving within the Navajo community.

- Floor areas of new commercial projects should approach the maximum FAR of the underlying zone where economically feasible and adverse effects on nearby properties do not occur.

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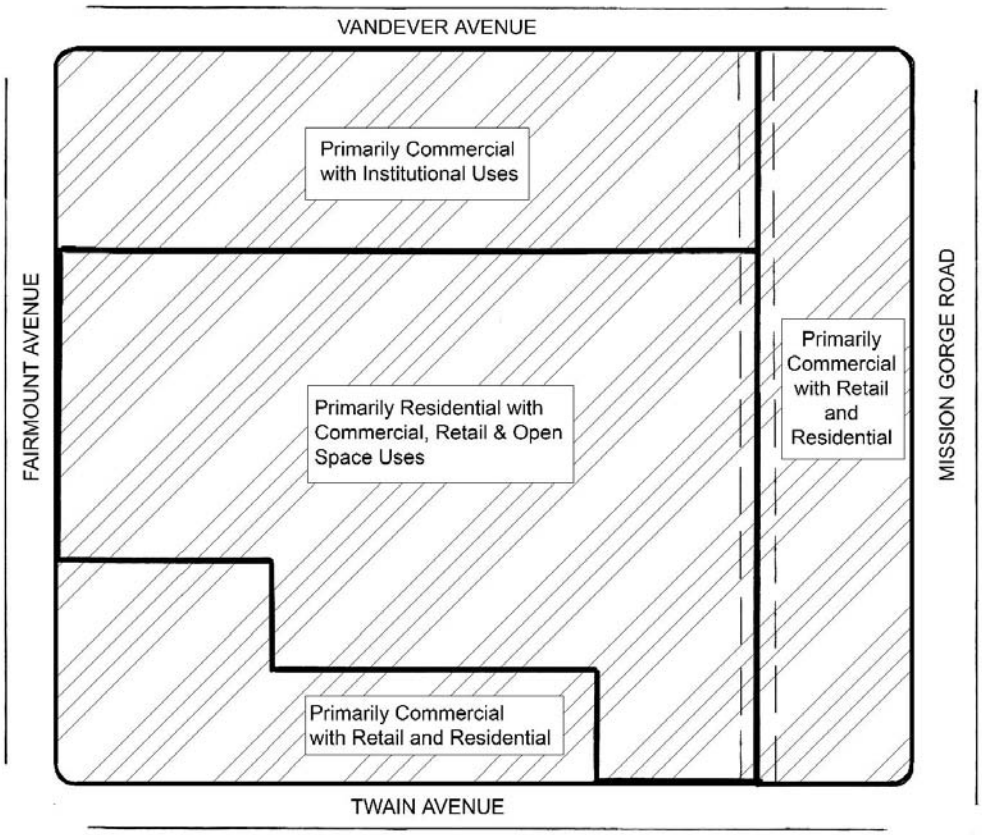

Map 1: Mixed-Use Overlay Zone

- To encourage an urban village character for multifamily and mixed-use development, minimum front yard setbacks of zero to ten feet for residential buildings and zero to five feet for buildings with commercial uses fronting on public streets, are encouraged. Off-street parking shall not be permitted between the street and the front of any building.

- The Centerpointe at Grantville project proposes to rezone approximately ten acres from an industrial zone to a multifamily residential zone. Other adjacent properties within the block bordered by Mission Gorge Road, Twain Avenue, Fairmount Avenue and Vandever Avenue, for which a rezone to permit multifamily residential use has not been requested by the property owner, shall retain their existing industrial zone. However, when redeveloped, multifamily residential and/or commercial zoning shall be applied, and redevelopment shall be consistent with the Mixed-Use CPIOZ designation, San Diego Municipal Code, and the objectives of the adopted Strategic Framework Element and General Plan.

- In order to implement the San Diego River Park Master Plan, the San Diego River Park Subdistrict Community Plan Implementation Overlay Zone (CPIOZ-Type B) is applied to all properties within two subareas of the river, the River Corridor Area and

the River Influence Area. Refer to the San Diego River Park Subdistrict section of this plan.

Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these supplemental regulations will be determined pursuant to Process One (CPIOZ Type A) in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Article 2, Division 14).

Development proposals that do not comply with the following supplemental development regulations but comply with the regulations of the underlying zone shall be required to obtain discretionary approval of a Site Development Permit (Process Three). Examples of proposals that would follow a discretionary process would include land uses that are allowed in the underlying zone but are not consistent with the Objectives stated in this mixed-use element, and proposals containing design deviations from the CPIOZ Type A design guidelines. Applications for a CPIOZ Type B permit or a Site Development Permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental development regulations. Exceptions from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Article 2, Division 14).

Applications for a CPIOZ Type B permit will require a discretionary review process and should address: 1) the design and compatibility of the project in relation to surrounding development, including conformance with the design guidelines of the mixed-use element. Projects may propose design solutions that differ from, but are of equal or higher quality to the design concepts set forth in the mixed-use element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) the opportunity for instituting travel demand management strategies such as participation in a transportation demand association.

If a Planned Development Permit or Conditional Use Permit is requested or required by Section 126.0602 of the Municipal Code, the decision shall be made in accordance with Process Three. Minor modifications to an approved development permit may be submitted to the Planning Director to determine if the revision is in substantial conformance to the submitted permit in accordance with Section 126.0112 of the Municipal Code. Amendments to an approved development permit would be processed in accordance with Section 126.0113 of the Municipal Code. If a zone reclassification is necessary to allow the land uses proposed for the mixed-use development, the project would require a Process Five decision.

Properties along Twain and Fairmount avenues that are not part of the Centerpointe at Grantville Site Development Permit will not be concurrently rezoned as part of the adoption of the mixed-use land use designation. Commercial uses will be allowed to be developed within the current industrial zone with a CPIOZ Type A permit. Industrial uses allowed under the existing industrial zone will require a Site Development Permit (Process Three). Redevelopment of these properties to permit mixed-use residential and commercial projects may include a rezone to a commercial or multifamily residential zone (Process Five).

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Within the area designated as mixed-use by the Navajo Community Plan, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged, or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

a) Interior improvements to an existing building that do not involve a change in use or provide additional floor area;

b) Interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required.

Supplemental Development Regulations

General Design Guidelines

These broad perspective design guidelines are intended to become the basis for more finite site design, building architecture, and detailed landscape and environmental character design. The purpose here is to generate creative approaches that should guide the ultimate design and enable the transition to new land uses that are not incompatible with existing development in the project area.

Façade Articulation and Architectural Elements

Areas designated for mixed-use development are intended to create pleasant places to walk, shop, live, work and relax. The enjoyment of these activities will be enhanced when the visual effects of the built environment create opportunities for interesting, interactive and lively, and rewarding pedestrian experiences.

Outdoor gathering spaces and places, such as eating areas, plazas, or other public-use pedestrian spaces, should be used to create a traditional village atmosphere and be furnished

with amenities such as benches, awnings, umbrellas, textured hardscape, trellis plants, planter boxes and other ornamentations.

Public art should be encouraged to be included in the project and artists should be engaged in the project-level development as a team member working with the architects, landscape architects, land planners, and engineers. This would include use of artists and design professionals to work with the development team from the concept phase throughout the duration of the design development phases.

Pedestrian access should be encouraged throughout the project through the incorporation of a double row of street trees, sidewalks throughout the project where needed to provide access to primary building entries and to connect with common areas, urban furniture of a consistent theme, and ground level transparency on all buildings that front on the surrounding public street frontages. Provide on-street parking and locate required parking in side or rear yards, or underground, but not within the front yard. These design features will enhance the walkability of the project and promote non-vehicular use to reduce traffic congestion and promote improved local air quality.

Walkable Streets

The area should be developed as an extension of the existing street and block fabric of the Grantville area. New streets should be at grade with the existing streets. New streets, whether publicly or privately designated, should look, feel, and function as a public street.

Building materials and architectural details should reinforce the character of revitalizing a neighborhood where function and size are secondary to form and proportion in creating visually stimulating urban environments.

A subtle consistency of harmonious forms, each containing unique elements of architectural detail and scale, is desired but should not become repetitive or formulaic.

Architecture of franchise commercial shops and restaurants should not be based on off-the-shelf designs required to be followed by all franchisees, but rather adaptations expressing accepted traditional or blending designs to complement the larger neighborhood.

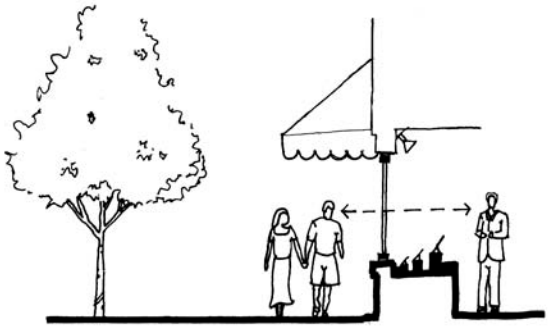
Colors for the architectural materials should relate to the soil and shrubs found in the nearby San Diego River open space. Buildings with towers should, however, strive to relate to the sky colors instead, while lower buildings should relate to the earth tones and natural landscaping of the environment.

The City's Urban Design Element, which guides mixed-use development in Village Centers and Transit Corridors, shall be used in the project design to support walkability, strengthen connectivity and enhance community identity.

Street Treatments and Building Transparency

The village feel and comfort provided to pedestrians are enhanced by design elements provided between the curb and the street-level building walls. These elements include:

- Direct primary access and visual connections from the sidewalk to the interior of the building.



Retail Transparency

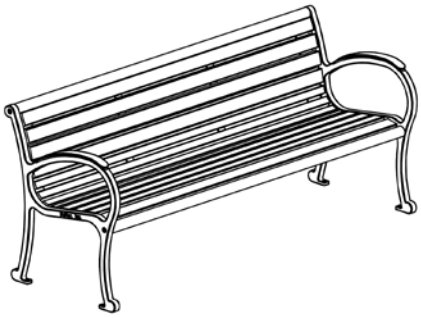
- Maximum setback for new commercial uses on Mission Gorge Road, Twain Avenue, and other streets suitable for pedestrian-oriented commercial uses, should be five feet from the edge of the public right-of-way and be varied only as needed to provide public use areas such as plazas, café seating, and other amenities consistent with the objectives of the mixed-use designation.

- For non-residential buildings or portions of buildings, at least 50 percent of the total area of public-street-facing building walls must be devoted to pedestrian entrances or windows, which extends the perceived public space into the businesses and allows “eyes on the street” to increase public safety.

- Provide a continuous sidewalk separated from the curb with landscaping, tree wells, or raised planters along these streets.

- Where there is ground-floor parking, buildings shall provide enhanced façade materials such as brick, stone, stacked shale, to enhance the pedestrian experience.

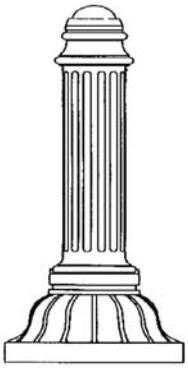
- Include street furniture such as benches, trash receptacles, newsstands and lighting. The following samples or equivalent are suggested.



Bench Specification
Redwood Bench

Trash Receptacle Specification
Redwood Receptacle

Light Standard Specification
Sternberg Lighting



Light Bollard Specification
Sternberg Bollard

Sample Street Furniture

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Floor Area Ratio (FAR)

New development processed under ministerial (CPIOZ Type A) review shall not exceed the FAR of the zone. Development proposals that exceed the specified FAR shall obtain discretionary approval of a planned development permit. The discretionary review process shall address: 1) the design and compatibility of the project in relation to surrounding development, including conformance with the design guidelines of this mixed-use element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand generated by the proposed project; and 3) the opportunity for instituting travel demand management strategies such as participation in a transportation management association.

~~Building Setback Adjacent to the San Diego River~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.~~

Building Setback Adjacent to Mission Gorge Road

All structures on Mission Gorge Road shall observe a maximum five-foot setback. Structures over 30 feet in height shall be set back or stepped back an additional one foot for each foot of building height over 30 feet.

Building Transparency

Building walls for residential buildings or residential portions of buildings that face streets should include transparent walls for at least 50 percent of the first residential floor of building frontage along the street, measured from the finished residential floor elevation.

Building Reflectivity

Glass transparency shall be a minimum of 80 percent and with a maximum light reflectivity of 20 percent.

Equipment Enclosure

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Outdoor Storage

Outdoor storage is not permitted.

No merchandise, material, or equipment shall be stored or displayed on the roof of any building.

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Outdoor Display

Outdoor display shall comply with Chapter 14, Article 2, Division 11 of the Municipal Code.

Loading Areas

Loading and service areas shall be located in interior side or rear yards only~~, except that no loading or service area shall be located between the building wall line and the San Diego River.~~

Refuse and Recycling Collection Areas

Refuse and recycling collection areas shall be located in interior side or rear yards only~~, except that no outdoor storage area shall be located between the building wall line and the San Diego River.~~

Refuse and recycling collection areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls, or structures shall be of a similar material and color as the main building. Deposited materials shall not be visible from outside the screening enclosure.

Parking Requirements

No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Section 142.0403 of the City Landscape Regulations; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.

The parking regulations in Chapter 14, Article 2, Division 5 of the Municipal Code permit reduced parking ratios for development in the Transit Area and Urban Village overlay zones. These reduced ratios may be approved for projects in the Mixed-Use CPIOZ. The shared parking requirements in Section 142.0545 should also be used when they can further reduce the required amount of parking. Minimum off-street parking for the following types of commercial uses shall be as follows:

	Spaces/Square Feet of Gross Floor Area
For business and professional offices	1/400
For medical and dental facilities	1/400
For commercial uses that take access from Mission Gorge Road	1/400
For all other commercial uses	1/400

These parking requirements shall replace the parking requirements of Article 2, Division 5 of the Municipal Code. If the citywide commercial parking requirements are revised, the new standards will replace those identified above.

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Curb Cuts and Driveways

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

~~Pedestrian Access~~

~~A continuous ten-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.~~

~~All structures within 150 feet of the San Diego River's 100-year floodway shall provide at~~

Signs

Signs shall be in conformance with the citywide Sign Regulations (Section 95.0101 et seq. and Section 142.1201 et seq. of the Municipal Code).

On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway-oriented signs in the Municipal Code.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

Parcels Fronting onto Mission Gorge Road, Twain Avenue, and Other Streets Suitable for Pedestrian-Oriented Commercial Uses

Commercial, office, retail and residential uses of parcels adjacent to the above-mentioned streets shall have building frontage and access onto these streets and shall provide their main pedestrian entry off of these streets. Commercial, office, or retail uses shall include ground floor locations on these streets. Future improvement or redevelopment of properties fronting on these streets shall comply with these guidelines to encourage increased pedestrian use. Parking for these sites shall be located along the back or side of street-oriented buildings. Refuse collection areas shall be screened from the street.

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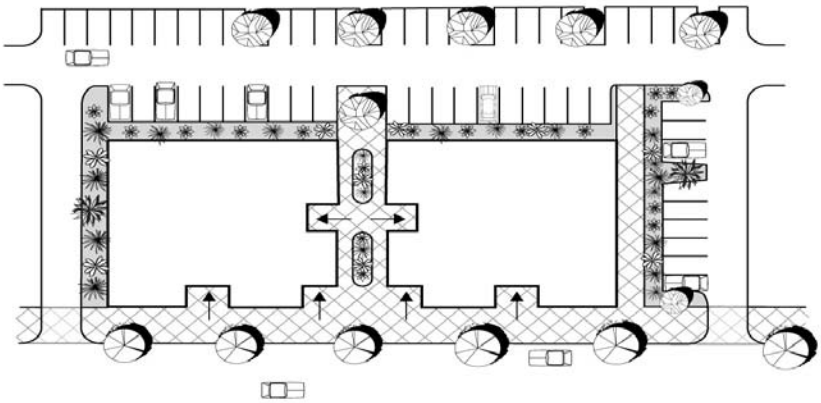

Pedestrian Orientation

Landscaping

Landscaping shall be provided as required by the City Landscape Regulations. For the streets identified below, trees in the public right-of-way shall be chosen from the following species to be consistent with the predominant species in the area. Root barriers shall be installed where needed to protect water and sewer lines or other facilities.

Tree Species

Street	Botanical Name	Common Name
Mission Gorge Road	*Jacaranda mimosifolia*	Jacaranda
South of Friars Road	*Koelreuteria paniculata*	Goldenrain Tree
	Brachychiton acerifolius	Flame tree
	Quercus ilex	Holly oak
Twain Avenue	*Pinus canariensis*	Canary Island Pine
	Koelreuteria paniculata	Goldenrain Tree
Fairmount Avenue	*Brachychiton acerifolius*	Flame tree
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Vandever Avenue	*Brachychiton acerifolius*	Flame tree
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree

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Centerpointe at Grantville-Supplemental Development Regulations

Centerpointe at Grantville consists of approximately 12 acres and is intended to be developed pursuant to these Supplemental Development Regulations, which allow a greater variety and intensity of uses than base zoning and provides greater flexibility for creative site design. This is envisioned to result in reduced automobile dependency, increased pedestrian activity and transit use, and the creation of high-quality, interactive neighborhoods.

Buildings with primarily residential uses are to be located in the central and west portion of the site and be served from a central landscaped corridor from Fairmount Avenue for their primary vehicular and pedestrian access. These buildings may also include ground-floor retail or office uses. Mixed-use commercial and residential buildings on Twain Avenue are to serve as an example for future mixed-use development in the neighborhood. Commercial and retail uses are to be located on Mission Gorge Road and will serve as the appropriate pathway to the interior of the project in a manner that encourages pedestrian access and public activity in the central mixed-use core.

The Centerpointe Commons central open space should connect all uses and be located in the eastern portion of the site, allowing for transit and pedestrian access for the community at large. This central open space will further serve the recreational and social needs for future residents of the project.

As surrounding uses evolve, they are projected to be compatible with the Centerpointe at Grantville land uses, architectural design, and landscape and circulation elements. The design purpose and relationship of land uses are to encourage pedestrian rather than vehicular activity and to better interface the mix of uses intended by these guidelines and the Strategic Framework Element.

The land use plan for Centerpointe at Grantville is shown on Map 2.

The following land use designations apply to the Centerpointe at Grantville project:

- Multifamily Residential. Development in this designation would primarily consist of residential uses providing a mix of dwelling unit sizes and may also include special-purpose occupancy, such as for seniors, students, or workforce housing. Secondary uses may also include offices, retail and other commercial uses per the list of permitted uses, below.

- Mixed Multifamily Residential/Retail. Development in this designation would primarily consist of residential uses providing a mix of dwelling unit sizes and may also include special-purpose occupancy, such as for seniors, students, or workforce housing and shall also include offices, retail and other commercial uses per the list of permitted uses, below, some of which shall be located on the ground floor. These commercial uses are to be located along the Twain Avenue frontage and adjacent to Centerpointe Commons.

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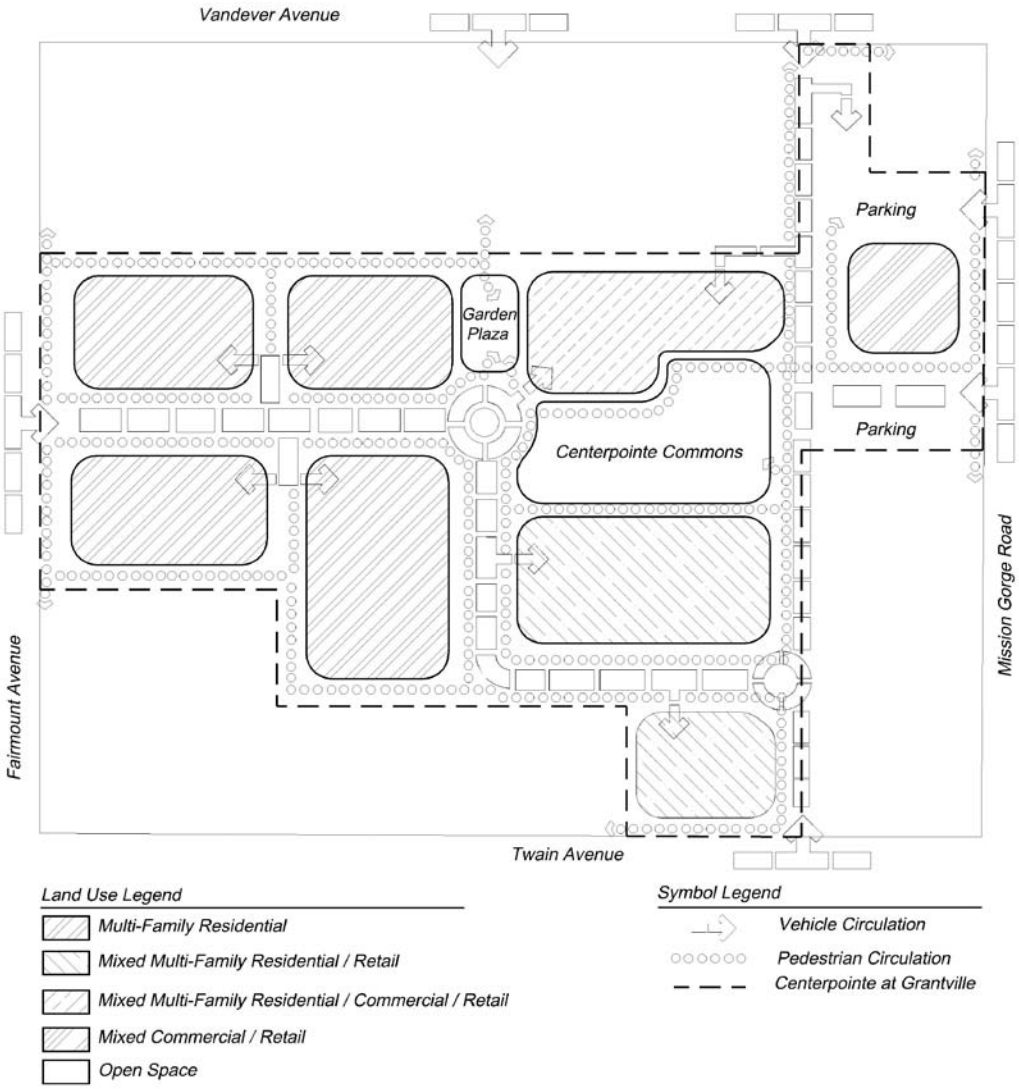

Map 2: Centerpointe at Grantville

- Mixed Multifamily Residential/Commercial/Retail. Development in this designation would permit a variety of mixed-use development opportunities. Residential uses may provide a mix of dwelling unit sizes and may also include special-purpose occupancy, such as for seniors, students, or workforce housing; and shall also include offices, retail and other commercial uses, with no limitation on the maximum space allotted to commercial uses, per the list of permitted uses, below, which are to be located adjacent to Centerpointe Commons. Alternatively, primarily office development may be permitted, in combination with retail, restaurant, or other commercial services to be located adjacent to Centerpointe Commons.

- Mixed Commercial/Retail. This designation is intended to accommodate retention of the existing office building on Mission Gorge Road and permit future transition to retail and commercial service uses on the ground floor per the list of permitted uses, below. Alternatively, redevelopment with primarily multifamily residential or other special-

purpose residential occupancy on the upper floors, while retaining commercial uses on the ground floor, would also be permitted.

- Centerpointe Commons and Garden Plaza. The combined acreage of exterior open space available for public use shall be at least ten percent of the total acreage for the proposed project and shall consist of Centerpointe Commons, Garden Plaza and potentially other outdoor plazas and public-use gathering spaces.

The proposed development shall comply with the following provisions of the Mixed-Use CPIOZ and the RM-3-9 and CO-1-1 zones.

Development Concept

Centerpointe at Grantville shall be developed with a mix of office and retail uses along the Mission Gorge Road frontage and a mix of commercial and residential uses along the Twain Avenue frontage in compliance with the list of permitted uses, below. Privately-owned community open space for public use shall also be included within the project and shall be improved, maintained, and managed to permit public access and use during daylight hours and at other times when commercial uses are open.

Public Use Open Space

Permitted Uses

Permitted uses within Centerpointe at Grantville shall be residential and commercial, as follows:

- Multiple Dwelling Units
- Separately Regulated Residential Uses
  - Student Dormitories (C – Permitted by Conditional Use Permit and subject to compliance with Section 141.0304 of the Municipal Code, but excluding Fraternities or Sororities)
  - Home Occupations (L – Permitted subject to compliance with Section 141.0308 of the Municipal Code)
  - Housing for Senior Citizens (C – Permitted by Conditional Use Permit and subject to compliance with Section 141.0310 of the Municipal Code)
- Sales of
  - Food, Beverages and Groceries
  - Consumer Goods, Furniture, Appliances, Equipment (limited to 2,500 square feet for each premises)
  - Sundries, Pharmaceuticals, and Convenience Sales
  - Wearing Apparel and Accessories
- Commercial Services
  - Building Services (limited to 2,500 square feet for each premises)
  - Business Support (Hiring Halls are not permitted)
  - Eating and Drinking Establishments (the sale of alcoholic beverages is not permitted as a primary use)
  - Financial Institutions
  - Maintenance and Repair (limited to 2,500 square feet for each premises)
  - Personal Services
  - Pet Grooming and Pet Supplies (Pet Sales or Boarding Kennels are not permitted)
- Separately Regulated Commercial Services Uses
  - Child Care Centers (L – Permitted subject to compliance with Section 141.0606 of the Municipal Code)
  - Instructional Studios

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- Outpatient Medical Clinics (N – Permitted with a Neighborhood Use Permit subject to compliance with Section 141.0615(b) of the Municipal Code)
- Private Clubs, Lodges and Fraternal Organizations
- Pushcarts on Private Property (L – Permitted subject to compliance with Section 141.0619(a) of the Municipal Code)
- Sidewalk Cafés (N – Permitted with a Neighborhood Use Permit subject to compliance with Section 141.0621 of the Municipal Code)

- Offices
  - Business and Professional
  - Government
  - Medical, Dental, and Health Practitioner
  - Regional and Corporate Headquarters
- Industrial
  - Research and Development
- Signs
  - Allowable Signs
- Separately Regulated Institutional Uses
  - Minor Telecommunication Facility (L – Permitted subject to compliance with Section 141.0405(e) of the Municipal Code)
  - Satellite Antennas (L – Permitted subject to compliance with Section 141.0405(g) of the Municipal Code)

Open spaces are to be shared amongst the uses when appropriate to achieve contiguous, functional common open space areas, and public access and use of the privately-owned and publicly-used open space outside of the confines of each building and its security requirements shall be encouraged. Management of the open space shall be provided to prohibit activities that would create a nuisance to residents, business and the local community, and to maintain public safety.

A Transit Shuttle Service is also envisioned as a permitted use to provide a transit center stop within or adjacent to the project to link other key commercial, institutional, employment and park uses with the Grantville Trolley Station. This shuttle depends on economics, community support and the workforce and residential population involvement, as well as logistical support by the Metropolitan Transit Service.

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Density and Floor Area Ratio (FAR)

Centerpointe at Grantville shall comply with the density and FAR of the RM-3-9 and CO-1-1 zones.

Building Setbacks and Height for Residential Uses

Residential buildings shall comply with development regulations for the RM-3-9 Zone per Table 131-04G of the Municipal Code, with the following exceptions:

- Buildings fronting on the interior street (Centerpointe Circle) shall have a front yard setback of zero to ten feet. If residential uses are proposed for buildings adjacent to the Fairmount Avenue street frontage, the building setback shall be zero to ten feet and no off-street parking shall be permitted within this setback.

- Buildings within this area shall be limited to a maximum height of 75 feet, plus an additional five feet for architectural roof treatments and/or appurtenances.

Ground Level Land Use

Ground level retail and commercial uses shall be provided along the project frontage on Mission Gorge Road and Twain Avenue and shall abide by the transparency requirements of the Supplemental Development Regulations to ensure pedestrian visibility into and out of buildings at the ground floor.

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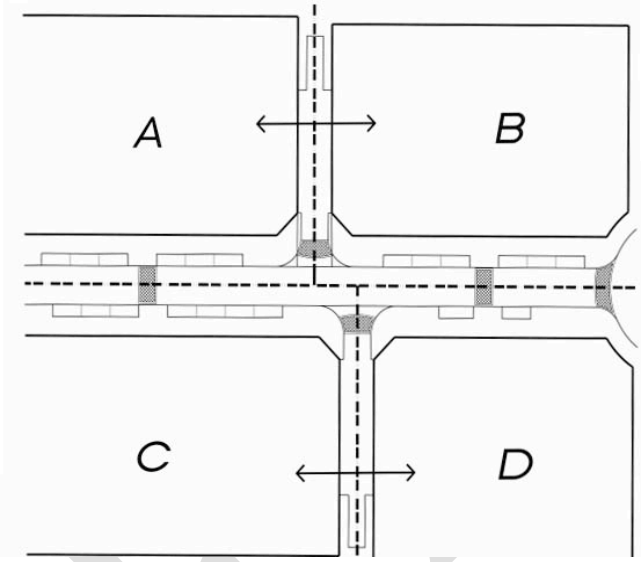
Pedestrian Scale and Public Space

Centerpointe Circle

Major entries of buildings shall be located fronting onto Centerpointe Circle, and individual building courtyards shall be enclosed along the property line to maintain a strong street wall continuity and to provide a clear space for pedestrian circulation.

Façade treatment should emphasize the front façade as fronting on Centerpointe Circle. Façade treatments should ensure that there is a clear definition of public open space along the street frontage.

Along Centerpointe Circle, accesses to parking and loading spaces for adjacent buildings shall be consolidated.



Building Side Access

Street trees shall be selected for wide canopy shape with the use of one or two varieties, to be selected according to the City of San Diego's urban forestry list of acceptable street trees. Street trees shall be chosen for oval, rounded, or umbrella shapes to complement the pedestrian spaces and to provide needed shade along the street. Supplemental specimen trees shall be allowed to visually reduce the pedestrian scale of buildings, preferably in clusters to soften building edges and emphasize transitions amongst buildings and open spaces.

Centerpointe Circle Street Trees

Common Name	Botanical Name	Height at Maturity
Street Tree:		
Jacaranda	*Jacaranda mimosifolia*	40 ft.
Maidenhair tree	*Gingko biloba*	50 ft.
Flame tree	*Brachychiton acerifolius*	40 ft.
Accent Tree (outside of street right of way):		
Raywood Ash	*Fraxinus oxycarpa 'Raywood'*	70 ft.
Weeping Willow	*Salix babilónica*	50 ft.
Cottonwood	*Populus freemontii*	70 ft.

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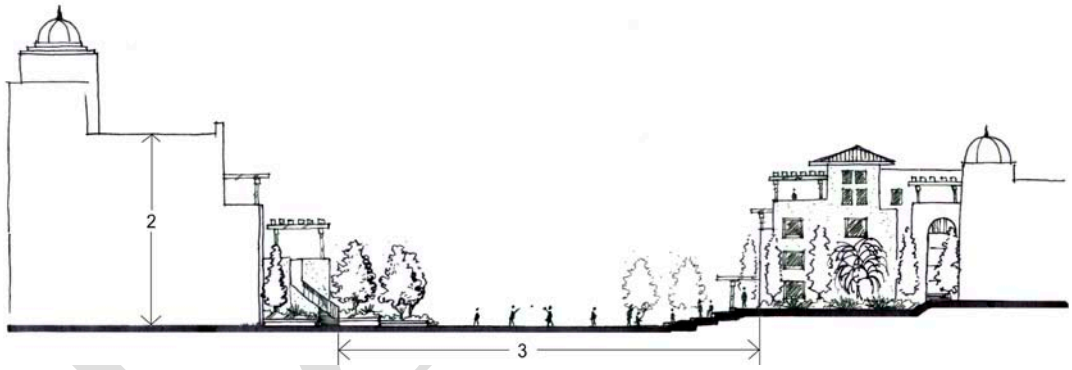
Centerpointe Circle Streetscape

Plaza/Public Access Common Areas (Centerpointe Commons and Paseos)

The ratio of adjacent buildings to open space should be a 2:3 ratio of the ground plane. The width of the open space shall not exceed 1.5 times the adjacent building height. This is intended to create urban village plazas with clearly defined open space areas that visually relate to the adjacent buildings. This means that urban village plazas should be clearly defined open spaces. These spaces are generally defined by building facades or by massing of landscaping, such as a row of specimen trees to delineate the edge of the open space. In this manner, people are able to better recognize these important neighborhood amenities as a place for public use and social gatherings.



The Commons

Public art should be encouraged to be located within this space and it is recommended that an artist be retained with the initial design team to ensure a seamless design of softscape, hardscape, and art.

Vehicular Accesses

Centerpointe Circle may have limited curb cuts, as denoted on Map 2. Vehicular access, parking, and curb cuts may also be made from surrounding streets, as well as delivery, visitor, emergency, and trash collection. Street trees shall be located along accesses and include broad canopy tree selections that are consistent with the Centerpointe Circle theme. Sidewalks and streetlights shall also be included on Centerpointe Circle and in the Commons, the pedestrian Paseos, and where internal accesses intersect with surrounding streets.

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SAN DIEGO RIVER PARK SUBDISTRICT

INTRODUCTION

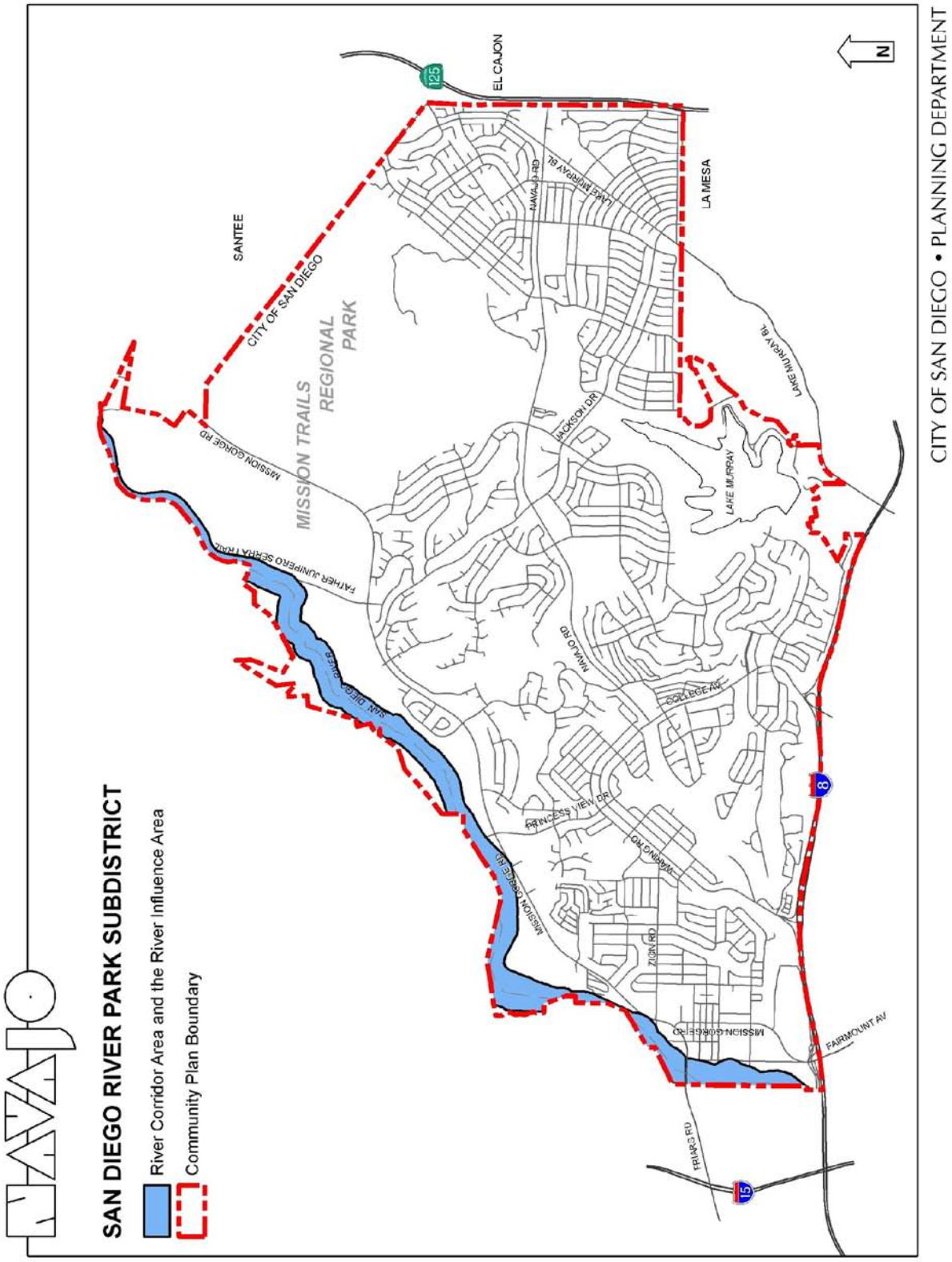
The San Diego River is a 17.5 mile long river extending from the eastern border of the City of Santee to the western border the Pacific Ocean. Within the Navajo community the San Diego River travels along the northwest boundary. The San Diego River has been altered and constrained by mining, flood control and increasing development pressure. These conflicting needs in the river valley have compromised not only the integrity of the river and the wildlife habitat is supports, but also the value of the river as a community resource. In an effort to reverse these trends, the San Diego River Park Master Plan (SDRPMP) sets forth a vision, principles, recommendations and design guidelines to return the river to the people, and bring back the health of the river and its habitat.

The intent of this chapter is to ensure implementation of the San Diego River Park Master Plan (SDRPMP) through the Supplemental Development Regulations of the Community Planned Implementation Overlay Zone (CPIOZ – Type B) for the San Diego River Subdistrict. This CPIOZ defines the sequence of procedures and the supplemental design standards to be followed as the river valley redevelops in the Navajo community.

EXISTING CONDITIONS

The San Diego River is one of the five major watersheds in the San Diego Region and has been used by people since prehistoric times. Within the Navajo community there are several prehistoric village sites located in the vicinity of the Mission San Diego de Alcala. During the time of the Mission San Diego de Alcala the river was used as source of water and a water flume was built by the Missionaries and Native Americans. Later on the river valley was used for agriculture and produced several citrus crops. During the post-war boom of the 1950's, the river area began to experience urban development pressures, including a major interstate freeway (Interstate 8), regional shopping areas, extensive mining operations, and commercial and residential development.

As of 2010, the San Diego River has been channelized into a narrow river channel and mining ponds have been created in several locations. Physical and visual access to the river is largely constrained as a result of existing industrial development. Existing buildings restrict views into the river from most areas of the community and buildings are oriented away from the river, prohibiting active uses along the river. The presence and overgrowth of non-native vegetative species within the river valley further contributes to the disconnection of the San Diego River and the Navajo community. This disconnect also has resulted in public safety issues along portions of the river which further discourage public interaction and engagement with the river.


SAN DIEGO RIVER PARK SUBDISTRICT
River Corridor Area and the River Influence Area
Community Plan Boundary
CITY OF SAN DIEGO • PLANNING DEPARTMENT
SANTEE
CITY OF SAN DIEGO
MISSION TRAILS
REGIONAL
PARK
EL CAJON
LA MESA
LAKE MURRAY
LAKE MURRAY BL
LAKE MURRAY BL
MAUI AO RD
JACKSON DR
MISSION GORGE RD
FARHER JUNIPERO SERRA TRAIL
SAN DIEGO RIVER
MAUI AO RD
COLLEGE AV
PRINCESS VIEW DR
OLD DINAH RD
MISSION GORGE RD
ZION RD
MISSION GORGE RD
FAIRMOUNT AV
FRIARS RD
125
8
15
N

OBJECTIVES

The principal objective for the San Diego River Park Subdistrict is to:

RECLAIM THE RIVER VALLEY AS A COMMON, A SYNERGY OF WATER, WILDLIFE AND PEOPLE.

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

- Restore and maintain a healthy river system.
- Unify fragmented lands and habitats.
- Create a connected continuum, with a sequence of unique places and experiences.
- Reveal the river valley history.
- Reorient development toward the river.

PROPOSALS

Based on the existing conditions and objectives identified above, the following general proposals were established to encourage the transformation of the San Diego River into a community asset and to implement the San Diego River Park Master Plan for the Navajo community:

- Within the redevelopment of the Grantville Subareas, provide improvements to the river's hydrology by creating a natural river channel and separate the river flow from the old mining ponds.
- Coordinate with Grantville redevelopment to preserve additional open space along the river to provide a unified native riparian corridor.
- Create a San Diego River Park Pathway along the river with a series of unique overlooks that provide interpretive signs on the river's history and open spaces with benches and picnics areas where land is available.
- Coordinate with Grantville Redevelopment Subarea B to create an interpretive zone of the valley history and mining operations, and create open space along the river to improve the river's hydrology and habitat.
- Connect the San Diego River Park Pathway with other open space and culturally-significant areas, including Alvarado and Navajo canyons and the Mission San Diego de Alcala.

Create a connection from the San Diego River Pathway to the Tierrasanta community, with an overlook at the higher elevation of the pathway that provides interpretive signs.Increase views and access to the San Diego River through a combination of habitat restoration and

new recreation areas.Through redevelopment provide active uses, such as cafes, lobbies, gyms, restaurants, etc., adjacent to the San Diego River Pathway.

Community Plan Implementation Overlay Zone (CPIOZ-Type B) for the San Diego River Park Subdistrict

Compliance with these supplemental regulations will be determined pursuant to Process Three (CPIOZ Type B) in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14). Applications for a CPIOZ Type B Site Development Permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental development regulations. Exceptions from these regulations may be granted in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, and Division 14).

CPIOZ Type B permits will require a discretionary review process and should address: the design and compatibility of the project in relation to surrounding development, including conformance with the design guidelines of the San Diego River Park Master Plan.

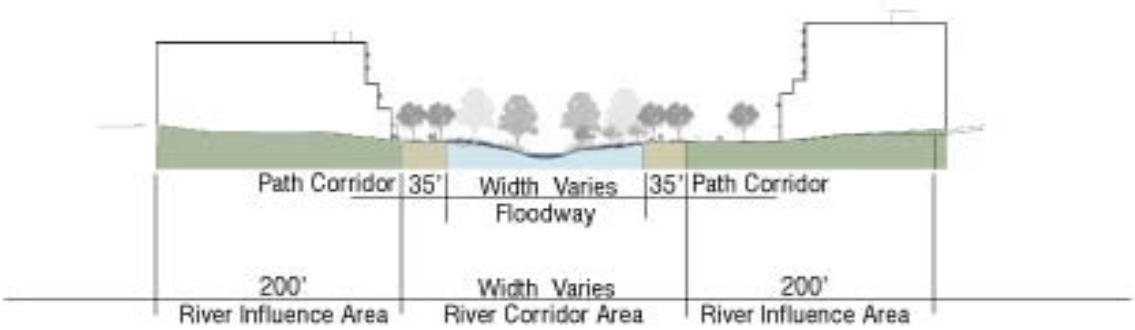
Within the area designated as part of the San Diego River Park Subdistrict by the Navajo Community Plan, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged, or established until a CPIOZ-Type B permit is obtained. A CPIOZ-Type B permit is not required for any of the following:

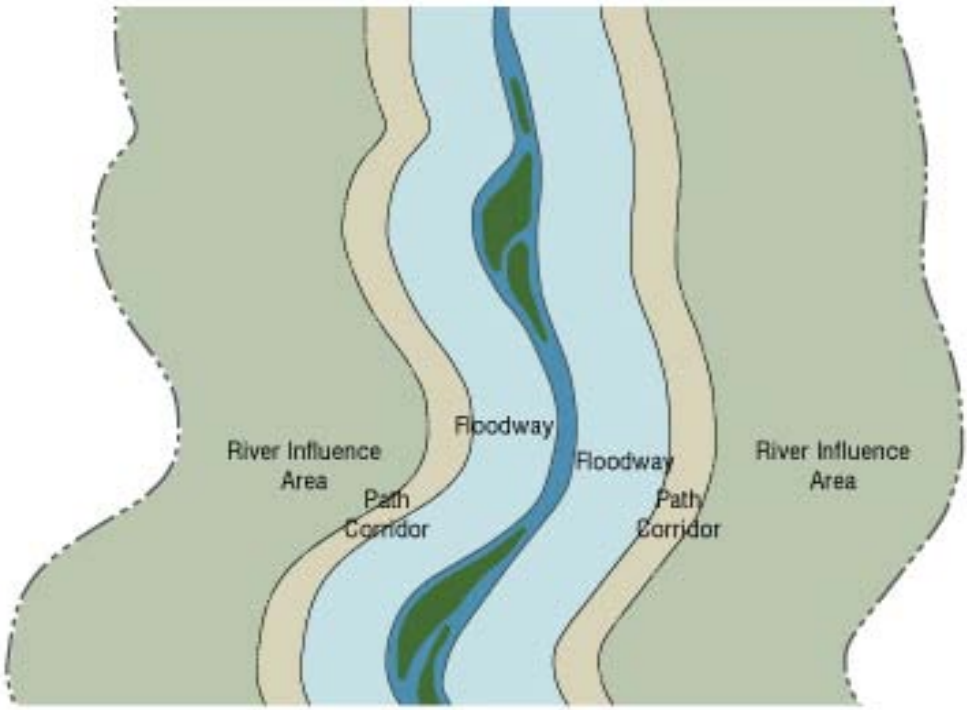
a) Interior improvements to an existing building that do not involve a change in use or provide additional floor area;

b) Interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required.

Supplemental Development Regulations

BoundariesThe San Diego River Park Subdistrict includes the River Corridor and the River Influence areas. The River Corridor Area is the 100-year floodway as mapped by FEMA plus a 35' wide path corridor on both sides of the floodway. The River Influence Area is the first 200' feet directly adjacent to the River Corridor Area on both sides of the river.





Boundaries of the River Corridor and River Influence Areas

River Corridor Area

(1) Permitted Uses: Within the floodway, uses shall consist of passive uses developed consistent with Section 143.0145 (Development Regulations for Special Flood Hazard Areas). Within the 35' wide path corridor area uses shall consist of passive recreation including: hiking and biking paths, picnic areas, scenic/interpretive overlooks, fitness stations, seating, and educational exhibit areas. If the River Corridor Area is mapped with the Multi-Habitat Preserve Area (MHPA) of the Multiple Species Conservation Preserve Sub-area (MSCP) then all uses and design considerations must meet the Land Use Considerations of the MSCP. Additionally, within the River Corridor Area a wetland buffer will be required

per the Land Development Code Chapter 14, Article 3, and Division 1 (Environmentally Sensitive Lands Regulations). The wetland buffer area will be determined at the time of a project proposal with the Wildlife Agencies (United States Fish and Wildlife Service and the California Department of Fish and Game). All uses and design considerations in the wetland buffer will be determined at the time of the project proposal and will take precedence or the San Diego River Sub-district.

(2) Grading: The floodway area shall be graded per the Land Development Code, Chapter 14, Article 3, and Division 1 (Development Regulations for Special Flood Hazard Areas). Natural material shall be used to stabilize the river, or creek, tributary or channel bank. River banks shall be natural, and where necessary stabilized with willow trees and other native plant materials. The use of rock gabions to dissipate flows shall include design features to ensure wildlife movement. The 35' path corridor shall be graded to avoid long, continuous engineered slopes with hard edges. New slopes shall not exceed 3:1 and shall provide smooth transitions at the top and bottom of the slope.

(3) River Pathway: Shall be a 14' wide pathway located within the 35' wide path corridor and shall provide a 10' wide pathway constructed of a hard surface material, porous concrete material preferred, and a 2' wide area constructed of soft material, decomposed granite or suitable native soil preferred, on either side of the hard surfaced pathway. There shall be a vertical clearance of at least 12' maintained above the pathway. The pathway shall meander provided it is able to maintain a 10'wide minimum landscape area between the edge of the floodway and the edge of the pathway. The landscape area between the edge of the floodway and the edge of the pathway shall be planted with native plants. In areas mapped MHPA or required for a wetland buffer, the 14' wide River Pathway shall be located just outside these areas.

(4) Trails: Trails can be provided in the River Corridor as a secondary pathway system for pedestrians. Trails shall be a maximum of 5' wide (if located in the MHPA or in a wetland buffer trails shall be 4' wide) and made of soft material, decomposed granite or suitable native soil preferred. There shall be a vertical clearance of at least 8' maintained above the trails. Trails shall originate from the river pathway and loop back to the river pathway so as not to create 'dead end' trails.

(5) Picnic Areas and Overlooks: Shall be provided along the river pathway that offer resting areas, educational and/or cultural locations. Intervals between picnic areas and viewpoints shall not exceed ½ mile.

(6) Lighting: Shall be provided as needed along the river pathway for security and safety. Lights shall be provided on poles not to exceed 12' in height and shall be shielded and directed away from the river side of the pathway and floodway. Solar lights are preferred.

(7) Fences: Shall be provided only as required to protect sensitive habitat areas. Fences in the River Corridor Area shall be wood peeler log type with a maximum height of 4 feet.

(8) Site Furniture: Shall be provided along the river pathway at picnic areas, overlooks and other locations that compliment the design of the pathway. Site furniture can include picnic

tables, benches, drinking fountains, trash and recycling receptacles, and bicycle racks. All site furniture shall be durable, securely anchored to a concrete pad and where possible contain the River Park Logo.

(9) Signs: All signs shall be designed in conformance with the San Diego River Park Master Plan Design Guidelines and shall include the River Park Logo. Interpretive signs shall be provided at educational and cultural overlooks along the river pathway and Information Kiosks shall be provided where the river pathway intersects public streets.

(10) Logo: The San Diego River Park Logo, as identified in the San Diego River Park Master Plan Design Guidelines shall be incorporated into all site furniture and signs.

(11) Plant Materials: The River Corridor Area shall be planted with a mixture of native plants and trees that are consistent with the surrounding native habitat type. Non-native grasses and lawn areas are only allowed within public parks-on the non river side of the river pathway. Views within the River Corridor Area shall be maintained at the pedestrian level along the river pathway by using tall canopy trees, rather than short bushy trees. In addition, plant materials shall be selected and located so that visual openings with views to the river are provided along at least 50 percent of the river frontage of each parcel. Plant materials within the visual opening shall be selected based on a mature natural growth habit of no more than 30 inches in height,

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River Influence Area

(1) Buildings Setback Adjacent to River: Buildings adjacent to the River Corridor Area shall adhere to the setbacks requirements in Table 1 unless the base zone is more restrictive:

Building Height and Required Setbacks

Minimum Building Setback from River Corridor(a)	Maximum Building Height within Setback Area	Building Wall Setback
10 feet(b)	35 feet	Maximum of 50% may be located at setback
20 feet	45 feet	N/A
30 feet	70 feet	N/A
70 feet	1 foot for each foot of building height	N/A
115 feet	Refer to underlying code	N/A

(a) Where the river and street setbacks overlap, the requirements of the river corridor setback shall apply.

(b) Architectural projections and encroachments, including eaves, cornices, eyebrows, trellises, bay window balconies, entry roofs and arbors, and fireplaces may extend a maximum of four feet into the ten-foot setback.

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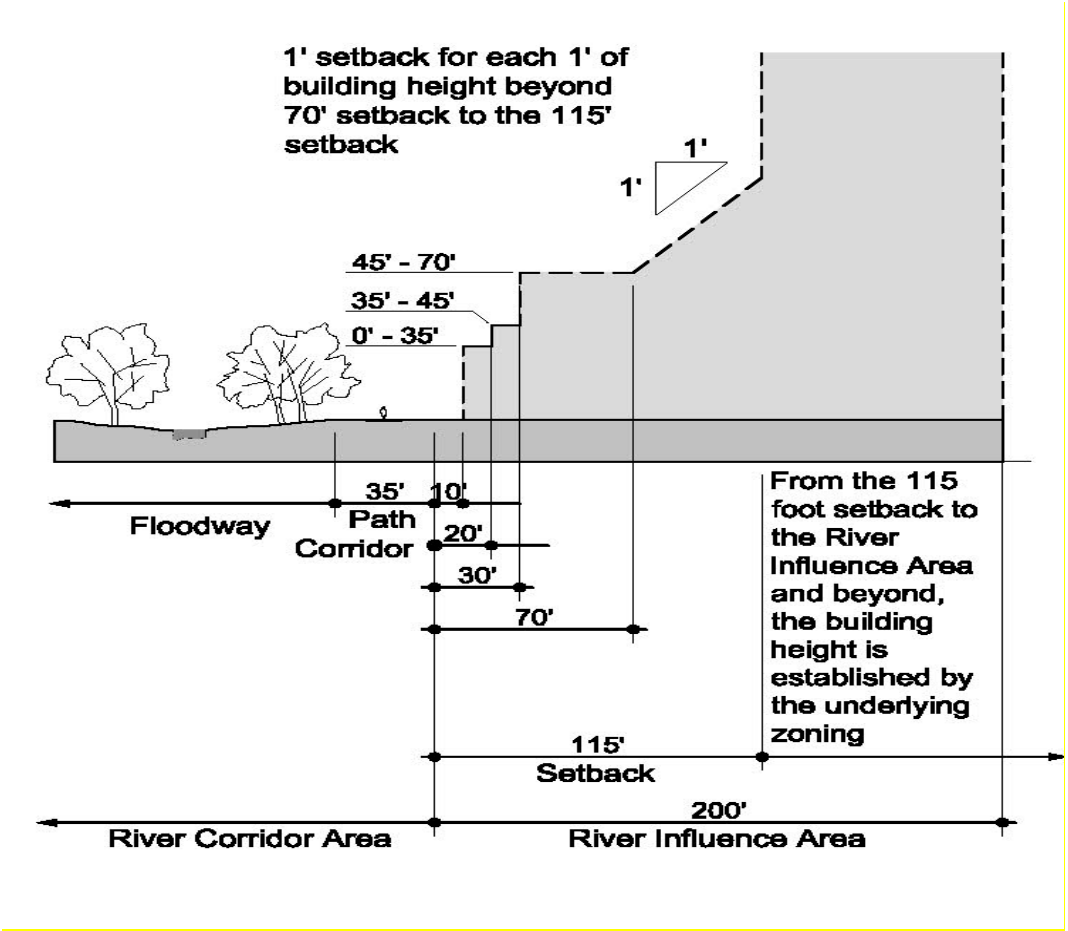

Building Setbacks Adjacent to River Section

(2) Other Setbacks: Refer to the underlying Zone.

(3) Off Setting Planes: Refer to the underlying Zone and the other CPIOZ requirements of this plan.

(4) Building Massing Adjacent to the River: At 45 feet above finished grade, the narrow façade of the building shall be oriented parallel to the river and the wider façade shall be perpendicular to the river.

(5) Building Façade and Entry: Development that abuts the River Pathway shall provide a river facing façade and entry that are of equal design and quality of materials as the primary building façade and entry.

(6) Building Transparency: Applies to all building facades that face the River Corridor or that face a street that abuts and parallels the River Corridor Area. Within Residential Zones at least 50% of the total façade must be devoted to transparency such as: glass windows, display windows, or windows affording views into retail, customer services, office, gallery, cafes,

lobby space or pedestrian entrances. Within Commercial and Mixed Use Zones: At least 50% of the total façade must be devoted to transparency such as: glass windows, display windows, or windows affording views into retail, customer services, office, gallery, cafes, lobby space or pedestrian entrances. At the ground floor, measured from finish floor to height of first floor, at least 70% of the total facade must be devoted to transparency. Within Industrial Zones: At least 25% of the total façade must be devoted to transparency such as: glass windows, display windows, or windows affording views into retail, customer services, office, gallery, cafes, lobby space or pedestrian entrances. The coefficient of transparency for glass, the Visible Light Transmittance or VLT, shall be at least 0.65 VLT.

(7) Building Reflectivity: All building facades that face the River Corridor Area shall be limited to glass and other materials with a visible light reflectivity factor (VLR) no greater than 10 percent.

(8) Exterior Equipment Enclosures, Outdoor Storage, Loading Areas and Refuse Collection Areas: Shall be located a minimum of 100 feet from the River Corridor Area and screened by landscaping and an opaque wall at least 6 feet high, or one foot higher than the objects being screened, whichever is more restrictive. Screening walls shall be designed and composed of materials of the same high quality as the primary building façade.

(9) Off Street Surface Parking: Shall be screened from the River Corridor Area consistent with either of the following: 1) Screening consisting of permitted residential and/or commercial structures: or 2) Screening located a minimum of 100 feet from the River Corridor Area consisting of a six foot tall opaque wall of the same high quality design and materials as the primary building façade and landscape.

(10) Parking Structures: Facades of parking structures that face the River Corridor Area shall be developed with permitted residential and/ or commercial structures for the full height and width of the parking structure.

(11) On Street Parking: Where on street parking is allowed along the river side of the street, parking shall be provided in parking bays or clusters to allow for views of the river.

(12) Streets that Abut and are Parallel to the River Corridor Area: Streets shall be the minimum width necessary consistent with the Street Design Manual of the Land Development Code. Curb cuts and driveways shall also be minimized where possible. No curb cut or driveways shall be located between the structure and the River Corridor Area unless the curb cut or driveway provides access to a public street.

(13) Building Access to the River Corridor Area: Development on parcels that abut the River Corridor Area shall provide pedestrian access paths connecting the primary structure with the River Pathway. One pedestrian path for every 300 linear feet of river frontage, or fraction thereof and the pedestrian path shall be to the primary building entrance or to a secondary entrance designed to the same high quality as the primary entrance.

(14) Public Access Pathway Across Development: Development on parcels that abut the River Corridor Area shall provide public pedestrian access pathways connecting the public

street and the River Pathway. At least one public pedestrian pathway for every 1,000 linear feet of parcel frontage along the River Corridor Area. The pathway shall be the same high quality design and materials as primary onsite pathways and provide a 'Public Access Pathway Sign' at the public right of way to note the entry to the path. An additional 'Public Access Pathway Sign' shall be provided along the River Pathway to note the entry to the path.

(15) Public Access Pathway from Streets that Abut and are Parallel to the River Corridor: A multi-use path shall connect the public street right of way to the river pathway at every street intersection and, at a minimum provide connections every 1,000 feet of frontage along the River Corridor Area.

(16) Lighting: All lighting within 100' of the River Corridor Area shall be shielded with full cut-off, down cast lighting.

(17) Fences (Walls): Within the 10 foot building setback area the following fences are allowed: 1) A solid fence not to exceed 3 feet in height; 2) a 75 percent open fence not to exceed 6 feet in height; or 3) a combination of a 3 foot tall solid fence topped with a 3 foot tall 75 percent open fence.

(18) Signs: Unless otherwise stated signs shall be in conformance with Land Development Code Chapter 12, Article 9, Division 8 (Sign Permit Procedures) and Chapter 14, Article 2, Division 12 (Sign Regulations). Within the first 100 feet of the River Influence Area, signs attached to the building shall not exceed 15' feet in height. On the river side of the building, all ground signs shall be monument signs and not exceed 5' in height and shall be within a landscape area equal to or greater than the sign face. All signs on the river side of the building shall be face lit with shielded down lights or internally lit.

(19) Plant Materials: Landscape materials should transition from native materials adjacent to the River Corridor Area to non-invasive drought tolerant plant materials in the River Influence Area.

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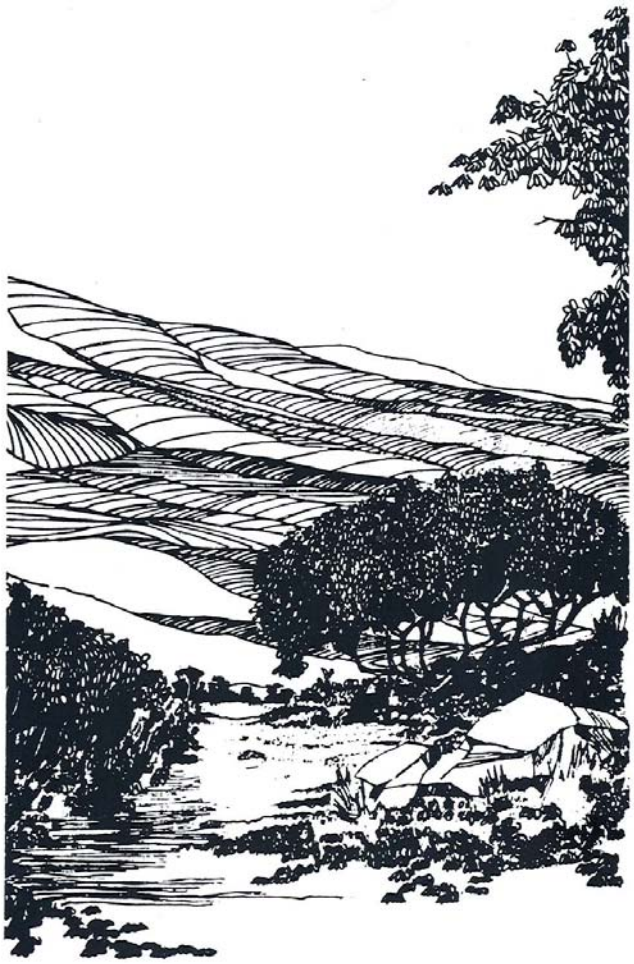
OPEN SPACE RETENTION AND UTILIZATION

INTRODUCTION

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

The reasons for retention of open space are many. The more important of these were spelled out by the late President Kennedy in a special message to Congress: "Open space must be reserved to provide parks and recreation, conserve water and other natural resources, prevent buildings in undesirable locations, prevent erosion and floods and avoid the wasteful extension of public services and control the rate and character of community development."[1]



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

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

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

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

- Income from leases on open space lands for agricultural, recreational, or other compatible uses.

- User benefits (in terms of dollar values) accruing to the public.

- The non-recoverable value of the public's investment in open space land."[2]

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

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

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

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

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

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

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

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

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

OBJECTIVES

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

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

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

- Preserve, improve and reconstruct the wetlands and riparian habitat areas in and along both sides of the San Diego River.

- Enhance and maintain the aesthetic and recreational qualities of the San Diego River corridor as part of the open space system.

- Conserve the present amenity of Navajo, Rancho Mission, Mission Gorge and other canyons for the enjoyment of this generation and as a legacy for succeeding generations.

- Establish and preserve a total open space system in perpetuity and guard against its commercialization. Preserve the natural environment including wildlife, vegetation, and terrain.

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- Permit only those uses within the system that are compatible with the open space concept.

- Ensure that any public improvements such as roads, drainage channels and utility services and any private lessee developments be compatible with the objectives of the open space system.

- Ensure that development of properties adjoining the open space system is in a manner compatible with the natural environment and in conformance with the Mission Trails Design District Ordinance and Design Manual~~, the San Diego River Wetlands Management Plan,~~ and ~~any subsequently adopted programs which address~~ the San Diego River ~~area~~ Park Master Plan.

PROPOSALS

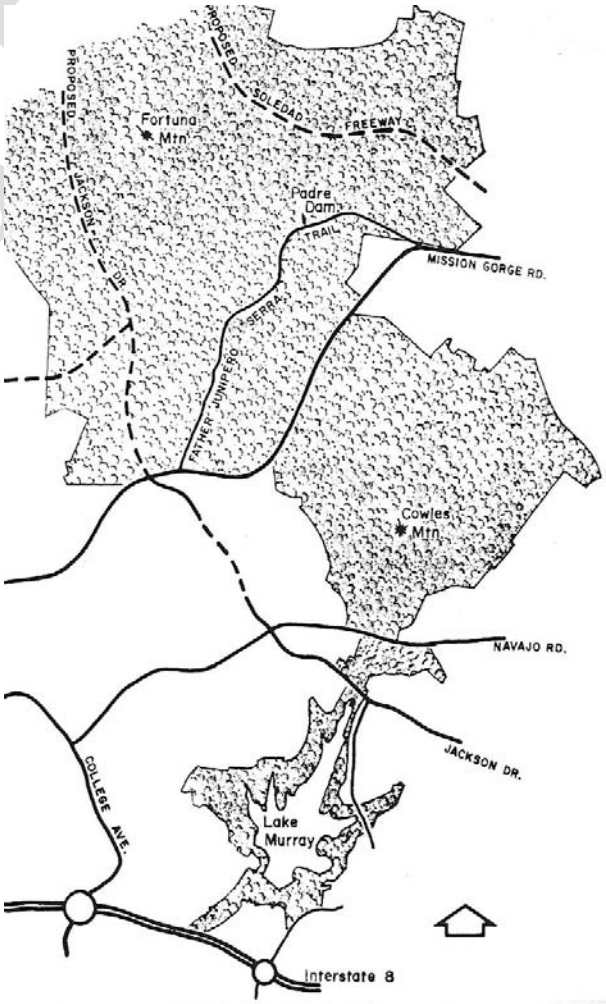
The overall system entails a network of open space belts connecting larger open space areas. These areas for the most part are located in the canyons, along the San Diego River, and on Cowles Mountain as shown on the following map.

- The open space areas, including over 700 acres divided among Navajo Canyon (179 acres), Rancho Mission Canyon (258 acres), and Mission Gorge (300 acres), should be preserved in a substantially open character. Mission Gorge (the San Diego River System) should be given high priority for acquisition as a part of the City's open space system.

- Open space should initially be maintained in its natural condition. Studies, however, should be undertaken to determine uses compatible with the open space concept. Such uses, designed with consideration for topography, vegetation and access, may include archery ranges, hiking, biking trails, picnic facilities, wildlife preserves, and non-vehicular camping facilities.

- Any public improvements such as roads, drainage channels and utility services as well as any private lessee developments should be compatible with the objectives of the open space system. No through roads will be permitted except for the extension of Navajo Road, designed to parkway standards, through Navajo Canyon and the extension of Jackson Drive.

- Safe, convenient access should be established and



MISSION TRAILS REGIONAL PARK

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maintained to all open space areas.

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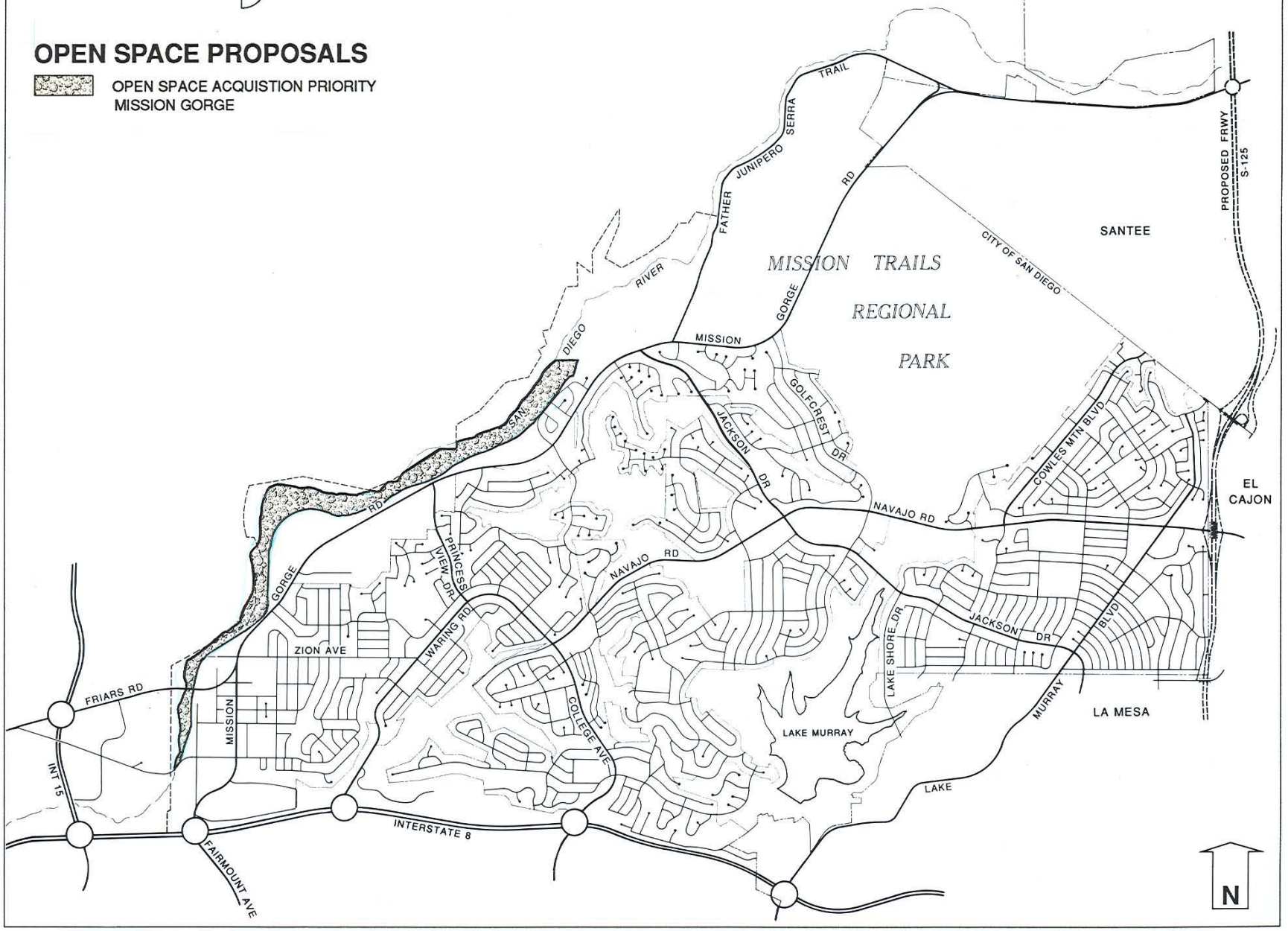
NAVAJO

OPEN SPACE PROPOSALS

OPEN SPACE ACQUISTION PRIORITY
MISSION GORGE



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In the event that those open space areas illustrated on page 77 are not acquired they should be permitted to develop according to the following guidelines:

- Low residential densities not to exceed one dwelling unit per acre in those areas falling within the Hillside Review (HR) Zone, except as noted below.

- In all cases improvements should implement the intent of the HR Zone, which is to "ensure that development results in minimum disturbance of natural terrain."

  The implication of this requirement is that densities for a given ownership will be transferred and clustered on the flattest and most developable land.

- Development in open space areas, including those in the HR Zone, should be guided by the following additional criteria:

  - Slopes of 0-12 percent should be permitted to develop up to two dwelling units per acre.

  - Slopes of 13-24 percent should be permitted to develop up to two dwelling units per acre.

  - Slopes of 25 percent and greater should be permitted to develop no more than one dwelling unit per acre.

  An exception to the above guidelines is:

  - That portion of the Navajo Canyon westerly of Waring Road, which should be limited to residential use of one dwelling unit per acre due to its location, restricted access and projected traffic conditions. A Planned Commercial Development for this area would be considered to allow for uses compatible with the open space concept, such as plant nurseries, etc.

- Residential development within the canyons should be designed to preserve natural amenities such as topography, trees and streams in an open space linkage system. Further studies would have to be undertaken to minimize problems such as drainage, unattractive hillside cuts, access, and inadequate public facilities resulting from increased population.

- If the canyons adjacent to existing or future school sites are not obtained for open space, a neighborhood park with a minimum of five acres should be reserved next to each school.

- Development along the San Diego River should be regulated to ~~avoid disturbance to wetland habitat areas, or if not feasible~~ minimize the disturbance to wetland habitat areas. ~~A Wetlands Management Plan, completed as an element of the Mission Valley Community Plan,~~ The San Diego River Park Subdistrict of this Plan has established~~d~~ objectives and proposals ~~guidelines~~ for development of ~~the southernmost portion of~~ the river located within the Navajo community ~~(from Friars Road to Camino Del Rio North).~~ These objectives and proposals ~~guidelines~~ have been incorporated into the River Park

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Subdistrict Community Plan Implementation Overlay Zone (CPIOZ B). All development proposals for property within ~~150 feet of~~the River Park Subdistrict CPIOZ will be required to comply with the supplemental development regulations contained within this Community Plan.~~or be processed as a discretionary permit.~~

~~The remaining property along the northern portion of the river (between Friars Road and Mission Trails Regional Park) is, for the most part, still in agricultural zones. Future development proposals for these properties should be reviewed to ensure minimum disturbance to the river environment and coordination of open space areas, pedestrian paths and bicycle paths.~~

~~A Habitat Conservation Plan (HCP) is being prepared by the San Diego Association of Governments for the San Diego River. The HCP is intended to protect the endangered least Bell's vireo, a small migratory songbird which nests in riparian habitat areas in southern California. The population of vireos has been declining over the last 40 years due in part to the loss of riparian habitat to encroaching development. The goals of the HCP are to preserve and expand the riparian habitat upon which the vireo depends and to reconcile the objectives of public and private landowners with the environmental objectives of habitat conservation. Once adopted, the HCP will govern development along the San Diego River.~~

In addition to the CPIOZ for the San Diego River Subdistrict, future development along the river will be required to meet the requirements of the Multiple Species Conservation Program (MSCP) Subarea Plan and the requirements of the Environmentally Sensitive Lands Regulations. The MSCP has been prepared pursuant to the general outline developed by the United States Fish and Wildlife Service and the California Department of Fish and Game (herein referred to as the "wildlife agencies") to meet the requirements of the California Natural Communities Conservation Planning Act of 1992. The MSCP is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities in the San Diego region and was adopted by City Council in 1997. This Subarea Plan forms the basis for the Implementing Agreement which is the contract between the City and the wildlife agencies that ensures implementation of the plan and thereby allows the city to issue take permits at the local level. The MSCP's core, hardline biological preserve system has been mapped by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups and is referred to as the Multi-Habitat Preserve Area (MHPA). The MHPA delineates core biological resource areas and corridors targeted for conservation. Within the MHPA limited development may occur and all development must meet the MSCP Land Use Considerations

and the Framework Management Plan guidelines. The MSCP is implemented by the City through the Environmentally Sensitive Lands (ESL) Regulations of the City's Municipal Code. Also contained in the ESL are regulations on impacts to wetlands. A wetland buffer is required for all wetlands as appropriate to protect the functions and values of the existing wetland. The width of the wetland buffer is determined at the time of project proposal and the existing quality of the wetland area.

Development along the San Diego River will need to provide for the San Diego River Subdistrict, the MHPA area and the required wetland buffer. It should be noted that the MHPA and the wetland buffer requirements take precedence over the San Diego River Subdistrict. The River Pathway will be required to be outside the MHPA and the wetland buffer.

- Establish regulatory zoning in the form of the Floodway (FV) and Floodplain Fringe (FPF) Zones along the entire length of the river corridor. The City Engineer should prepare the studies leading to the application of these zones.

- Establish hiking trails in the San Diego River Basin through Mission Gorge, which will minimize impacts to the riparian habitat. Trails should be located adjacent to the river within the buffer area in a manner that focuses activity away from sensitive habitat areas. Access to the habitat area should be discouraged through the design of the trails and the use of specialized plantings. Because horses can attract the brown-headed cowbird, a least Bell's vireo nest parasite, it is necessary to mitigate the effects of equestrian activities when they are near vireo habitat. During nesting season the trails should be closed.

- Restoration of the riparian habitat in the floodway should be pursued in lieu of channelization. If potential impacts to public health or safety clearly necessitate channelization, the channel should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel and to convey the 100-year flood.

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PARKS AND RECREATION

EXISTING CONDITIONS

Considerable progress, both in terms of acquisition and development, has occurred since the 1973 Community Plan to fulfill this community's overall park needs. To date, the City has acquired seven neighborhood park sites and three community park sites, and has constructed a community swimming pool.

In addition, this community lies adjacent to the City's largest resource-based park (Mission Trails Regional Park--approximately 6,200 acres). The master plan for this Regional Park envisions both passive and active uses which will increase this community's recreational potential.

The Navajo community also contains a section of the San Diego River Park. The master plan for this park envisions restoring the health the river and habitat as well as providing active and passive uses to increase the Navajo community's recreation needs. See the San Diego River Subdistrict section of this plan.

Upon the completion of development of these park sites, this community should be adequately provided with park and recreation facilities sufficient to satisfy the General Plan Guidelines and Standards for the City of San Diego.

NEIGHBORHOOD PARKS

Ideally, neighborhood parks serve a population of 3,500 to 5,000 persons living within a one-half mile distance. Such parks typically include a play area, multipurpose courts, tiny tots play areas, and picnic facilities. Based on General Plan Guidelines and Standards, neighborhood parks should contain at least five usable acres when located adjacent to an elementary school and ten usable acres when not located adjacent to an elementary school.

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The current status of Neighborhood Parks is described below:

Park Service District #361

Cowles Mountain Neighborhood Park

This 15-acre site, located along Barker Way, has been incorporated into the boundaries of Mission Trails Regional Park. Plans call for this site to serve as a staging area for hikers using Cowles Mountain. Development could include picnic sites and passive open space areas leading to trails up the mountain.

This neighborhood's active play field needs could be met by a joint use development of the Gage Elementary School playground.

Park Service District #372

Dailard Neighborhood Park

This City-owned 5.1-acre site, located on Cibola Road, is adjacent to the Dailard Elementary School and is presently undeveloped. This neighborhood's active play field needs are currently being served through a joint school/park development of 3.2 acres of turfed ball field at Dailard Elementary.

Park Service District #373

Tuxedo Neighborhood Park

This approximately 9.3-acre City-owned site, located on Tuxedo Road, is programmed in the 1982-87 CIP for construction in 1985. Development will probably include turfed open play lawns and tiny tot areas on the level area adjacent to Tuxedo Avenue.

Park Service District #381

Princess Del Cerra Neighborhood Park

This 5.5-acre City-owned site, located on Wenrich Drive, is currently being developed and will provide this area with two small ball fields, a multipurpose court, picnic areas and a tiny tots play area.

Park Service District #382

Grantville Neighborhood Park

This 2.66-acre site, located on Vandever Avenue, has been completed and provides this area with open play lawn, a tiny tots play area, and picnic facilities.

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Park Service District #383

Margerum Neighborhood Park

This 18.8-acre City-owned site, located on Margerum Avenue, is programmed in the 1982-87 CIP for development in 1983. Improvements could include multi-sports fields, a tiny tots play area, picnic facilities and paths through the natural open space areas.

COMMUNITY PARKS

General Plan Guidelines and Standards indicate community parks are required to serve populations between 18,000 to 25,000 persons living up to 1.5 miles from the park. They generally provide a wider range of facilities than neighborhood parks and include athletic fields, a recreation center building, multipurpose courts, picnic facilities, a tiny tots area and as needed, horseshoe pits, shuffleboard courts and tennis courts. Ideally, community parks are located adjacent to a junior high school. If so located, a minimum of 13 usable acres is required; if not, a minimum of 20 acres is required. The current status of community park sites is described below:

Park Service District #360

San Carlos Community Park and Recreation Center

This 10.4-acre site is located adjacent to the Forward Elementary School and is fully developed. In addition, 4.5 acres of school playground are available to the area residents through a joint school/park lease arrangement.

Park Service District #380

Allied Gardens Community Park and Recreation Center

This 13.4-acre developed site is located adjacent to Lewis Jr. High School. An additional 4.8 acres of turfed ball fields are usable by the community through a joint school/City lease arrangement. This community's swimming pool is located at this site.

Park Service District #370

Lake Murray Community Park and Recreation Center

This City-owned 45-acre site, located along Murray Park Drive, is currently under construction to bring the existing temporary ball fields up to permanent City standards. When ultimately completed in 1985, this park will provide up to 12 ball fields, eight tennis courts, three handball/racquetball courts, a community meeting building, a tiny tots area, two multipurpose courts and picnic facilities.

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OPEN SPACE PARKS

Park Service District #371

Pasatiempo Open Space Park

This 5.2-acre site, located on Pasatiempo Avenue, is proposed for limited development as a passive open space park, including picnic facilities, to take advantage of the panoramic view offered at the park site. The active play field needs of this neighborhood will be met by Lake Murray Community Park.

Park Service District #381

Adobe Falls Open Park

In addition to the Princess Del Cerro Neighborhood Park, this PSD contains the four-acre Adobe Falls Open Space Park located at the foot of Adobe Falls Road between Waring Road and College Avenue. This site could provide public access to the San Diego State University land, which together with the City-owned parcel makes up Historical Site No. 80-Adobe Falls.

Navajo Canyon Open Space Park

This park service district also contains the Navajo Canyon Open Space Park containing 143.61 acres. However, if the recommendation for a future street through this canyon (see **Circulation Element**) were to be implemented, a substantial reduction in the given acreage of this open space would result.

RESOURCE-BASED PARKS

Resourced-based parks are defined in the General Plan as serving regional residents and/or visitor populations. These parks are located at sites of distinctive scenic, natural, historical or cultural features. Developed amenities should not impair the distinctive features or resources. These parks typically provide habitat and resource protection. The current status of Resource-based parks is described below.

Mission Trail Regional Park

The Mission Trails Regional Park is approximately 6,200 acres and is located in the Navajo, Tierrasanta and East Elliot community plan areas. The majority of this park is contained in the Navajo Community and provides hiking, biking, and equestrian trails. A Visitor and Interpretive Center is located off of Father Junipero Serra Trail. The development of this park is guided by the Mission Trails Regional Park Master Plan.

San Diego River Park

The San Diego River Park is located along the San Diego River on private and public land. Recommendations within the San Diego River Park Master Plan provide for increasing the

health of the river, unifying the natural habitat, creating a sequence of unique places, revealing the river valley history and reorienting development toward the river. Passive and active uses are planned along the river to increase the recreational potential of the Navajo community. Some of the San Diego River Park acreage will be considered to fulfill the population-based park requirements of Navajo. The amount of acreage and locations will be determined during the Community Plan Amendment process of a development proposal. These areas of the river park will be designed to provide population-based park amenities as defined in the General Plan. The development of this park is guided by the San Diego River Park Master Plan and the San Diego River Park Subdistrict section of the Navajo Community Plan.

PRIVATE PARK

In addition to the population-based parks in this community, a private park of approximately three acres is operated by the Del Cerro Community Association. This small park, on Del Cerro Boulevard, is fully developed with tennis and multipurpose courts, a small swimming pool and picnic facilities. The courts and swimming pool fill the needs of dues-paying Del Cerro Community Association members. However, the picnic facilities are available for use by the general public and serve to supplement existing City parks in the area.

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TABLE 3

SITE AREA AND DEVELOPMENT STATUS OF RECREATIONAL FACILITIES SERVICING NAVAJO

District	Name & Location	Service Area Pop. (1980)	Site Area (Acres)	Development Status
POPULATION-BASED PARKS – Neighborhood Parks				
360	Served by San Carlos Community Park and Recreation Center	8,805	10.14	Fully developed
361	Cowles Mountain, Boulder Lake Dr. near Cowles Mountain Blvd.	6,019	15.53	Site indicated on planning map, incorporated into Mission Trails Regional Park
370	Served by Lake Murray Community Park and Recreation Center	4,497	45.28	City-owned, under development
371	Pasatiempo Open Space Park, Wandemere Way near Rancho Park Dr.	5,590	5.12	City-owned, not developed
372	Dailard, Cibola Road near Laurel Ridge Road	3,538	5.10	Joint development with San Diego Unified School District
373	Tuxedo, Tuxedo Road	3,195	9.29	City-owned, not developed
380*	Served by Allied Gardens Community Park and Recreation Center	7,805	13.35	Fully developed
381	Princess Del Cerro, Wenrich Drive	3,684	5.48	Former Pasteur School, fully developed
382*	Grantville, Vandever Ave. near Crawford Street	6,850	2.50	Fully developed
383	Margerum, Margerum Ave. and Larchwood Ave.	3,538	18.84	City-owned, not developed
POPULATION-BASED PARKS – Community Parks				
	San Carlos Community Park and Recreation Center, Lake Badin Ave. and Adlon Dr.	14,824	10.14	City-owned, developed
	Lake Murray Community Park and Recreation Center, West Shoreline.	16,820	45.00	City-owned, under development
	Served by Lake Murray Community Park and Recreation Center	21,877	22.15	City-owned, developed

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TABLE 3
SITE AREA AND DEVELOPMENT STATUS OF RECREATIONAL FACILITIES SERVICING NAVAJO (continued)

District	Name & Location	Service Area Pop. (1980)	Site Area (Acres)	Development Status
RESOURCE-BASED PARKS – Natural Parks				
	Mission Trails Regional Park (Navajo Portion)	----	3,148.00	Partially City-owned, undeveloped
	Adobe Falls Open Space Park	----	37.50	Resource park in process of acquisition
	Navajo Canyon Open Space Park	----	143.61	City-owned, not developed
	San Diego River Park	--	TBD	Partially City-owned, undeveloped
RESOURCE-BASED PARKS – Historic Park				
	Old Mission Dam (included in Mission Trails Regional Park)			

*City-owned land and surplus school sites available.

Note: Park and Recreation Centers also serve as the neighborhood park for the area in which they are located.

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Park Fee Ordinance

On February 19, 1970, in an effort to assign park development costs to the specific geographical areas, the City Council adopted Ordinance No. 10239. This regulation, commonly referred to as the Park Fee Ordinance, deals with provision of neighborhood and community parks. It requires land developers to contribute money or land for subdivisions and parcel maps that increase the permitted number of dwelling units.

OBJECTIVES

Major park and recreation objectives are to:

DEVELOP SUFFICIENT AND CONVENIENT PARKS AND RECREATION FACILITIES TO SERVE THE EXISTING AND FUTURE POPULATION OF THE COMMUNITY.

DEVELOP PEDESTRIAN AND BIKEWAY LINKAGES BETWEEN OPEN SPACE, NEIGHBORHOOD AND COMMUNITY PARKS AND OTHER RECREATION AND ACTIVITY CENTERS.

Many types of recreation should be provided in the area in order to serve all age groups and interests. Some recreation space should be within walking distance of every dwelling. The more visible the recreation space is in each neighborhood, the more it will be appreciated.

PROPOSALS

- The City and the School District should continue their comprehensive, joint school/park development program. This would enable the City to provide park facilities in connection with elementary or secondary schools.

- The City should retain all park sites adjacent to proposed school sites even though the school sites may be declared surplus. In addition, the City should evaluate surplus school sites for use as parks.

- The feasibility of phasing the development of park and recreational facilities should be considered. Partial development of parks as funds become available would allow for immediate use of these facilities. These parks that serve the immediate neighborhood or community should have their size, design, and purpose oriented to the daily recreational needs of that specific area.

NEIGHBORHOOD PARKS

- The City should, in cooperation with the School District, provide playground park facilities at selected elementary schools, such as Gage.

- Develop all City-owned neighborhood parks.

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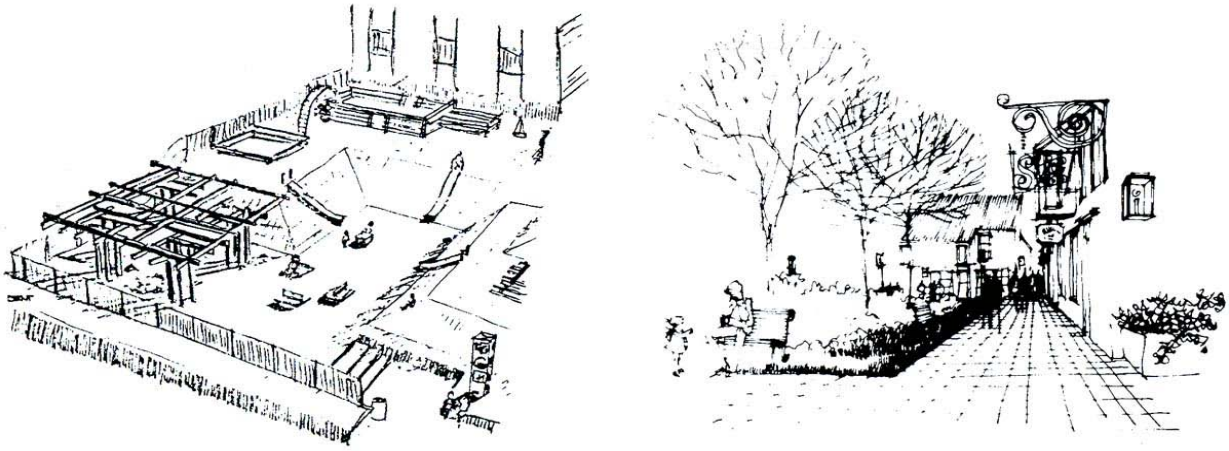
- Investigate the possible City and/or private purchase of the Del Cerro private park.

- Small parks and plazas should be privately developed and maintained in the community and neighborhood shopping centers. These areas would provide not only the open space conducive to pedestrian-oriented shopping, but could be activity areas which children and adults could utilize in conjunction with shopping trips.



MINI PARKS

<u>COMMUNITY PARKS</u>

- Lake Murray Community Park is to be developed as soon as possible to serve as a Community Park and Recreation Center, providing a balanced recreational facility compatible with, and complementary to Lake Murray and the Mission Trails Regional Park.

- Develop the City-owned land along Glenroy Street as supplemental acreage for the undersized Allied Gardens Park and Recreational Center.

- The General Plan standards for a swimming pool are to serve a minimum population of 50,000 residents within a radius of 1.5 to two miles. The Navajo community has a total population of 50,005, with 21,000 residents representing the San Carlos area. The center of the San Carlos area population is approximately 3.5 miles from the Allied Gardens Recreation Center and swimming pool. This fact makes the use of the community swimming pool by the entire Navajo community difficult. Therefore, it is proposed that a community swimming pool be constructed at a suitable site in the San Carlos area as soon as private funding becomes available.

- Construct a shuffleboard clubhouse at Allied Gardens Park and Recreation Center.

- Install tennis courts at Allied Gardens, and ultimately at Lake Murray Center. Additional courts should be constructed as needs dictate.

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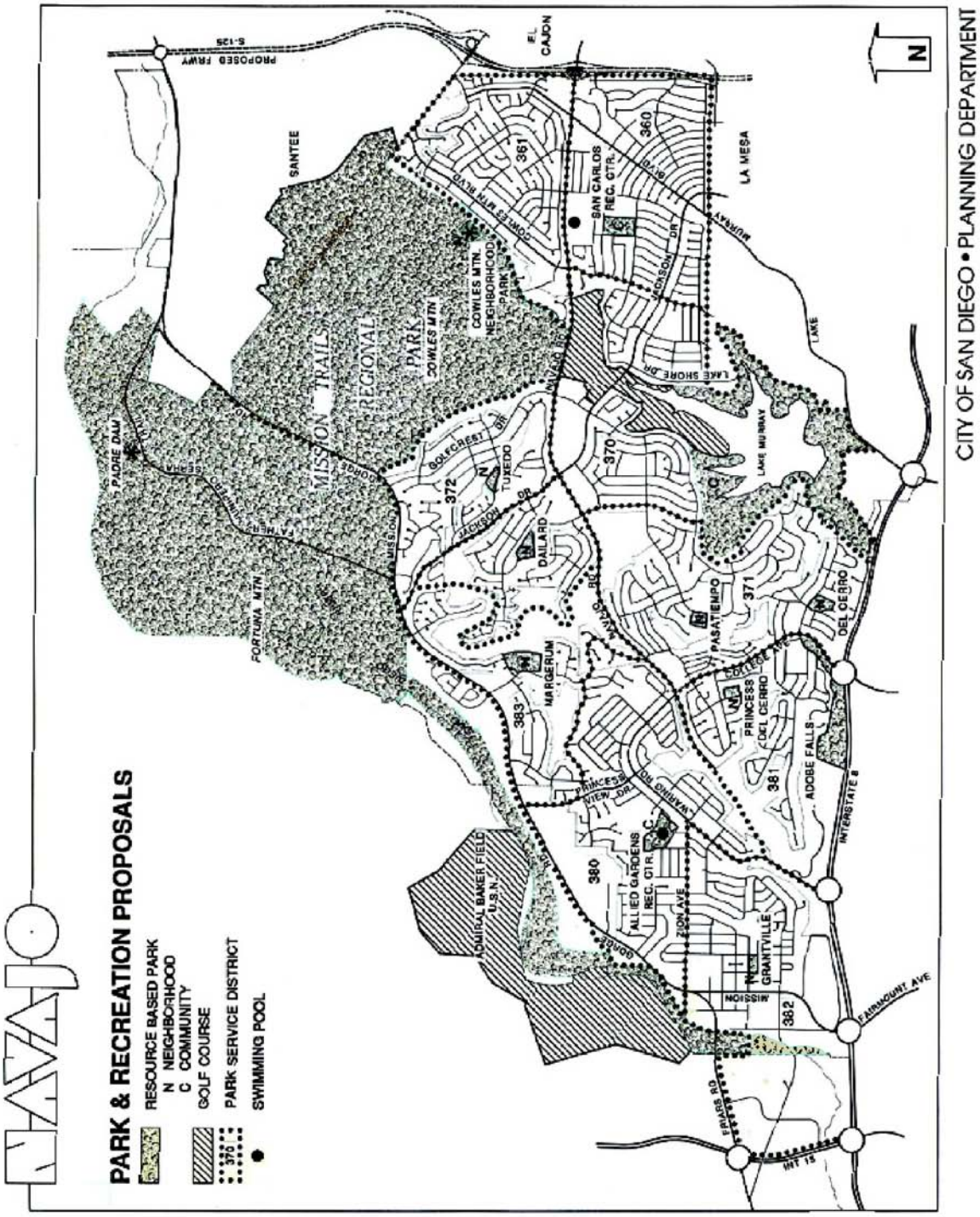
PARK & RECREATION PROPOSALS
RESOURCE BASED PARK
N NEIGHBORHOOD
C COMMUNITY
GOLF COURSE
PARK SERVICE DISTRICT
SWIMMING POOL
CITY OF SAN DIEGO • PLANNING DEPARTMENT
N
PROPOSED FRWY
S-125
EL CAJON
SANTEE
LA MESA
MISSION TRAILS REGIONAL PARK
COWLES MTN.
COWLES MTN. NEIGHBORHOOD PARK
SAN CARLOS REC. CTR.
LAKE MURRAY
LAKE
PADRE DAM
FORTUNA MTN
ADMIRAL BAKER FIELD U.S.N.
ALLIED GARDENS REC. CTR.
MARGERUM
DALLARD
PASATIEMPO
PRINCESS DEL CERRO
DEL CERRO
ADOBE FALLS
GRANTVILLE
MISSION
ZION AVE
FRIARS RD
FAIRMOUNT AVE
INTERSTATE 8
INT 15
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RESOURCE-BASED PARKS

- Acquire Adobe Falls Open Space Park as soon as possible.

- Develop Mission Trails Regional Park in accordance with the Mission Trails Regional Park Master Plan. The portions of the Master Plan applicable to the Navajo Community Plan cover the following three major geographical areas: Lake Murray, Cowles Mountain and Mission Gorge. (NOTE: Old Mission Dam Historical Park is located in the East Fortuna Mountain geographic area.)

- Develop the San Diego River Park in accordance with the San Diego River Park Master Plan and the San Diego River Park Subdistrict of this plan.

Lake Murray

- Strengthen the role of Lake Murray and its shoreline as an active, water-oriented recreational complex. This entails: (1) expanding the scope and quality of water-related facilities; (2) protecting the lake environment; and (3) transforming the surrounding area into naturally defined spaces for picnicking, playing and other day uses.

- Retain the Navajo Golf Course in perpetuity for recreational use by the public.

Cowles Mountain

- Due to the importance of Cowles Mountain as an open space backdrop for urban San Diego, limit uses to low-intensity daytime activities. Examples include hiking, bicycling and horseback riding, picnicking, photography and nature study.

- Restore the environmental quality of Cowles Mountain by revegetation (in native plant species) and protection from erosion.

- Establish a wildlife monitoring program led by Grossmont College. This is an educational cultural resource that should be made available to other school districts for nature study.

- Any new communication facility on Cowles Mountain should blend with the surrounding area and not be located at the top.

- Protect views of and from Cowles Mountain by implementing development controls on urban development in its vicinity in accordance with the Mission Trails District Design Manual. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

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Mission Gorge

- Concentrate intensive uses in the southern part of the Mission Gorge geographic area. The following facilities are planned for this area: park administrative headquarters, visitor center, day camp, park concessions, amphitheater, and a maintenance storage complex.

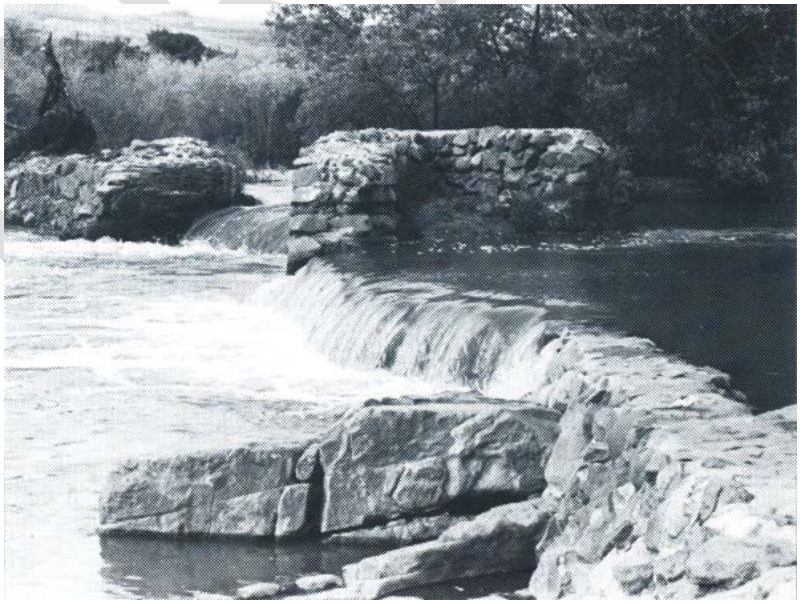
- Limit uses in the remainder of Mission Gorge to such low-intensity daytime activities as hiking, biking, horseback riding, rock climbing and nature study.

Old Mission Dam (Padre Dam) Historical Site

- Develop a historical/cultural center, botanical garden and equestrian facility north of Old Mission Dam.

- Continue development of the Old Mission Dam Historical Site including landscaping, renovation of the dam, picnic facilities and parking areas.

- It is recommended that nature and equestrian trails are located in open space preserves on Cowles Mountain connecting the park with other recreational facilities in the area. One such trail would traverse Mission Gorge, starting in Mission Valley and terminating in the Cleveland National Forest in the vicinity of El Capitan Reservoir. Lush vegetation along the river helps to make this an ideal hiking and horseback riding trail. The river should be cleaned of litter and refuse as part of any open space maintenance program. This route should be scheduled for implementation in sections because of the problems of obtaining easements through the U. S. Army Admiral Baker Field and the danger of a path through the sand and gravel extraction areas.



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PUBLIC SCHOOLS

EXISTING CONDITIONS

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

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

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

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

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

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

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

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

1. Other educational programs or institutions, such as special or adult education, university or community colleges, and private or parochial school purposes.

2. Use by other governmental agencies.

3. The community and/or the City should be given the opportunity to acquire the land for community-oriented purposes before the property is marketed and leased or sold for private development.

4. In the event that the property is to be used for private development, the use should be restricted to a residential land use consistent with the density of the surrounding area.

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

TABLE 4
OPTIMUM SCHOOL ENROLLMENT AND USABLE SITE AREA STANDARDS
(San Diego Unified School District)

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

Exception is made for existing school sites.

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

Grantville, Foster, Marvin, Hearst, Gage, Green and Weinberger elementary sites are located on major streets or have their districts bisected by major streets which creates problems in determining safe routes for children to follow to get to school. Some of these major streets do not meet the requirements for marked school crosswalks or for school safety patrol. Walking distance exceeds one-half mile in the Marvin, Hearst, Dailard and Green elementary school

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districts. Many parents drive their children to these schools where the distance is excessive or where the safety of the child is endangered. Many parents have formed carpools to transport their children to school at personal expense. Students also attend elementary and secondary schools in the area through integration programs offered by the school district. Transportation for the majority of these students is provided by the school district.

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

TABLE 5
EXISTING EDUCATIONAL FACILITIES

School	Location	Acres	Net Usable Facilities Class Rooms*	Year Built**
PUBLIC				
Elementary and Primary				
Cleveland	6464 Lake Atlin Dr.	7.06	14	1959
Dailard	6425 Cibola Road	10.00	24	1977
Forward	6460 Boulder Lake	11.92	14	1961
Foster	6550 51st Street	11.11	19	1956
Gage	6811 Bisby Lake	11.68	23	1963
Grantville	6145 Decena Drive	6.04	13	1954
Green	6665 Belle Glade Ave.	8.84	24	1968
Hearst	6230 Del Cerro Blvd.	9.18	14	1959
Marvin	5720 Brunswick Ave.	8.86	19	1958
Weinberger Junior High	6269 Twin Lake Dr.	9.64	14	1963
Junior High				
Lewis	5170 Greenbrier	21.42	30	1959
Pershing	8204 San Carlos	25.89	33	1964
Senior High				
Patrick Henry	6702 Wandermere	39.72	72	1969
Community College				
Grossmont	8880 Grossmont College Dr.	134.00	--	1961
PRIVATE				
Elementary and Primary				
St. Therese	5835 Navajo Rd.	3.00	--	1960
Kinder-Care	7007 Golfcrest Dr.	1.00	--	1970
Tifereth Israel	6660 Cowles Mountain Blvd.	4.00	--	1979

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

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

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OBJECTIVES

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

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

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

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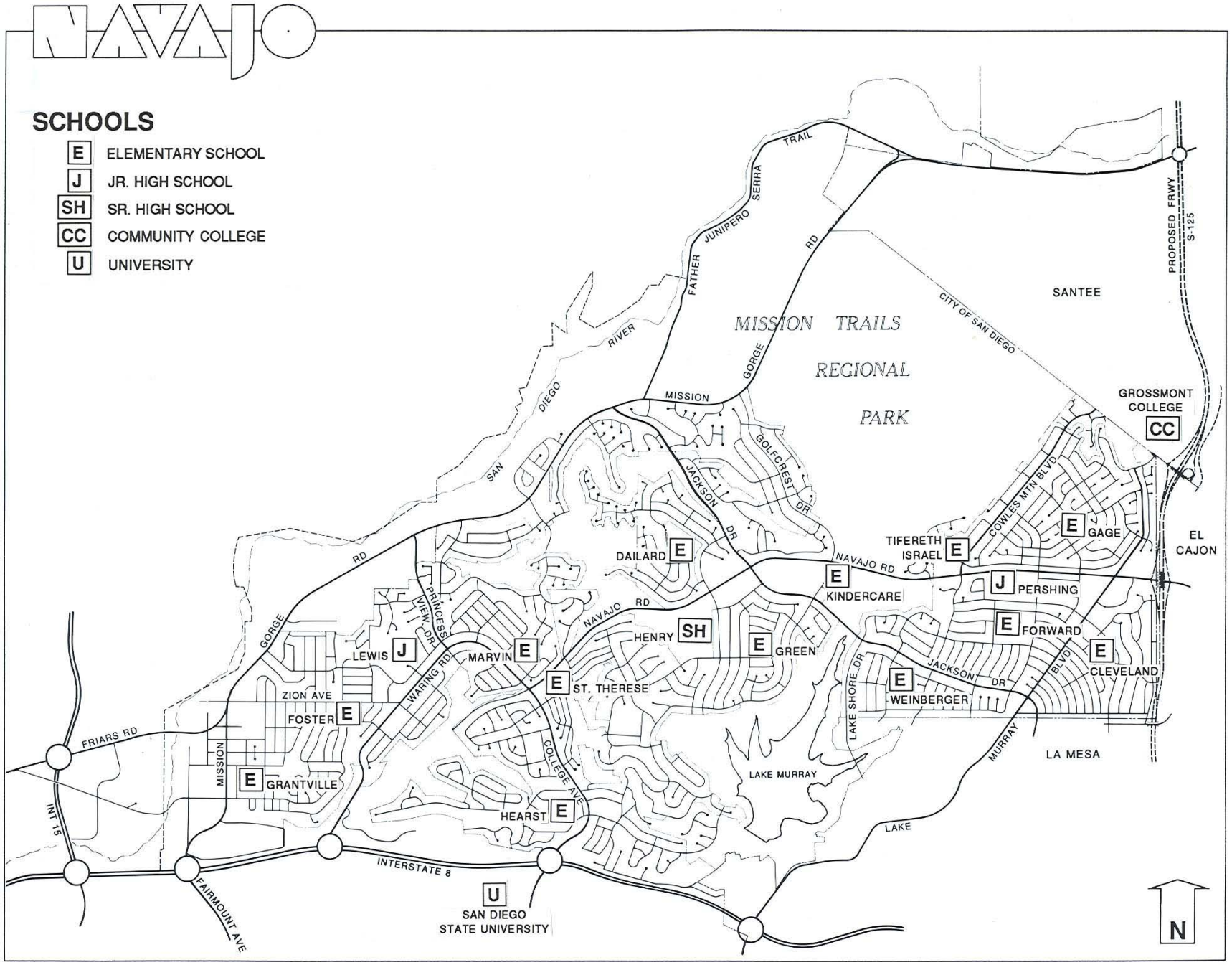

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PROPOSALS

- When a sustained need exists, schools should be constructed on available sites in order to reduce the excessive crowding at some existing facilities and provide elementary schools within a one-half mile radius of 90 percent of all dwelling units.

- All schools in the area should be built and maintained in accordance with then current board of education policy and the highest possible standards.

- Elementary school attendance boundaries should generally remain stable. However, changes should be considered when necessary to ensure safer access and balance school enrollments.

- Bus service to junior and senior high schools should be expanded to meet student needs.

- If the board of education declares any of the existing school sites surplus property, it is recommended that the community and/or the City be given the opportunity to acquire the land for community-oriented purposes before the property is put on the market and leased or sold for private development. It is further recommended that if such private development should occur, it should be restricted to a residential land use consistent with the density of the surrounding area.

OTHER COMMUNITY FACILITIES

EXISTING CONDITIONS

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

Library Services/Facilities:

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

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

Police Service/Facilities

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

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

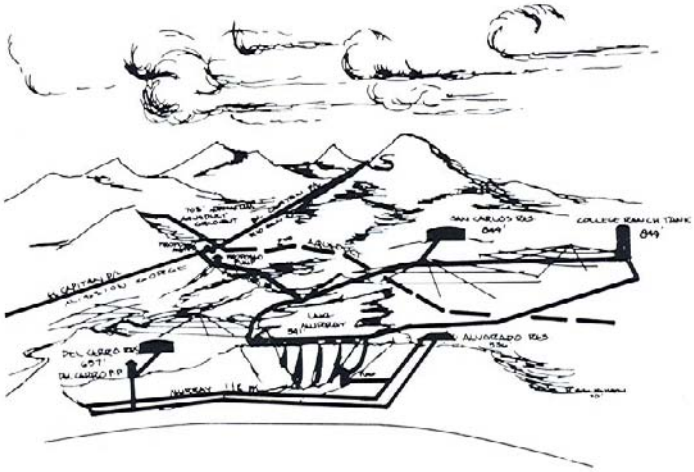
Fire Department Facilities

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

Water Facilities

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

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



SCHEMATIC VIEW OF SAN CARLOS WATER SYSTEM

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

Sewer Facilities

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

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

Gas and Electric

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

Floodplains and Flood Control

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

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

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

Emergency Medical Service/Facilities

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

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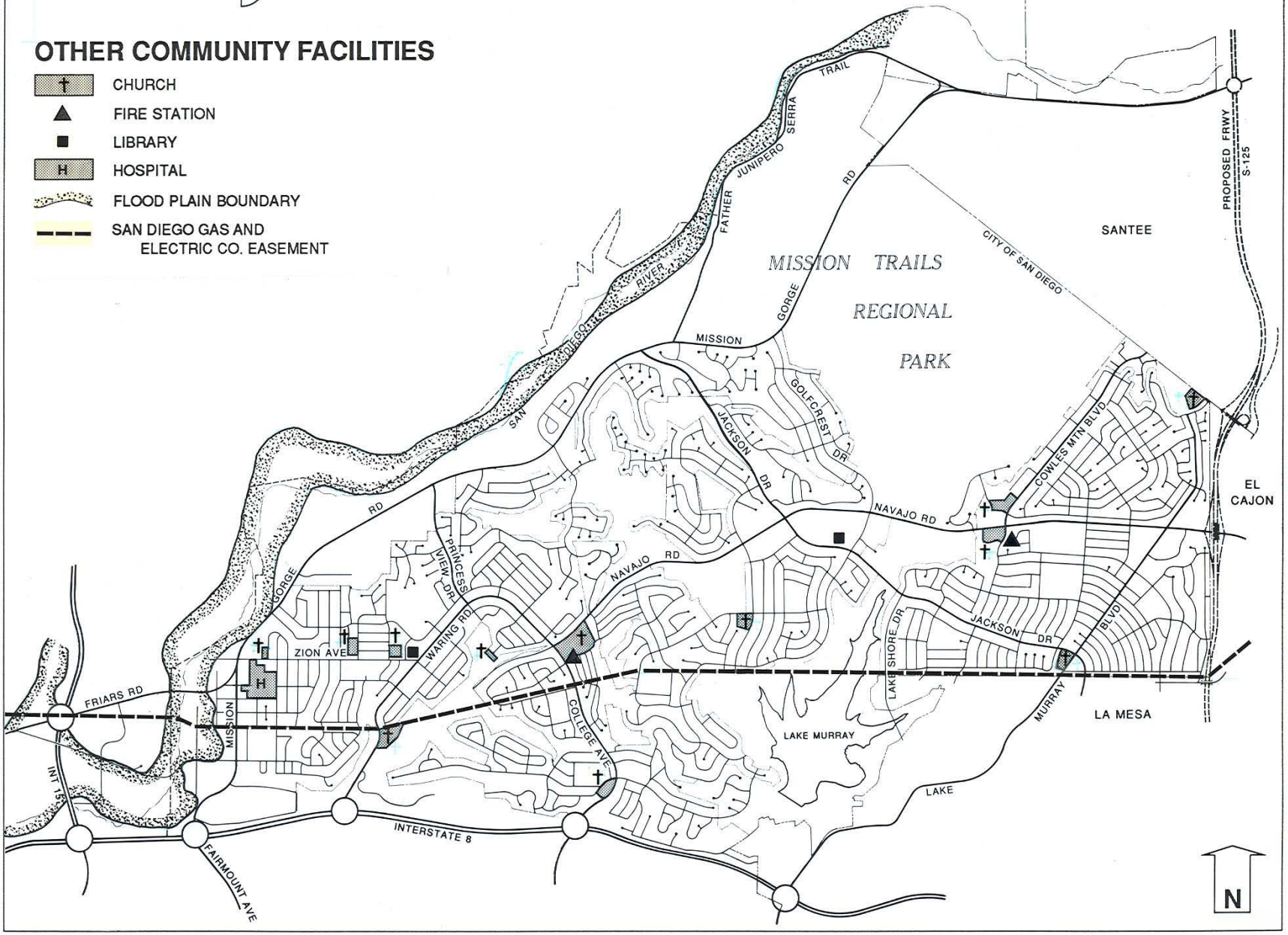
NAVAJO

OTHER COMMUNITY FACILITIES

- CHURCH
- FIRE STATION
- LIBRARY
- HOSPITAL
- FLOOD PLAIN BOUNDARY
- SAN DIEGO GAS AND ELECTRIC CO. EASEMENT



CITY OF SAN DIEGO • PLANNING DEPARTMENT

OBJECTIVE

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

PROPOSALS

- Continue evaluation of police and fire services to obtain and ensure adequate coverage in Navajo.

- Conduct periodic studies to obtain and ensure adequate sewer, water and drainage facilities.

- Design and implement flood control facilities to ensure adequate protection for the community, while preserving the natural topography and minimizing the adverse environmental effects on the community. If channelization is necessary, the channels should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel.

- Restrict development and encroachment in the floodplain, except as provided for in the Floodplain Fringe and Floodway zones.

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

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

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CIRCULATION

INTRODUCTION

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

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

It is beginning to be realized that, "(t)he effects from pollution, increasing dependency upon a single mode of transportation (motor driven vehicle) for all uses, and immobility among the poor, the aging, the young and the handicapped have caused doubt everywhere about the ultimate wisdom of our expanding roadway systems" (Report on Interim Hearings to the State Senate by the Senate Select Committee on Rapid Transit, 1971.) It is therefore necessary to make strenuous efforts to reduce our almost complete dependence on the automobile by providing efficient alternative methods for moving people. Buses and Light Rail Transit (LRT) service provide two of the most efficient, alternative and growing modes of transportation in San Diego. San Diego's Metropolitan Transit System has an integrated bus/rail system. Currently, a network of bus routes serves the Navajo area. In October 1997, the MTD Board approved the extension of LRT through the Navajo community, continuing to San Diego State University and La Mesa. Service is scheduled to start in late 2004. The extension includes a station in Grantville that is planned to have a park-and-ride lot and would be served by the improved bus system. The LRT project included the extension of Alvarado Canyon Road over Waring Road to Adobe Falls Road, which will provide a direct connection between the Navajo Community and the LRT station. Another recent development to reduce dependence on the automobile is the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through MTDB and Ridelink.

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

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indicated be adopted as a guideline for future street and bikeway development in the area. Additionally, it is strongly recommended that there be accelerated expansion of public transportation for the area.

OBJECTIVES

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

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

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

- Develop a balanced transportation system that adequately links the Navajo area to nearby communities as well as regional facilities.

- Encourage use of the integrated bus/LRT system to maximize the benefits of the transportation system and its ability to efficiently move people and goods.

- Develop a balanced transportation system that adequately accommodates the community's internal needs.

- Strive to separate automobile, pedestrian and bicycle conflicts and, where safe and practical, provide specially designated bikeways to accommodate the increased demand for this mode of travel.

- Encourage hillside view preservation in the design of new streets. Fit streets carefully into the topography to minimize grading to ensure that the street is compatible with the total landscape. The geology of an area may preclude or minimize grading in some specific cases.

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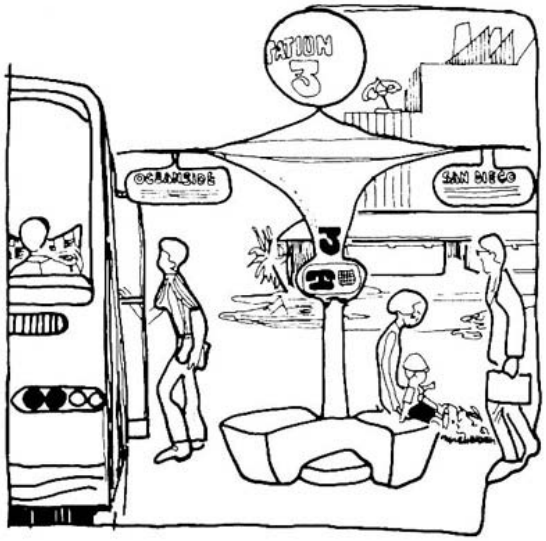
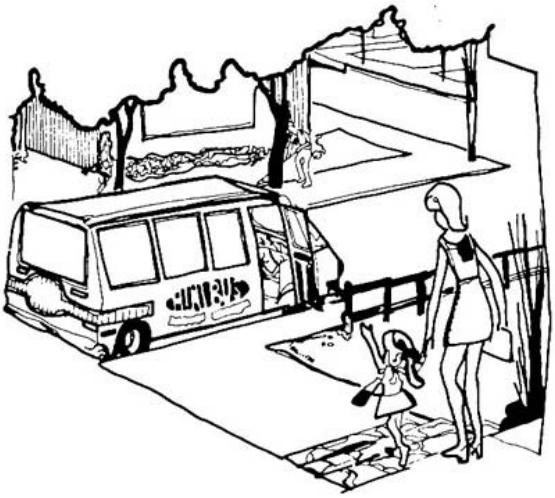
PUBLIC TRANSPORTATION

INTRODUCTION



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



EXISTING CONDITIONS

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

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

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

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

PROPOSALS

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

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

- Evaluation of rerouting Bus Route 13 to serve the future Grantville LRT station.

- Increase service on Bus Route 40 to operate all day, routing midday and selected peak period trips to the Grantville station. Evaluate effect of marketing efforts, need and possible service reductions in this route.

- Possible elimination of Bus Route 81 to coincide with the opening of the Mission Valley East Light Rail Extension.

- Work with the city of La Mesa to possibly implement Westside Shuttle route operation to serve the future 70th Street trolley station.

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

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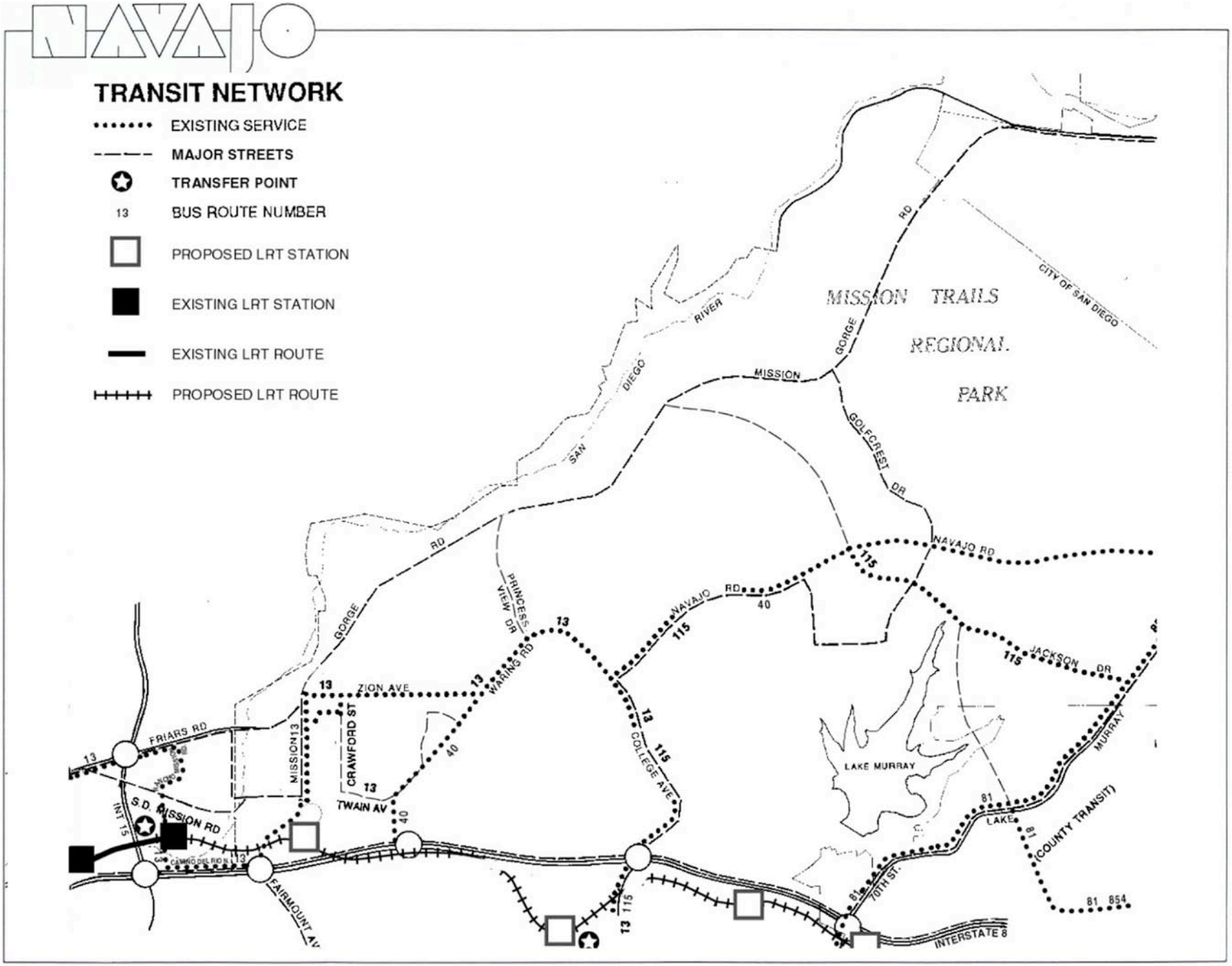

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BICYCLES

INTRODUCTION

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

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

PROPOSALS

- **Regional Bikeway**

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

- **Del Cerro Route**

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

- **Allied Gardens Route**

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

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

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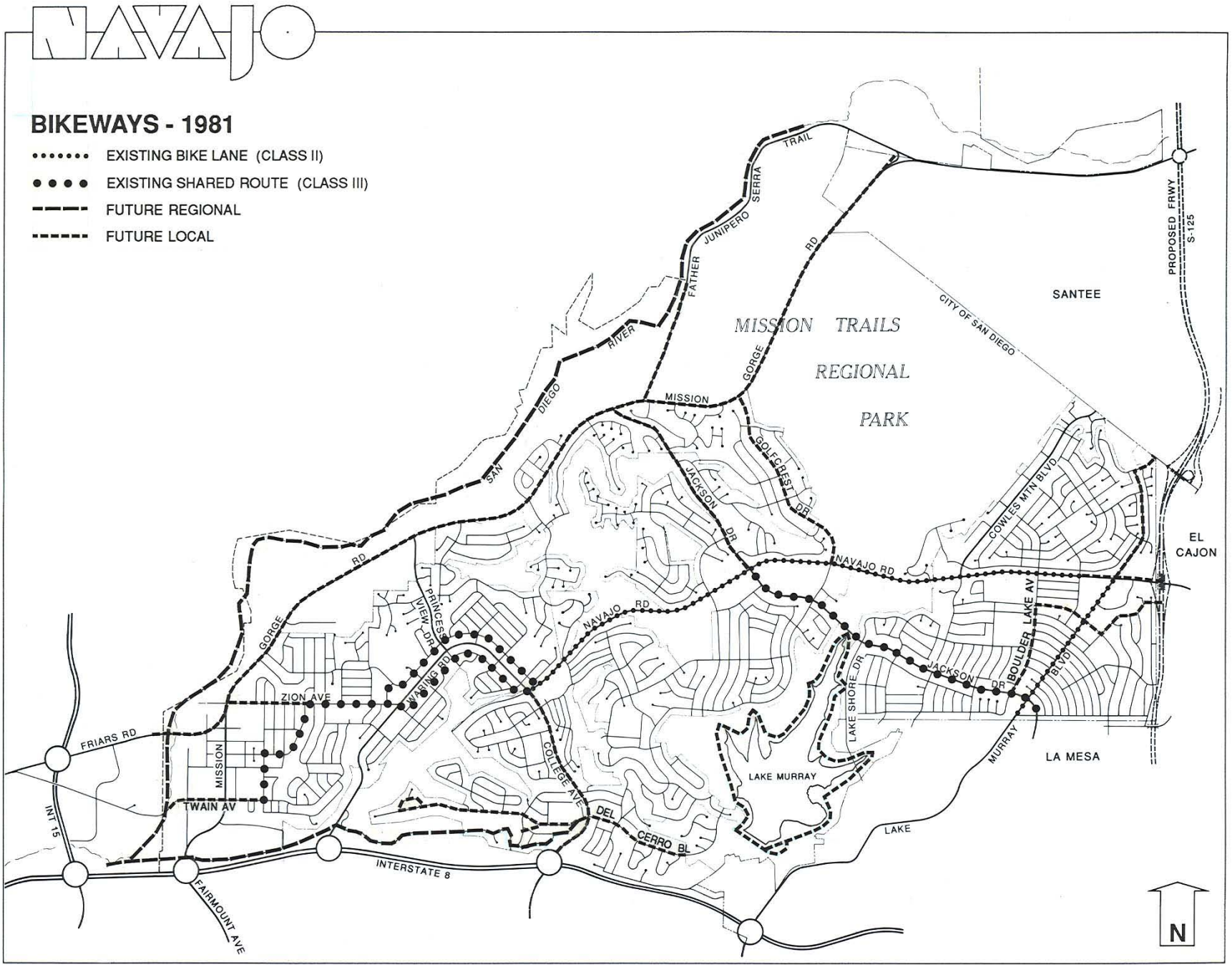

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- **Jackson Drive Extension**

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

- **Lake Murray Boulevard Route**

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

- **Jackson Drive Route**

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

- **Navajo Road Route**

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

- **Golfcrest Drive Route**

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

- **Mission Gorge Road Route**

  This route would be along Mission Gorge Road from the Santee - San Diego City limits to the western limit of the community. Although the parallel bikeway along the San Diego River will remain as a desirable goal for future implementation, its construction is not imminent. In the meantime, relatively minimal and inexpensive work on Mission Gorge Road can produce a usable improvement for bicyclists. Total length: 5.2 miles.

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

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- **San Diego River Park Route**

  While the entire route generally will be along the San Diego River from the Pacific Ocean to the City of Santee, the San Diego River Park route within the Navajo community will occur from Mission Trails Regional Park to the Mission Valley community boundary. The San Diego River Pathway will be developed as a Class One bike route and constructed as individual development proposals are processed.

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

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STREETS

INTRODUCTION

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

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

EXISTING CONDITIONS

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

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

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

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

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PROPOSALS

Freeways and Expressways

- A recently completed study by SANDAG concluded that the easterly extension of State Route 52 (SR-52) is the most critical improvement needed to relieve traffic congestion on Mission Gorge Road, Friars Road, and I-8. Construction of SR-52 from Santo Road in Tierrasanta to the city of Santee will be scheduled as soon as environmental clearance is obtained.

- An extension of Route 125 north to SR-52 is proposed. When built, this freeway and/or expressway would parallel the eastern edge of the Navajo community.

- Improvement by Caltrans of Interstate 15 (I-15) to 6-8 lanes between I-8 and State Route 163 (SR-163), and eight or more lanes north of SR-163 is being implemented.

- An additional westbound traffic lane on I-8 between College Avenue and I-15 is being proposed by Caltrans. This improvement will relieve traffic congestion on I-8 and Navajo community streets that access I-8 (i.e., College Avenue, Waring Road, and Mission Gorge Road). Caltrans is scheduled to advertise for bids for the widening in 1991.

Streets

1. The synchronization of traffic signals along Mission Gorge Road, between I-8 and Rainier Avenue is currently being designed (Fiscal Year 1988). The traffic signals north of Rainier Avenue cannot be synchronized because they are spaced in excess of one-quarter mile apart, the maximum practical distance for synchronization.

2. Friars Road, between Riverdale Street and Santo Road, is planned to be widened to six lanes to alleviate congestion at the intersection of Mission Gorge Road and Friars Road that is caused by the three westbound lanes on Friars Road narrowing to two lanes west of Riverdale. This project is included in the Capital Improvements Program for design in Fiscal Year 1989.

3. Jackson Drive is planned to be extended as a major street from Mission Gorge Road northerly to connect to Clairemont Mesa Boulevard and SR-52 in the Tierrasanta community concurrent with the completion of SR-52. This project is scheduled in the Capital Improvements Program for design in Fiscal Year 1990.

4. The easterly extension of Alvarado Canyon Road will be constructed as part of the Mission Valley East LRT project as a two-lane collector crossing over Waring Road to Adobe Falls Road. The road will provide improved access to the planned Grantville LRT Station and help to mitigate traffic impacts on Fairmount Avenue, Mission Gorge Road, and the westbound I-8 offramp.

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5. A study of the realignment of Alvarado Canyon Road should be completed and the project undertaken as soon as feasible. Subject to environmental review, the intersection of Alvarado Canyon Road with Mission Gorge Road should be moved northward to align with the Mission Gorge Road/Fairmount Avenue intersection. This realignment will help alleviate traffic congestion on the westbound I-8 offramp/Fairmount Avenue intersection. Consideration should also be given to widening the southbound Fairmount Avenue to westbound I-8 on-ramp in conjunction with this project.

The circulation plan must be oriented to provide a balanced transportation system for the Navajo community. Additional streets and alterations to existing streets should be limited to remedial and corrective measures. Only as a last resort should the widening or addition of streets, as would be required by the City's street standards, be considered.

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

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

1. Navajo Road should be widened to a six-lane major street east of Lake Murray Boulevard.

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

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

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

If the Navajo Road extension is not built, it is projected that volumes on Waring Road will approach 30,000 vehicles per day by the year 2000. This forecast volume exceeds the design capacity of this four-lane street with driveways, parking and houses fronting on the street.

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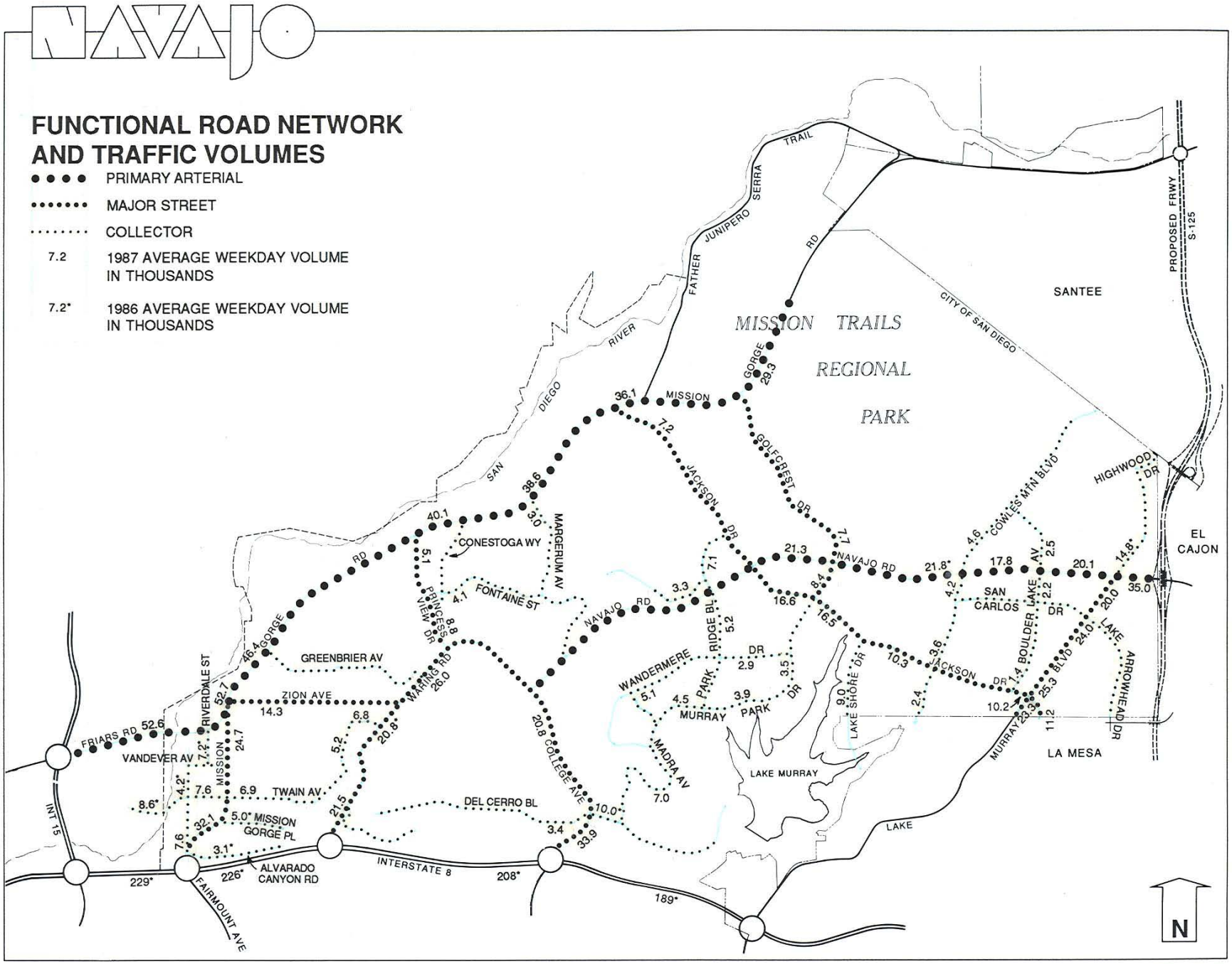
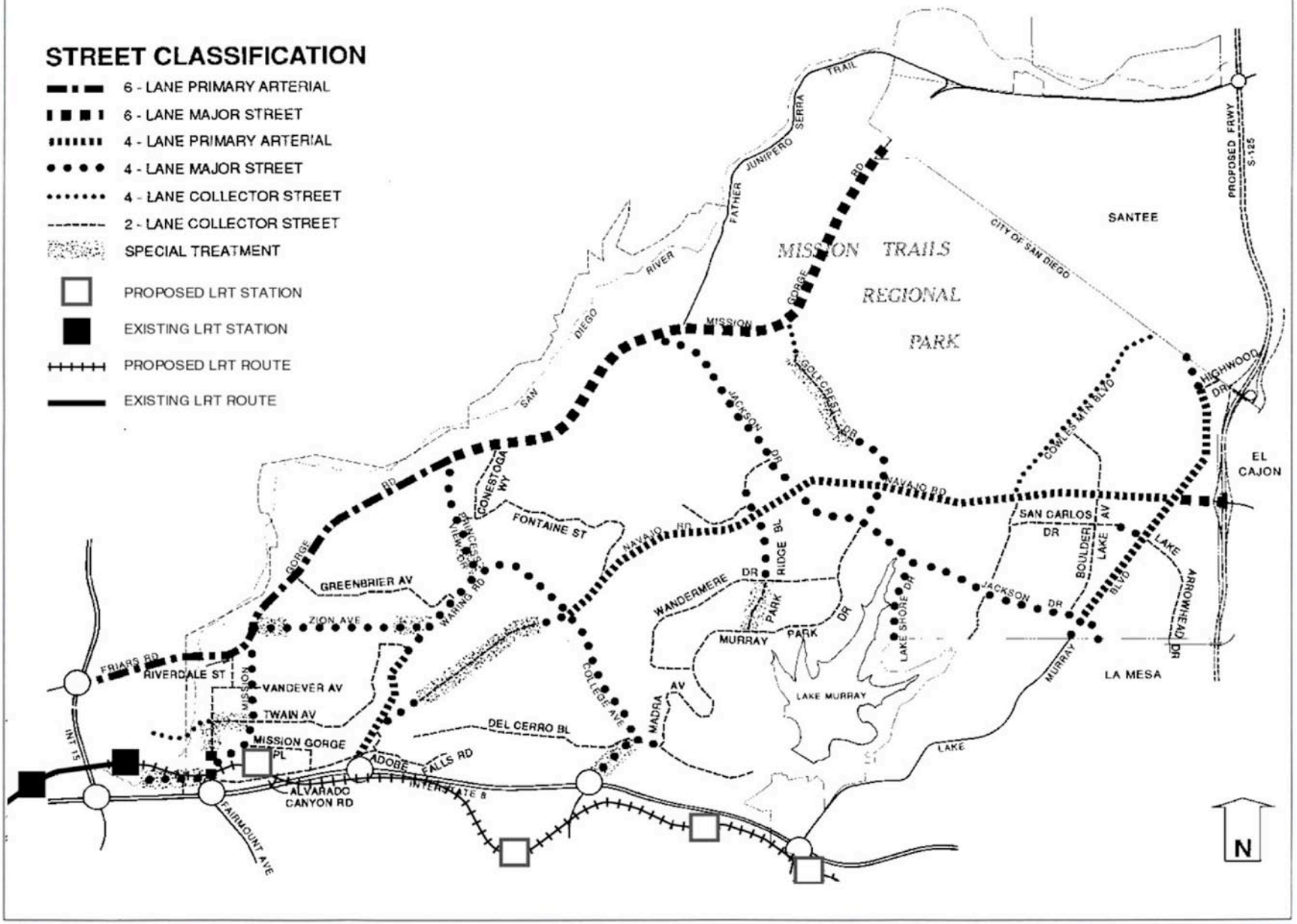


CITY OF SAN DIEGO • PLANNING DEPARTMENT

NAVAJO



CITY OF SAN DIEGO • PLANNING DEPARTMENT

Waring Road could become congested, resulting in inconvenience to motorists and nearby residents. In addition, the omission of the Navajo Road extension from the future roadway network would increase volumes on College Avenue, making it desirable to improve College Avenue to six lanes between Del Cerro Boulevard and I-8.

Design Principles

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

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

- **Street Widening**

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

- **Street Accessories**

1) Standards for street paving and lighting are not varied systematically throughout the City. Most of the streets and sidewalks in the City are paved in the same materials, and lighting fixtures often do not reflect the character and scale of the frontage development.

2) Placement of telephones, police and fire call boxes, mail deposit boxes, street numbers and news stands in consistent locations along the street would facilitate their use. These accessories should not be placed in the path of pedestrians or wheelchair users.

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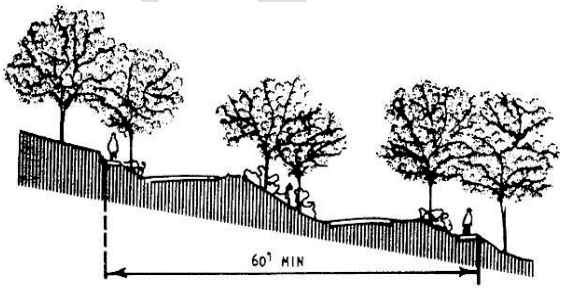
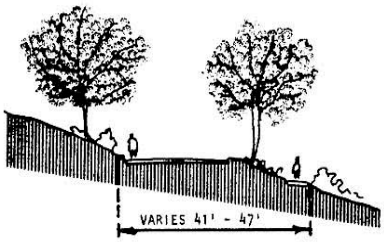
3) A coordinated system of variation in the use and placement of street trees, lighting, and other details could give streets better visual continuity and provide differentiation between through streets and local streets to aid driver orientation and traffic flow. The variations could include size, spacing and species of street trees and other landscaping, and intensity, spacing, and design of lighting fixtures. For example, major streets might have tall, widely spaced street trees; bright, closely spaced street lights; and large street signs. Local streets might have smaller, dense and more closely spaced trees; compass headings could be indicated by symbols on light poles or on the pavement. A more logical and systematic method of street naming should be used.

- **Hillside Streets**

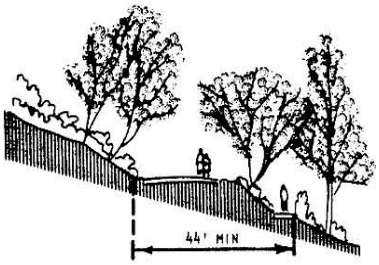
Hillside street standards should be reviewed for compatibility with the terrain. More restrictive grading controls, street landscaping, and limitation of on-street parking to one side of all hillside roads, should all be considered. Even under existing standards however, the use of retaining walls and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



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



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



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

HILLSIDE STREET TREATMENTS

- **Pedestrian Walkways (Sidewalks)**

1) Design walkways and parking facilities to minimize danger to pedestrians. Pedestrian walkways should be sharply separated from traffic areas and set apart where possible to provide a separate circulation system. Where necessary and practical, the separation should include landscaping and other barriers. Walkways should pass through the interiors of blocks. Walkways that cross street corners should have good sight

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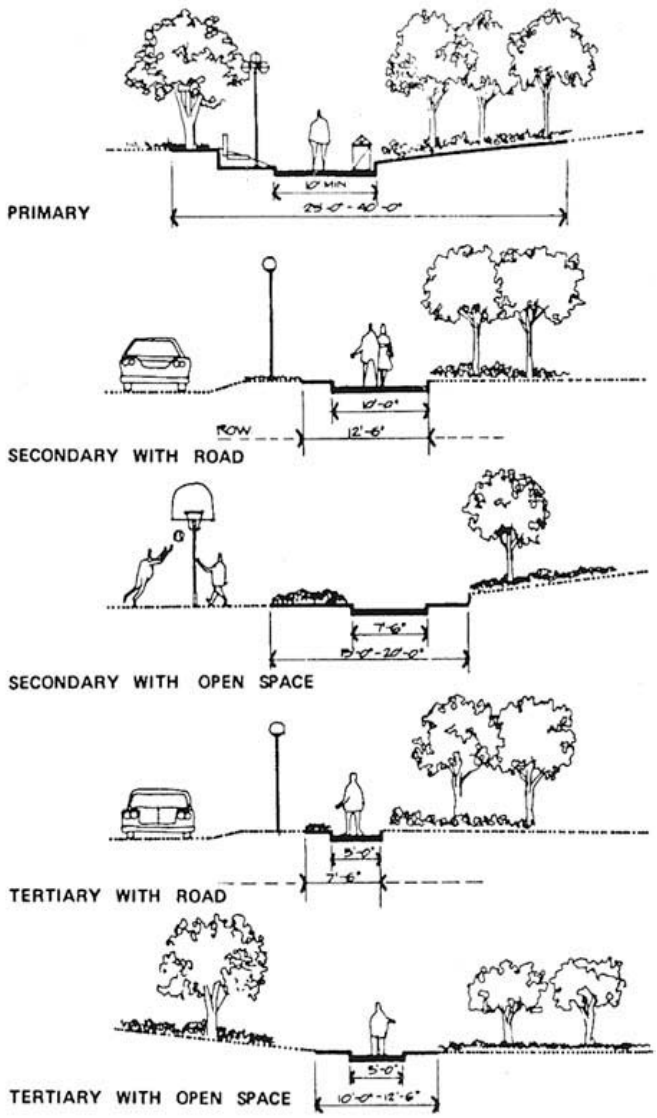
distances for motorists and pedestrians.

2) Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways.

3) Commercial and industrial truck loading should occur on private property rather than in roadways or on sidewalks. Residential parking should be as close as possible to the dwellings served, with adequate lighting along the walking route from the parking to the dwellings.



PEDESTRIAN WALKWAYS

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COMMUNITY ENVIRONMENT

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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OBJECTIVE

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

PROPOSALS

Programs

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

Buildings - Structures

- Create, through design, harmony between natural features and urbanized areas and activities.
- Encourage an orderly transition of height, density, scale and arrangement of buildings to preserve the identity of each element as well as the cohesion of the whole.
- Promote the coordination of building groupings to foster neighborhood and community identity and unity.
- Encourage an overall quality of design by using materials, color and texture to give identity and focus to groups of structures within the urban landscape.
- Cable television should be encouraged throughout the study area to help eliminate the clutter of individual antennas. Future planned residential developments should include no more than one master antenna to serve all units.
- All telephone and electrical distribution lines should be underground where technically and economically feasible, in accordance with systematic long-range program establishing priorities for the Navajo area.

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- Develop points of visual relief in the urban landscape through the use of open spaces and landscaping, building setbacks, building materials, location of public facilities, and street and right-of-way design and maintenance.

- Improve the appearance of public and private special use properties such as flood control channels, power line rights-of-way, mineral extraction operations, and water storage areas.

- Improve flood control and storm and sewer installations.

- Protect distinct areas and communities from intrusion and encroachment of incompatible uses.

- Minimize nuisances to adjacent uses through the control of noise, odor, pollution, vibration and glare, and the screening of unaesthetic land uses.

- Implement development controls on urban development in accordance with the Mission Trails District Design Manual, which provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

Signs

- The size, placement, design and height of signs should be controlled through reasonable and uniform regulations utilized to prevent encroachment on the visual form of the community's physical environment.

- Signs should not project above the eave of the building to which the signs are attached.

- Signs should not protrude over the sidewalk or street, but be placed against the face of the building. Freestanding signs should be prohibited.

- Signs for the various businesses in any shopping center should be attractively clustered upon a marquee near the entrance to the center.

- Signs with moving parts or flashing lights should not be allowed.

- Signs should be limited in size based upon the linear feet of street frontage.

- Signs on trucks, autos, or other vehicles used to circumvent sign regulations should be restricted.

- Permitted signs should be kept in good appearance and repair. Nonconforming signs should be removed.

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Landscaping

- Use trees and shrubbery along heavily traveled streets to help lessen effects of traffic noise.

- Support feasible soundproofing of residential, commercial and industrial structures.

- Mission Gorge Road industrial development should be properly screened with landscaping and other suitable means. The area should be made presentable to the community and motorists on Mission Gorge Road because of its importance as an entry to the community, the Old Mission, and Mission Trails Regional Park.

- Establish financing programs, such as assessment districts, to provide for and maintain landscaping in the public right-of-way for major streets within the community.

- The following streets should receive first priority for such right-of-way improvements: Navajo Road, Mission Gorge Road, College Avenue and Waring Road. These improvements should include the planting of street trees as well as landscaping of the center median.

Natural

- Utilize natural elements as points of visual relief in the urbanized areas.

- Establish and maintain an open space system to conserve natural resources, preserve scenic beauty, and define urban form.

- Create and preserve open space in and around built-up areas to aid in lessening the effects of high noise levels.

- Strengthen environmental pollution control measures. Support research into causes and prevention of environmental pollution.

- Prevent deterioration of natural watershed areas.

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

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PLAN MAP

The illustration on the following page presents an overview of the major concepts developed through the community planning process. Through this device, it is possible to see how each of these ideas contributes to the design of the total fabric of the Navajo community.

It is the intent of this community plan that all public facilities illustrated on the Plan map be provided commensurate with the need for such facilities. In some cases, the exact location for such facilities has not yet been determined. The final site selection of these facilities will be accomplished during the subdivision map filing process. City policy requires that subdivision maps be reviewed by all public agencies that may have an interest in the proposal. If through this process it is determined that a specific parcel of land within the subdivision is needed for public facility purposes, the parcel in question will be withheld from development for a reasonable period of time to allow the appropriate agency time for property acquisition. It is also intended that in the event the public agency does not arrange for the acquisition of the needed property within a reasonable period of time, private development of the property may occur as consistent with the Plan goals and objectives. Such private development shall conform to Council Policies 600-4 (standards for public rights-of-way improvements), 600-10 (adequate public services in connection with development proposals), 600-18 (residential/commercial/industrial developments phasing), or any other present or future policy of the City of San Diego that may be effective at the time of future development proposals.

Future Study Area

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

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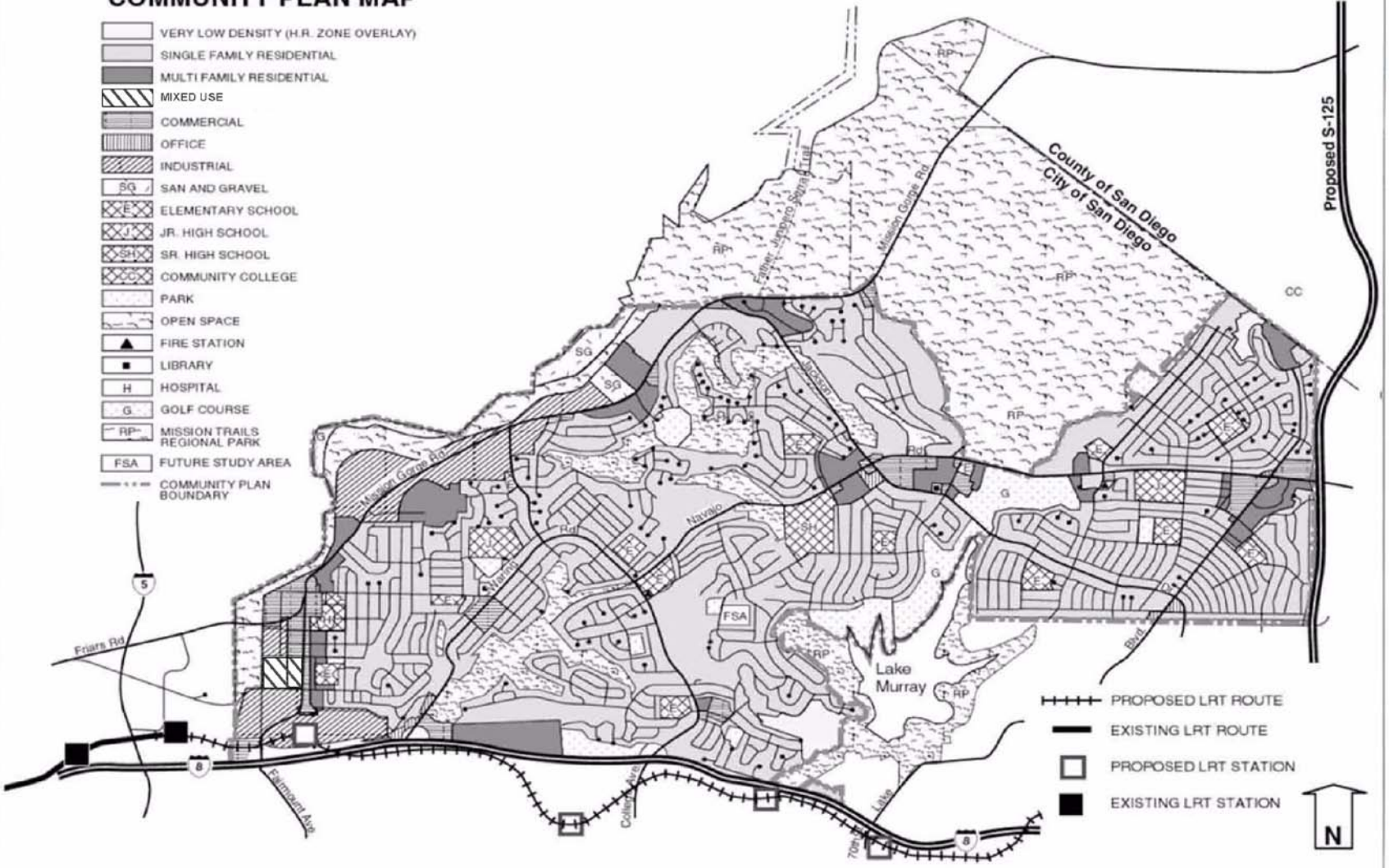
NAVAJO

COMMUNITY PLAN MAP



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NAVAJO

GRANTVILLE/MISSION GORGE RO

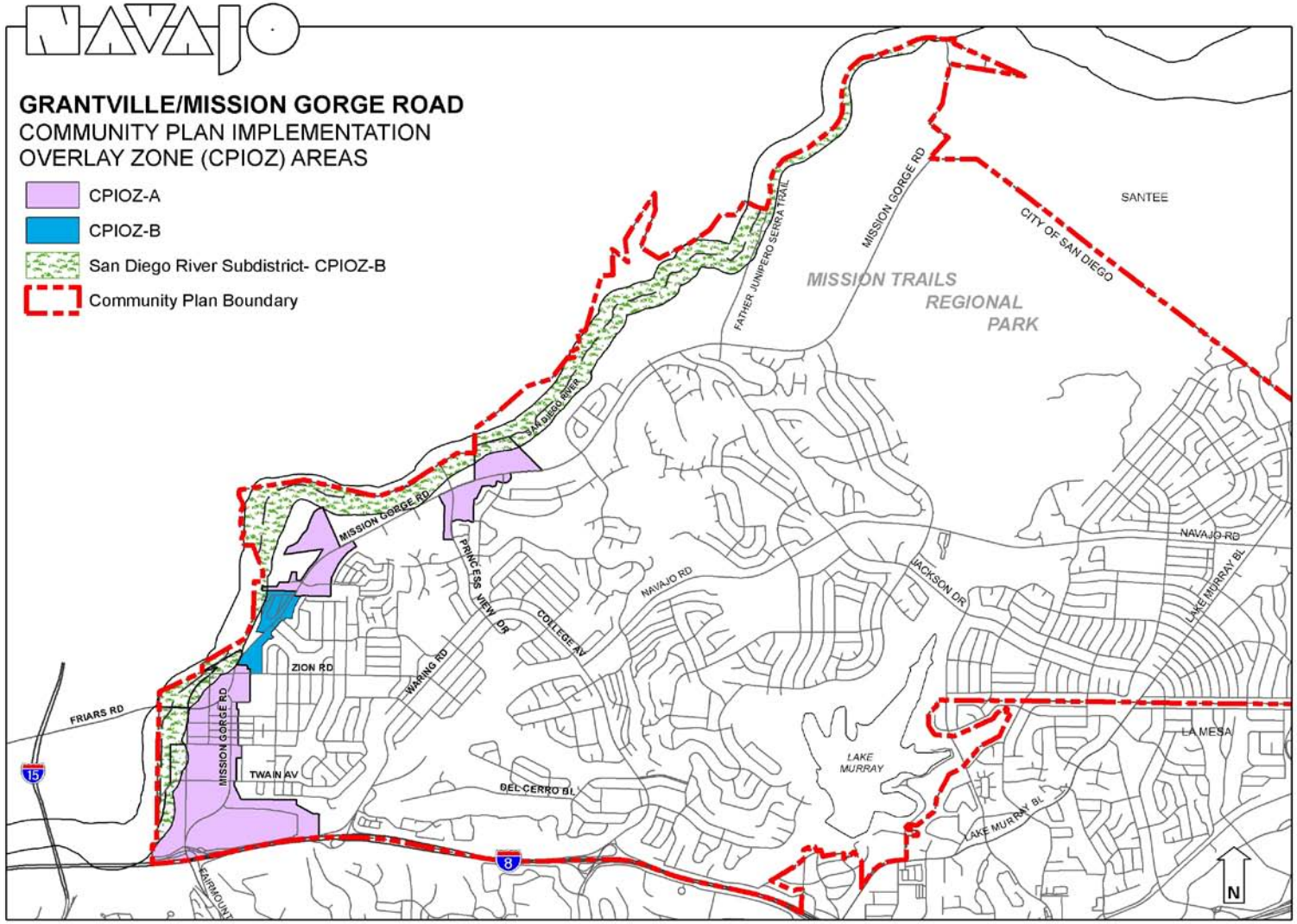
COMMUNITY PLAN IMPLEMENTAT

OVERLAY ZONE (CPIOZ) ARE

- AREA 1
- AREA 2
- AREA 3

N

CITY OF SAN DIEGO • PLANNING DEPARTMENT



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IMPLEMENTATION

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

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

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

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
I ORGANIZATION				
A. Maintain community rapport.	Continuing	1. Arrange publicity, conduct public meetings, provide information service.	NCP[1]	Not determined
B. Maintain and implement plan.	Continuing	1. Monitor proposed plans and other actions affecting community plan, provide input as appropriate. 2. Arrange annual public community NCP meeting (more often, if needed) to appraise changing needs and adjust planning & implementation accordingly. 3. Take other steps to promote community consciousness and identity, such as distribution to each new resident (as well as present residents) of a pamphlet describing how citizens may participate in community planning and development.	NCP	Not determined
II RESIDENTIAL				
A. Encourage a wide range of densities (30-43, 15-29, 10-14, 5-9, & 0-4 D.U. per acre), develop and/or maintain these densities as shown on the community plan map.	Continuing	Allow no rezoning that conflicts with plan proposals.	Planning Dept.	

[1] Navajo Community Planners, Inc.

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
B. Adopt, as City policy, inclusion of a portion of low and moderate income housing in all major residential developments based on objective determination of need for such housing.	Continuing	1. Adopt policy. 2. Enforce policy in working with owners, realtors, developers. 3. Monitor implementation.	City Council Planning Dept. NCP/ Community Action	
C. Vary housing types and densities to create interest and provide a mix of economic and social characteristics. Implement the Mobile-home Park Overlay Zone.	Immediate	1. Adopt balanced community concept. 2. Enforce policy in working with owners, developers. 3. Monitor implementation.	City Council Planning Dept. NCP/ Community Action	
D. Require all major residential development proposals to be carried out under a PRD.	Immediate	1. Commission & Council approval of policy. 2. Apply policy to major proposed residential developments.	Planning Dept. Planning Dept.	
E. Relate dwelling units to topography.	Immediate	Work with property owners, realtors, developers to strongly encourage the use of PRD, PCD procedures.		
F. Provide adequate, off-street parking.	Immediate	Work with property owners, realtors, developers to strongly encourage the use of PRD, PCD procedures.	Planning Dept.	
G. Implementation of the Mission Trails District controls.		1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept./NCP Community Action	
H. Implementation of the geologic hazard area controls.	Immediate	1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept.	

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
III COMMERCIAL				
A. Maintain and/or develop community commercial centers at Lake Murray Blvd. & Navajo Rd., Jackson Dr. & Navajo Rd. & at Waring Rd. & Orcutt St. to include professional & business offices, entertainment & cultural activities, & public & semipublic facilities.	According to need	1. Work with owners, realtors, developers using PCD and other means available.	Planning Dept.	
B. Develop neighborhood commercial centers at Golfcrest Dr. & Mission Gorge Rd to supplement 3 existing centers.	According to need	1. Work with owners, realtors using PCD and other means available. 2. Maintain zoning at existing centers. 3. Rezone land where needed to implement plan.	Planning Commission/ Planning Dept.	
C. Retain specialized commercial uses on Mission Gorge Road in Grantville area.	Continuing	Monitor development proposals.	Planning Dept./NCP	
D. Retain professional offices at all community shopping centers & neighborhood commercial centers in Grantville.	Continuing according to need	Work with owners, realtors, developers in accordance with plan.	Planning Dept.	
E. Retain visitor-oriented facilities at I-8 at Waring Rd. & Mission Gorge Rd. at Alvarado Canyon Rd. No additional visitor-oriented facilities are proposed.	Immediate & continuing	Monitor situation.	Planning Dept.	
F. Regulate number & location of service stations.	Immediate	1. Obtain approval for criteria. 2. Enforce criteria.	Planning Dept./NCP Planning Dept.	
G. Remove off-premise signs and consolidate multiple on-premise signs.	Continuing	1. Enforce City sign code. 2. Monitor development projects.	Planning Dept./NCP	

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
H. Process new commercial center developments as PCDs.	Continuing	Require PCD with map or rezone processing.	Planning Dept.	
I. Ensure compliance with design standards in Grantville.	Continuing	1. Apply CPIOZ. 2. Monitor development projects.	Planning Dept./NCP	
J. Implement the Mission Trails Design District controls.		1. Enforce policy in working with owners and developers. 2. Monitor implementation.	Planning Dept./NCP Community Action	
IV INDUSTRIAL				
A. Ensure that property rezoned to permit industrial use is developed in a manner compatible with the river and surrounding residential areas.	Upon application for rezone	Require processing of PID concurrent with rezone processing.	Planning Dept.	
B. Ensure that future development of the remaining sand and gravel facility (VR Dennis) is reviewed for compatibility with the river and Mission Trails Park, and for traffic impacts.	Upon application for rezone	Require processing of master PID concurrent with rezone application.	Planning Dept.	
C. Ensure that future development complies with the design standards for Grantville.	Immediate & continuing	1. Apply CPIOZ. 2. Monitor development projects.	Planning Dept.	
D. Implement the Mission Trails Design District controls.	Continuing	1. Monitor implementation. 2. Work with owners, realtors, developers, & tenants to solicit interest and participation.		

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
V OPEN SPACE RETENTION AND UTILIZATION				
A. Acquire open space system: Mission Gorge 300 ac. (San Diego River system).	As soon as possible	Initiate proceedings for hearing and Council action on establishment.	NCP/City Council/ Community Action	Not determined, Assessment District (see cooperative arrangement w/ Water Dist. on land it owns)
B. Redesignate those lands within the open space areas to the guidelines established in the open space element of this report.	Contingent on Open Space Implementa-tion	1. Initiate rezoning. 2. Monitor development of plans for preservation of natural amenities.	Planning Dept.	Not determined
C. Establish hiking trails in S.D. River Basin through Mission Gorge linked to City-County system.	Immediate	Schedule into CIP.	Park and Rec. Dept.	To be determined/ CIP or other funds
D. Public access to open space areas.	Immediate	Establish and maintain.	Park and Rec. Dept.	
E. Establish FW and FPF zoning along the river.	Immediate	Rezone in accordance with FEMA maps.	Engineering & Dev't.	
F. Regulate dev't. adjacent to the river to minimize disturbance to the wetland habitat.	Immediate & ongoing	1. Apply CPIOZ. 2. Adopt Habitat Conservation Plan.	Planning Dept./ SANDAG	
VI PARKS & RECREATION				
Park & Recreation Centers				
A. Lake Murray Community Park & Rec. Center #370)	As soon as possible	Complete Phases 2, 3 and 4 by 1985, as scheduled, with additional effort to assure optimum use as a recreational facility.	Park and Rec. Dept.	CIP, Park Fees, 1973 Bond Issue
B. Allied Gardens Community Park & Recreation Center (#380)	As soon as possible	Construct shuffleboard clubhouse.	Park and Rec. Dept.	CIP, Park Fees
C. San Carlos Community Park & Recreation Center (#360)	As soon as possible	Ball field lighting.	Park and Rec. Dept.	CIP, Park Fees, 1966 Bond Issue
Neighborhood Parks				
A. Margerum (#383)	1st	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees, 1966 Bond Issue

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
B. Tuxedo (#373)	2nd	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees
C. Cowles Mountain (#361)	3rd	Open Space Park--Lease & develop acreage on Gage Elementary School for active play fields.	Park and Rec. Dept.	CIP, Park Fees, 1977 Bond Issue
D. Dailard (#372)	4th	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees, 1973 Bond Issue
E. Pasatiempo Open Space Park (#371)	5th	Develop City-owned site.	Park and Rec. Dept.	CIP, Park Fees
F. Princess Del Cerro (#381)	6th	Under construction.	Park and Rec. Dept.	CIP, Park Fees
G. Del Cerro (#371)	7th	Investigate purchase of private park.	NCP	Private
H. Small parks & plazas in community & neighborhood	Continuing	Encourage developers to include beautification when maps are submitted.	Planning Dept.	Private
Resource-Based Parks				
A. Mission Trails Regional Park				
B. Adobe Falls Open Space Park				
C. Padre Dam				
D. San Diego River Park (SDRP)	Immediate & ongoing	Apply San Diego River Subdistrict CPIOZ	Planning Dept.	CIP, Private
VII SCHOOLS				
Adjust boundaries to maintain proper balance.	As needed		San Diego Unified School District	
VIII OTHER COMMUNITY FACILITIES				
Library				
Appraisal of need for additional service.	Continuing	1. Evaluate effect of new branch.	City Librarian	CIP
		2. Consider expansion of Benjamin Branch.		CIP
		3. Consider adding third branch in Community.		

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	Proposal or Activity	Priority or Timing		Action	Responsibility	Financing Method
	Police, Fire, Water, Sewer, Private Facilities					
	Monitor adequacy of service.	Continuing		Notify appropriate City staff of unmet service needs and follow up as needed with staff and/or Council.	NCP/ Community Action	
	Flood Control					
A.	Monitor San Diego River Control Plan.	Continuing	1.	Ensure adequate control plan is implemented.	NCP/ Community Action	
B.	Monitor Alvarado Creek Control Plan.	Continuing	2.	Apply appropriate zoning.	NCP/ Community Action	
IX	**CIRCULATION**					
	Public Transportation					
A.	Increase frequency & hours for routes.	Immediately		Implement plans.	MTDB	Not determined
B.	Extend routes indicated on Network Map.	As soon as possible		Implement plans.	MTDB	Not determined
C.	Provide I-8 express service--El Cajon to Downtown with a stop in Navajo Community.	As soon as possible		Implement plans.	MTDB	Not determined
D.	Institute area minibus system.	Long-range		Develop and implement local service plan, possibly linked to citywide.	NCP/ through MTDB or Private	Not determined
E.	Construct LRT system along the east Mission Valley corridor.	Short-range		Implement plans.	MTDB	Local, State and Federal Transit Funding
	Bikeways					
F.	Develop community bikeway system coordinated with regional system.	As soon as possible		Follow through for implementation of approved plans.	Engineering & Dev't.	CIP, Bikeway Fund, General Fund
	Streets					

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
G. Increase I-8 & I-15 traffic handling capacity.	As soon as possible	Continuing study and improvement.	Engineering & Dev't./ State Div. of Highways	Hwy. Trust Fund, Gas Tax
H. Extend Navajo Rd.	When needed & conditions met	Monitor need and I-8 access; schedule into CIP.	Engineering & Dev't.	CIP, Gas Tax
I. Expansion of existing roads to 6 lanes: Friars Rd., Mission Gorge Rd.	According to need	Schedule into CIP according to need.	Engineering & Dev't.	CIP
J. Extend Jackson Dr. to Mission Gorge Road.	As soon as possible	Construct according to CIP.	Engineering & Dev't.	CIP, Gas Tax
K. Provide misc. special treatments.	As needed	Monitor & determine needs and opportunities to increase capacity of road system through special treatment.	Engineering & Dev't.	CIP and/or General Fund
L. Construct easterly extension of Alvarado Canyon Rd.	Concurrent with LRT system	Implements plans.	Engineering & Capital Projects Dept.	Local, State and Federal Funding
M. Realign Alvarado Canyon Rd. to Fairmount/Mission Gorge Rd.	As soon as possible	Proceed with design and environmental review when funding has been identified.	Engineering & Capital Projects Dept.	Local, State and Federal Funding
N. San Diego River Bike Route		Implement the bike route through private development.	Planning Dept.	CIP, Private Funds
X COMMUNITY ENVIRONMENT				
A. Improve grading, landscaping standards and control of hillside cuts.	Immediate	1. Proposed amendment to PRD, PCD, & HR requirements to provide better protection and enhancement of environment.	Planning Dept.	
		2. Enforce adopted standards.	Planning Dept.	
B. Underground utilities.	As soon as possible	Seek scheduling of undergrounding of utilities on major streets not already undergrounded.	Community Action/NCP	Utility Co. assume program or Assessment District

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Proposal or Activity	Priority or Timing	Action	Responsibility	Financing Method
C. Extend Cable TV.	As soon as possible	Approach franchise operators re: expediting service follow-up.	Community Action/NCP	
D. Require use of master antenna in PRDs.	Continuing	Establish criterion through City Council that master antennas only are allowed in PRDs.	Planning Dept.	
E. Extend sign control.	Immediate	Adopt proposed changes in Sign Control Ordinance.	City Council	
F. Screen Mission Gorge Road industrial development.	Immediate	Persuade property owners to create special assessment.	NCP/ Community Action	Assessment District
G. Plant street trees & landscaping: Navajo Road, Mission Gorge Road, College Ave., & Waring Road.	Immediate	Initiate special assessment districts as determined with City staff.	NCP/ Community Action	Assessment District
H. Control environmental pollution.	Immediate & continuing	Develop new programs & practices.	Community Action/City Council	
I. Prepare Urban Design Plan.	Immediate		Planning Dept.	
J. Implement the Mission Trails Design District controls.	As soon as possible	Monitor implementation.	Planning Dept./NCP/ Community Action	

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CONCLUSION

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

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

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

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

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

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STANDARDS AND DEFINITIONS

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

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

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

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

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

Commercial

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

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

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

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

Specialized commercial uses include automobile sales agencies, furniture stores, bowling alleys, drive-in theaters, hotels, motels and a wide variety of business, personal and repair

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services. Their trade areas are normally not easily definable since these establishments may attract patronage from a metropolitan or regional area. Specialized commercial uses are generally found in strip developments along major streets; however, they occasionally seek to cluster for mutual support, and sometimes locate within or adjacent to community and regional centers.

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

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

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

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

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

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

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

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

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

Density Ranges

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

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

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

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

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

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

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

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

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

Floodplain Fringe - all that land in a floodplain not lying within a delineated floodway.

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Land within a floodplain fringe is subject to inundation by relatively low velocity flows and shallow water depths.

Floodway - that land in a floodplain, which is delineated on a map approved by the City Council, required for passage of a 100-year frequency flood in an unlined channel with a resultant rise in the natural flood water profile of one foot. The natural flood water profile is the water surface elevation of a nonconfined 100-year frequency flood in the natural undeveloped floodplain.

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

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

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

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

Libraries

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

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

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

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

Open Space - Although definitions of "open space" abound, clearly none of them has yet attained universal acceptance; nor is this surprising, for open space by its very nature resists explicit description. One of the more recognizable difficulties, surely, is that "open space means different things to different people for different reasons."[1]

As might be anticipated, somewhat differing definitions of open space have been set forth in various legislative enactments. Under the Housing Act of 1961, open space land was defined as any undeveloped or predominately undeveloped land in an urban area which has value for (a) park and recreationa1 purposes, (b) conservation of land or other resources, or (c) historic or scenic purposes.[2]

A 1959 California statute authorizing cities and counties to expand public funds for the acquisition of open space declared that:

> ...an "open space" or "open area" is any place or area characterized by (1) great natural scenic beauty or (2) whose existing openness, natural condition, or present state of use, if retained, would enhance the present or potential value of abutting or surrounding urban development, or would maintain or enhance the conservation of natural or scenic resources.[3]

More recently, state legislation defined "open space land" as "any parcel or area of land or water which is essentially unimproved and devoted to an open space use..."[4] The latter term "open space use" is defined as "the use of land for (1) public recreation, (2) enjoyment of scenic beauty, (3) conservation or use of natural resources, or (4) production of food or fiber."[5] Within the City of San Diego Municipal Code, the following definition is found:

"Open Space Land" means any land or water area:

> which is primarily in its natural state and has value for park and recreation purposes, and which, in the opinion of the City Council of the City, (a) conforms to the criteria established for open space land set forth in the Progress Guide and General Plan for The City of San Diego, as amended, and (b) would, if retained in its natural state or improved, enhance the present or potential value of abutting or surrounding prope6ties or would maintain or enhance the conservation of natural or scenic resources.[6]

1. California Legislation, Joint Committee on Open Land Final Report, Feb. 1970, p. 51.
2. U. S. Congress, Housing Act of 1961, Sec. 706 Public Law 87-70, 87th Cong., 1st Sess., 1961.
3. California, Government Code, Title 1, Div. 7, Section 6954.
4. California, Government Code, Title 7, Chp. 3, Section 65560.
5. Ibid.
6. San Diego, San Diego Municipal Code, Section 61.0601.

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Parks

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

Neighborhood Parks and Playgrounds - Neighborhood parks should contain a minimum usable area of five acres when located adjacent to an elementary school (the ideal situation) and ten acres when not so located. They should serve a resident population of 3,500 to 5,000 persons. In order to assure ready accessibility to residents of the neighborhood, the maximum service area radius should generally not exceed one-half mile. The arrangement of space and the type of facilities located within each park must be related to the population and use characteristics of the neighborhood served. However, each park should have at least a play area, multipurpose courts, picnic facilities, lawn area and landscaping.

Community Park and Recreation Centers - Community parks and recreation centers should serve 18,000 to 25,000 residents within an effective radius of approximately one and one-half miles. The ideal location for this type of facility is adjacent to a junior high school. If so located, a minimum of thirteen usable acres is required; if not, a minimum of twenty acres is needed. Community parks should provide a wide range of facilities including athletic fields and multipurpose courts, picnic facilities, a variety of play areas, a recreation center building, lawn areas, and landscaping.

Resource-Based Parks[2] - Resource-based parks and recreation areas should be located in areas notable for scenic, natural, or cultural attractions. The two subcategories of resource-based parks are identified and discussed below.

Resource Parks - Resource parks may either be oriented toward one dominant function (Mission Bay) or toward a multiplicity of recreational activities (Balboa Park). While often containing several hundred acres, the actual amount of land included should be based primary upon physical or historical factors rather than upon any fixed standards. Within resource parks, sufficient land acreage should generally be left in a natural condition to permit such activities as hiking and horseback riding. However, the natural landscape may be supplemented with a variety of recreational facilities including tennis courts, outdoor theaters, and play fields. In sum, the degree to which such a park should be developed or preserved in a natural state will depend largely on its unique characteristics of size, topography and locale.

River Corridor Area – The River Corridor Area of the San Diego River Park Master Plan is defined by the approved 100-year floodway (as mapped by FEMA) plus 35' on either side of the floodway.

River Influence Area – The River Influence Area of the San Diego River Park Master Plan is defined as the 200' area adjacent to the River Corridor Area on both sides of the river.

Natural Parks - The natural park should be preserved as nearly as possible in its original condition and should provide for only those recreational activities which will not impair the features that inspired its designation as a natural park. Such a park is relatively spacious with a natural character reflecting scenic, topographic, scientific, or related values.

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1. Term derived from Park and Recreation Citizens Study Committee Report (San Diego, 1963, p. 10. Refers to neighborhood and community parks only.
2. Park and Recreation Citizens Study Committee Report, p. 15 refers to "Park... established to preserve those areas which are... outstanding... because of scenic, natural or cultural features... the location of these parks is dependent on the natural resource itself."

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Mini-Parks - Small areas used for open space or recreation. They may be used as play areas for small children, in which case they supplement individual backyards. They may serve senior citizens only, older children, or all age groups, depending on the needs in the neighborhood. They may include play apparatus, paved areas, sand pits, wading pools or simply be planted in grass. Their size usually ranges from 2,500 square feet to five acres, although in the past the size and location generally depended more on availability of vacant parcels of land than on other factors. The effective service radius varies somewhat depending on the type of person served, although it is rarely more than the walking range of a preschool child or about 1/8 mile.

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

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

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

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

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

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

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

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

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

Street Classifications - The five basic functional categories of streets in San Diego are

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present in Navajo. They are freeways, prime arterial, major streets, collector streets and local streets.

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

Prime arterials also are intended to facilitate the movement of large volumes of traffic and are usually, but not always, divided highways. Most street crossings will be at-grade, but there may be a few interchanges. There will be no driveways from abutting property, and traffic may cross, enter, or leave the road only at an interchange or intersection.

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

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

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

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

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