

The cluster of industrial, distributional, and —heavy” commercial uses located at San Diego Mission and Rancho Roads has diminished in recent years. Remaining are a water bottling plant and a precision valve manufacturer.

SAND AND GRAVEL

Sand and gravel operations and related activities once occupied about 596 acres within Mission Valley, including 240 acres undergoing annexation. Three firms operated sand and gravel extraction facilities in Mission Valley at that time: Fenton, Conrock and Hazard. Mining sites operated by Fenton and Hazard have since developed in accordance with this Community Plan. The Conrock operation has been taken over by Vulcan Materials Company.

The last remaining resource extractions are being operated by Vulcan Materials Company. The Vulcan Materials Company operation covers about 209 acres, located in the vicinity of Friars Road and Qualcomm Way. It is operating under City CUP No. 5073 (as amended and extended) and City CUP NO. 82-0315. The asphalt and concrete plan operations associated with the Vulcan site will be relocated to the southeast corner of Quarry Falls as an interim use.

Mission Valley contains three types of aggregate deposits: lower San Diego River alluvial material, predominately sand; Stadium conglomerates, which yield almost exclusively coarse aggregate before crushing; and metavolcanics which must be crushed in order to be used as aggregate material. Of the total resources, the conglomerates are the most abundant. Of 6,545 million tons of total resources, 177 million tons are acceptable grades of sand and 6,368 million tons are acceptable grades of gravel. A calculated 152 million tons of aggregate resources were once associated within the non-urbanized areas of Mission Valley (“Mineral Land Classification of the Western San Diego County Production Consumption Region,” California Division of Mines and Geology, 1981).

OBJECTIVES

- Continue sand and gravel operations in the community until depletion is reached.
- Require and enforce land reclamation which is consistent with municipal, state and federal guidelines during and following termination of extraction activity for subsequent reuse.

PROPOSALS

- Retain and maintain those industrial uses which will be compatible with the commercial and residential development of the Valley.
- Allow existing sand and gravel operations and related activities to continue until depletion of aggregate resources is reached. This can be achieved by renewing, and when necessary, amending existing permits. The existing review procedure should ensure compliance with all conditions.

RE-USE DEVELOPMENT PROPOSALS

1. Relationship to Existing Development

- All development should be oriented away from the mesa.
- New development should be a logical extension of existing land use.
- Support facilities needed for new development should be provided within the new development or in adjacent lowlands. No additional burden should be placed on existing schools, parks and local shopping facilities on the mesa.
- Streets serving new development should be connected to the road network, and not to major streets serving residential areas on the mesa.

2. Environmental Problems

- Environmentally sensitive issues should be addressed in each precise development plan. These should include but not be limited to the following: air quality; flood hazards; high quality habitats and adjacent open space systems; hillside preservation and conservation; carrying capacity of the local street system and the impact of Jack Murphy San Diego Stadium.
- Ideally, depletion or termination of mining operations should be reached in any given extraction area before re-use begins. If this proves infeasible, new development should be sufficiently buffered from continued mining operations to meet existing noise and air pollution standards; present no danger to public health, safety and welfare; and minimize environmental conflicts.
- The use of Planned Developments and Specific Plans should be encouraged to assure the highest quality of development and sensitive treatment of the environment.



Suggested character of Industrial/Business Park development

3. Land Use Guidelines

- When land within an existing sand and gravel extraction area is proposed for urban development, multiple land uses should be considered and processed consistent with the land use and development guidelines of the Multiple Use Development Option of this Plan.

4. Implementation Guidelines

- New development should be logical and cohesive, not piecemeal or fragmented.
- If two or more entities are operating in a given extraction area, they should coordinate their activities to assure logical, cohesive development and minimize environmental conflicts.
- In recognition of the large areas involved, changing economic conditions, and the extensive time frames necessary for complete re-use, Specific Plans for parcels of ten or more acres and Planned Developments for parcels of less than ten acres should be utilized to process development plans. Development plans should include specific land use allocations, development intensities (floor area square footage for office and retail uses, number of guest rooms for hotels, and number of dwelling units for residential development), complete street networks, and, if applicable, phasing programs.

DEVELOPMENT GUIDELINES

- Apply appropriate land reclamation measures to all sand and gravel operations. These reclamation measures should begin before the termination of extractive activities. Ensure compliance with the State Surface Mining and Reclamation Act of 1975, City ordinances, and all subsequent legislation concerned with the reclamation and rehabilitation of mined land. This will be achieved by requiring the approval of a reclamation plan for all nature resource operations. The following criteria are proposed to guide the evaluation of such reclamation plans:
 - a. Contour finished slopes so they blend into the surrounding terrain.
 - b. Control erosion caused by storm runoff and other water resources.
 - c. Plant and seed recontoured slopes with local native-drought resistant trees, shrubs and grasses. If possible, the planting pattern should be in keeping with the native growth on adjacent unmined lands or with that of other hillside areas within the valley.
 - d. Create water areas wherever possible to further enhance the greenbelt flood control concept. This will enhance the unique setting of the floodplain area and will help to replace riparian habitat areas, lost elsewhere in the Valley.
- Develop feasible land use conversion plans in the form of specific plans for the reuse of terminated sand and gravel operations and related lands. Because these lands which are presently undergoing extraction are significant in terms of acreage, it is anticipated that they may develop under the multiple use development option.

MULTIPLE USE DEVELOPMENT OPTION

A “multi-use development” means a relatively large-scale real estate project characterized by the following, which are implemented as part of a comprehensive development plan. It is not the intent of this Community Plan that these elements occur at the parcel level.

- Two or more significant revenue-producing uses (such as retail, office, residential (either as rentals or condominiums), hotel/motel, and/or recreation – which, in well-planned projects, are financially supportive of the other uses.
- Significant functional and physical integration of project components including uninterrupted pedestrian connections, if available, to adjacent developments.
- Development in conformance with a coherent plan (which frequently stipulates the type and scale of uses, permitted densities and related items), and
- Public transit opportunities and commitments.

This definition clearly differentiates multi-use developments from other forms of land use and also identifies “common denominator” characteristics of multi-use projects with a minimum number of criteria.

These two or more uses should be significant (e.g., retail should be more than site-serving convenience facilities) and revenue-producing (e.g., to amortize cost over time and provide a reasonable return). In most multi-use projects, revenue-producing uses consist of retail, office, residential, and/or transient (hotel/motel) facilities. Two or more revenue-producing uses in the project usually imply large-scale development.

Another defining characteristic of multi-use development is a significant physical and functional integration of project components. All project components should be interconnected by pedestrian ways, although (physically) this integration can take many forms:

- Vertical mixing of project components into a single structure, often occupying only one parcel.
- Careful positioning of key project components around centrally located focal points (e.g., a shopping gallery or hotel containing a large central court).
- Interconnection of project components through an elaborate pedestrian circulation network (e.g., subterranean concourses, walkways and plazas at grade and aerial bridges between buildings), or
- Extensive use of escalators, elevators, moving sidewalks, bridges, and other mechanical or structural means of facilitating horizontal and vertical movement by pedestrians.
- Permanent pedestrian linkages to public transit systems.

Whatever their form, “coherent” plans for multi-use development typically set forth at a minimum the types and scale of land uses, permitted densities, and those areas on the site where different kinds of development are to occur. Plans for projects entailing substantial public improvements should specify respective responsibilities and financial obligations (e.g., for provision of on-site and off-site improvements) on the part of public and private sectors. These documents guide – and in the case of some projects, govern – development as to scale, timing, type, and density of buildings and relationships among project components, open space and public improvements on the site. This distinguishes such projects from unplanned mixing of uses often resulting from the separate, unrelated actions of several different developers. In Mission Valley, multi-use projects (in the form of specific plans) are proposed for the majority of the large undeveloped parcels and redevelopable areas.

There are four different revenue-producing land uses in Mission Valley. They are: 1) Commercially-Retail; 2) Commercial-Office; 3) Commercial-Recreation; 4) Residential. Any two of these four revenue-producing uses in a single land development project create a “multi-use” development and are usually found in a large-scale project.

Multi-use projects may also include separate structures on separate parcels of land providing that the creation of parcels and designation of uses is the result of a plan approved for the entire designated project and it meets the basic criteria for a multi-use project.

Multi-use is an option for developers. It may be applied for through a PDP Permit or through a Specific Plan. In general, the Specific Plan should be used for projects of ten or more acres. This may vary, however, and should be determined on a case-by-case basis. An application for a multi-use project should include:

- Location, scale, size, and proposed use of all buildings.
- A schematic plan of pedestrian areas (plazas, courtyard, etc.) and interconnecting usable paths.
- Vehicular access plan including streets, parking, goods delivery and linkages to the public circulation system (freeways and major surface streets).
- A landscaping plan to tie the various uses together.
- A financing and maintenance plan for any and all public facilities or improvements.
- Linkages to public transit system.
- Other land use controls as may be required to conform to the urban design guidelines included in the **Urban Design Element** of this Plan.

This multi-use option is intended to encourage comprehensive developments which will minimize the need for an over reliance on automobile access and emphasize pedestrian orientation and proximity to public transit. Mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system are encouraged within larger multi-use projects, creating opportunities for villages within the community plan area. Village development is pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. These spaces may consist of: public parks or plazas, community meeting spaces, outdoor gathering spaces, passive or active open space areas that contain desirable landscape and streetscape design amenities, or outdoor dining and market activities.

Urban villages respond to the needs of larger, mixed-use communities of compact development of varying intensities and densities. This type of multi-use development serves a broad range of retail demand, combining opportunities that meet the day-to-day needs of neighborhood residents (markets, drugstores, etc.), as well as upscale shopping for the surrounding communities. Residential and office development, typically built above retail, is also a common component of the urban village and provides a higher degree of walkability and security than traditional retail centers. A critical mass of small to medium scale retail uses, including dining and entertainment elements that activate the streetscapes, support a highly amenitized town center. Such amenities include public plazas, water features, artwork, and enhanced landscaping and lighting to create a sense of place and connection for residents and visitors. An increased intensity and mix of retail may support the construction of structured parking, allowing for greater design emphasis on the pedestrian experience and increasing the viability of transit to serve the village and community.

Density bonuses may be given to such developments if they can incorporate some of the bonus provisions included in the **Development Intensity Element**. Additional development intensity based upon increased traffic generation may be permitted if it can be shown that: 1) the additional traffic generation can be accommodated; or 2) additional improvements can be made to the circulation/transportation system which will accommodate the increase in traffic generation.

OBJECTIVE

- Provide new development and redevelopment which integrates various land uses into coordinated multi-use projects.

PROPOSALS

- Include a variety of revenue-producing uses in each large-scale multi-use project.
- Ensure functional and physical integration of the various uses within the multi-use project and between adjacent uses or projects.
- Combine uses within a multi-use project to create a 24-hour cycle of activity.

DEVELOPMENT GUIDELINES

REGIONAL HIGHWAYS

- Complete SR-52 and SR-125 to provide an alternate route from East San Diego County to North San Diego County, and from Southeast San Diego County to Downtown San Diego (relieving SR-94), and to points north (relieving I-8).
- Expedite construction of I-15 from Friars Road to SR-52 and its interchange with SR-163.

Primary Arterials

- Any intersections with access to Friars Road from SR-163 to Mission Gorge Road should be restricted to right-turn in and out only. The intersection at Frazee Road, at Santo Road, and at Dos Pueblos Drive may require prohibition of left-turn ingress and egress when volumes exceed City Street Design Standards on Friars Road. Fenton Parkway should be a four-lane primary arterial between Rio San Diego Drive and Camino del Rio North (future Camino del la Reina). Ultimately, Friars Road between the northbound ramps of SR-163 and Mission Center Road must be widened to eight lanes.

MAJOR STREETS

- Camino de la Reina Camino del Rio North should be a four-lane major street over its entirety from Napa Street/Friars Road on the west to Fairmount Avenue on the east. Existing sections west of Mission Center Road, west of Qualcomm Way, and east of Fenton Parkway should be improved to major street standards.
- Frazee Road needs to be four lanes south of Friars Road.
- Friars Road needs to be restriped as a six-lane major street from Colusa Street to Fashion Valley Road to accommodate the forecasted horizon year volume.
- Fenton Parkway should be constructed as a six-lane major street north of Rio San Diego Drive.
- Rio San Diego Drive should be constructed as a four-lane major street from Rio Vista Avenue to Rio Bonito Way.
- Qualcomm Way will need to be six lanes south of Friars Road and four lanes when extended north of Friars Road. Public streets of adequate capacity to connect Qualcomm Way and Mission Center Road with I-805 at Phyllis Place will be needed when urban development occurs north of Friars Road between Mission Center Road and I-805. Provision of these streets will not be considered until the sand and gravel operation has ceased and resource depletion has occurred. Additionally, the exact alignment will be

determined by detailed engineering studies, by agreement between the City and the property owner at the time urban development takes place on these parcels.

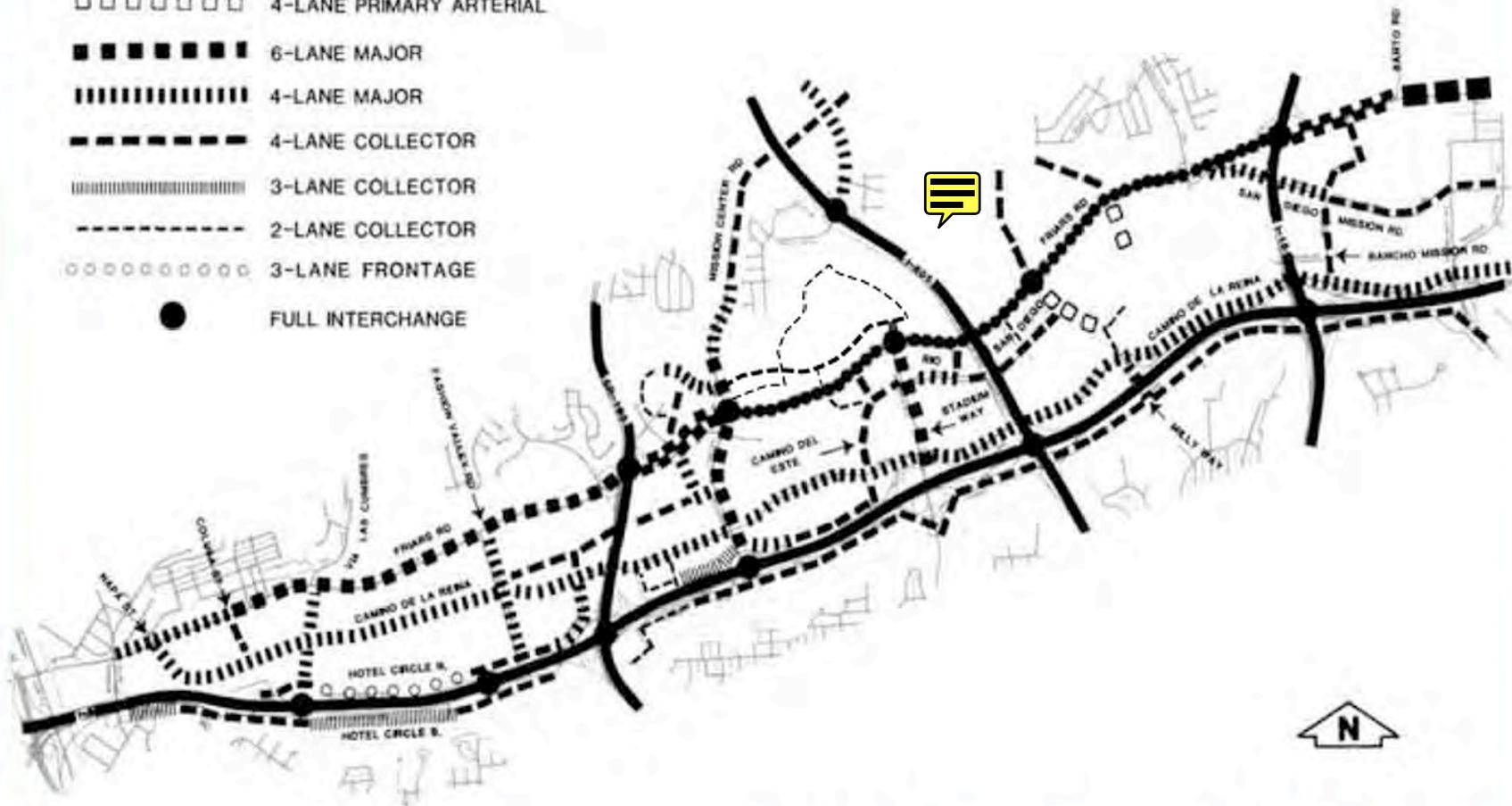
- Mission Center Road will need to be a six-lane major street from Camino del Rio North to Friars Road.
- Colusa Street should be constructed as a four-lane collector street between Friars Road and Camino de la Reina. Depending upon the intensity of current and future development projects and upon results of traffic studies pertaining to these projects, it may be necessary to construct Colusa Street as a four-lane major street between Friars Road and Camino de la Reina.
- Rancho Mission Road should be extended as a four-lane collector south across the San Diego River to Camino de la Reina. Although forecast for more than 10,000 ADT, present development limits widening the street to major street standards.
- A four-lane collector street will be needed north of the river between Frazee Road and either Fashion Valley Road or Camino de la Reina.
- A collector street will be needed between Rio San Diego Drive and the existing Friars Road underpass (located between Mission Center Road and Qualcomm Way).
- An access road to the stadium parking lot from Fenton Parkway should be constructed to alleviate congestion during Stadium events and from future development on City-owned land.
- Within Quarry Falls and paralleling Friars Road, Quarry Falls Boulevard should be constructed as a four-lane urban collector to provide vehicular and pedestrian east-west connection between Mission Center Road and Qualcomm Way. Diagonal parking should be permitted on the south side of the roadway within the Village Walk and commercial portions of the Creekside District of Quarry Falls to create the sense of a busy urban street and compliment the pedestrian activity of the Village Walk District. A Class II bikeway should be constructed on both sides of the roadway.
- Qualcomm Way should be extended to Quarry Falls Boulevard to provide a direct connection to development within the Quarry Falls Specific Plan area. It should be constructed as a six-lane urban major roadway. Class II bike lanes should be constructed along both sides of the Qualcomm Way extension and should connect to existing Qualcomm Way bike lanes.
- Russell Park Way should be constructed as a two-lane collector street to provide access to Quarry Falls from Friars Road. Class II bikeways that connect to existing bike lanes on Friars road should be provided on both sides of the street. Russell Park Way should transition to a four-lane urban collector as it approaches Quarry Falls Boulevard, at which point diagonal parking will be allowed for on the west side of the roadway.

- Via Alta should be constructed as two-lane collector to provide north-south travel through Quarry Falls. Class II bike lanes should occur on both sides of Via Alta; parking should not be allowed.
- Franklin Ridge Road should be constructed as a north-south two-lane collector street through Quarry Falls. Class II bike lanes should be provided on both sides of the street. Parking should not be allowed.
- **CREEKSIDE PARK LANE SHOULD BE CONSTRUCTED AS A TWO-LANE COLLECTOR, CONNECTING MISSION CENTER ROAD AND VIA ALTA WITHIN QUARRY FALLS. PARALLEL PARKING MAY BE PROVIDED ON BOTH SIDES OF CREEKSIDE PARK LANE.**

INTERCHANGES

- Modify the SR-163 and Friars Road interchange to increase its capacity.
- Hotel Circle and the I-8 interchange will need to be improved where the ramps intersect Hotel Circle North and Hotel Circle South, which will require additional right-of-way along the north side of Hotel Circle North, east of the ramps.
- Texas Street/Qualcomm Way and I-8 interchange: provide new westbound on- and off-ramps at Camino del Rio North, east of Qualcomm Way; and new on- and off-ramps of Camino de la Reina west of Qualcomm Way. Eliminate the existing signalized intersection and off-ramp directly north of the stadium overpass.
- Construct a new interchange at Hotel Circle North and South and the southerly extension of via las Cumbres, which will require the realignment of Hotel Circle North and Hotel Circle South.
- The Presidio interchange at I-8 should be modified by closing the eastbound off-ramp (Note: Depending upon the intensity of current and future development projects and upon the results of traffic studies pertaining to those projects, it may become necessary to.

-  6-LANE EXPRESSWAY
-  8-LANE PRIMARY ARTERIAL
-  6-LANE PRIMARY ARTERIAL
-  4-LANE PRIMARY ARTERIAL
-  6-LANE MAJOR
-  4-LANE MAJOR
-  4-LANE COLLECTOR
-  3-LANE COLLECTOR
-  2-LANE COLLECTOR
-  3-LANE FRONTAGE
-  FULL INTERCHANGE



Horizon Year Recommended Street Classification
Mission Valley Community Plan

