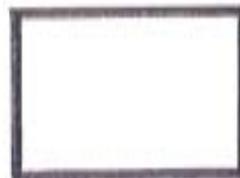
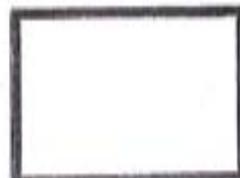
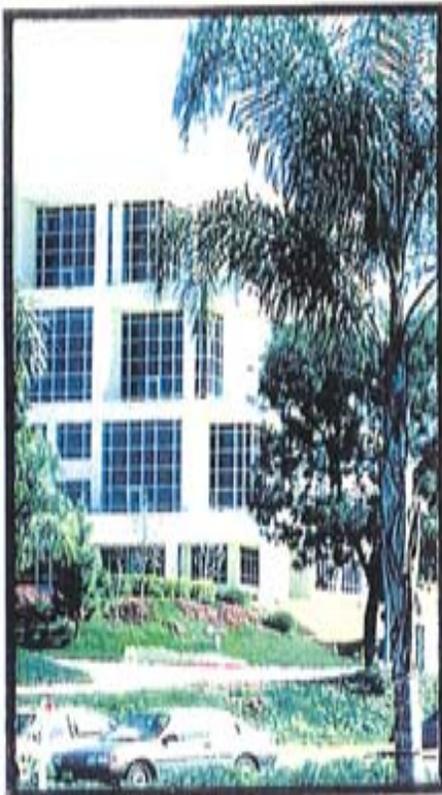
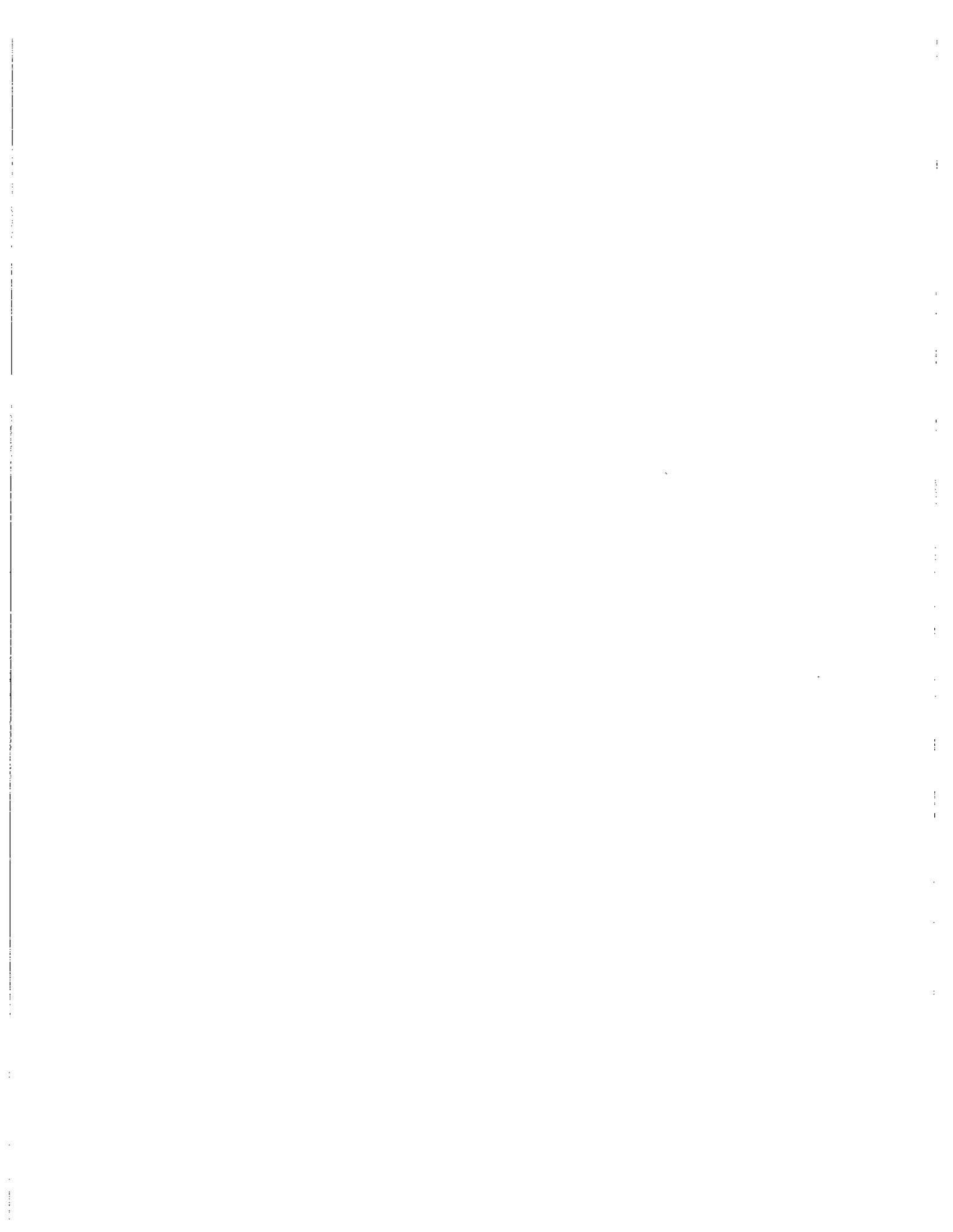


GROSSMONT SPECIFIC PLAN





**THE
GROSSMONT
SPECIFIC PLAN**

**CITY OF LA MESA
COMMUNITY DEVELOPMENT DEPARTMENT**

**ADOPTED BY THE LA MESA CITY COUNCIL
APRIL 12, 1994**

THE GROSSMONT SPECIFIC PLAN

ADOPTED BY THE LA MESA CITY COUNCIL
APRIL 12, 1994
RESOLUTION NO. 17248

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FUNDING PROVIDED BY:

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Rainbow Investments Company
Grossmont Hospital District
City of La Mesa

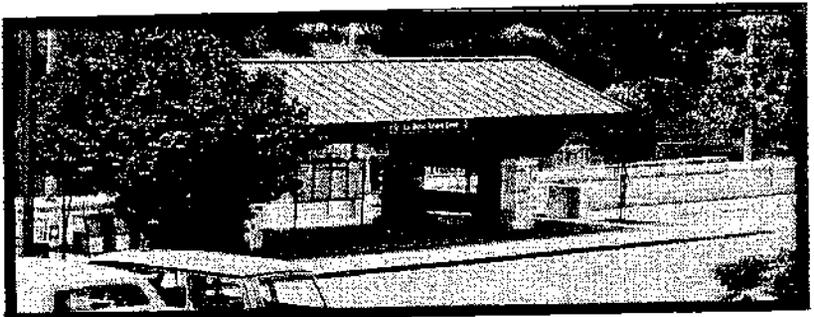
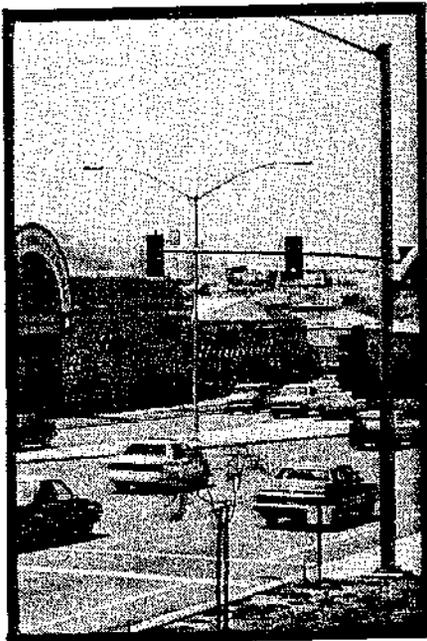
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GROSSMONT SPECIFIC PLAN



INTRODUCTION

GROSSMONT SPECIFIC PLAN

- d. Pedestrian facilities
 - e. Flood control facilities
8. To provide a framework for the coordination of development proposals and to assure efficient review by the City.

Since adoption of the Grossmont Specific Plan, numerous public improvements and private developments have occurred in the Specific Plan area. The following is a listing of these improvements:

PUBLIC IMPROVEMENTS

1. The construction of two MTDB Trolley stations along Fletcher Parkway at Grossmont Center Drive and Amaya Drive.
2. The construction of the Interstate 8/State Route 125 interchange and the northerly extension of State Route 125 to Fletcher Parkway.
3. The construction of Murray Drive between Grossmont Center Drive and Severin Drive.
4. The connection of La Mesa Boulevard and Grossmont Center Drive.
5. The reconstruction of Fletcher Parkway into a six lane arterial street with extensive landscaping.
6. The reconstruction of Amaya Drive into a four lane collector street with landscaping.
7. The reconstruction of Grossmont Center Drive between Center Drive and Havenhill Road to correct structural deficiencies.
8. The construction of the Wakarusa Street bridge over State Route 125.
9. The reconstruction and improvement of Northmont Park.

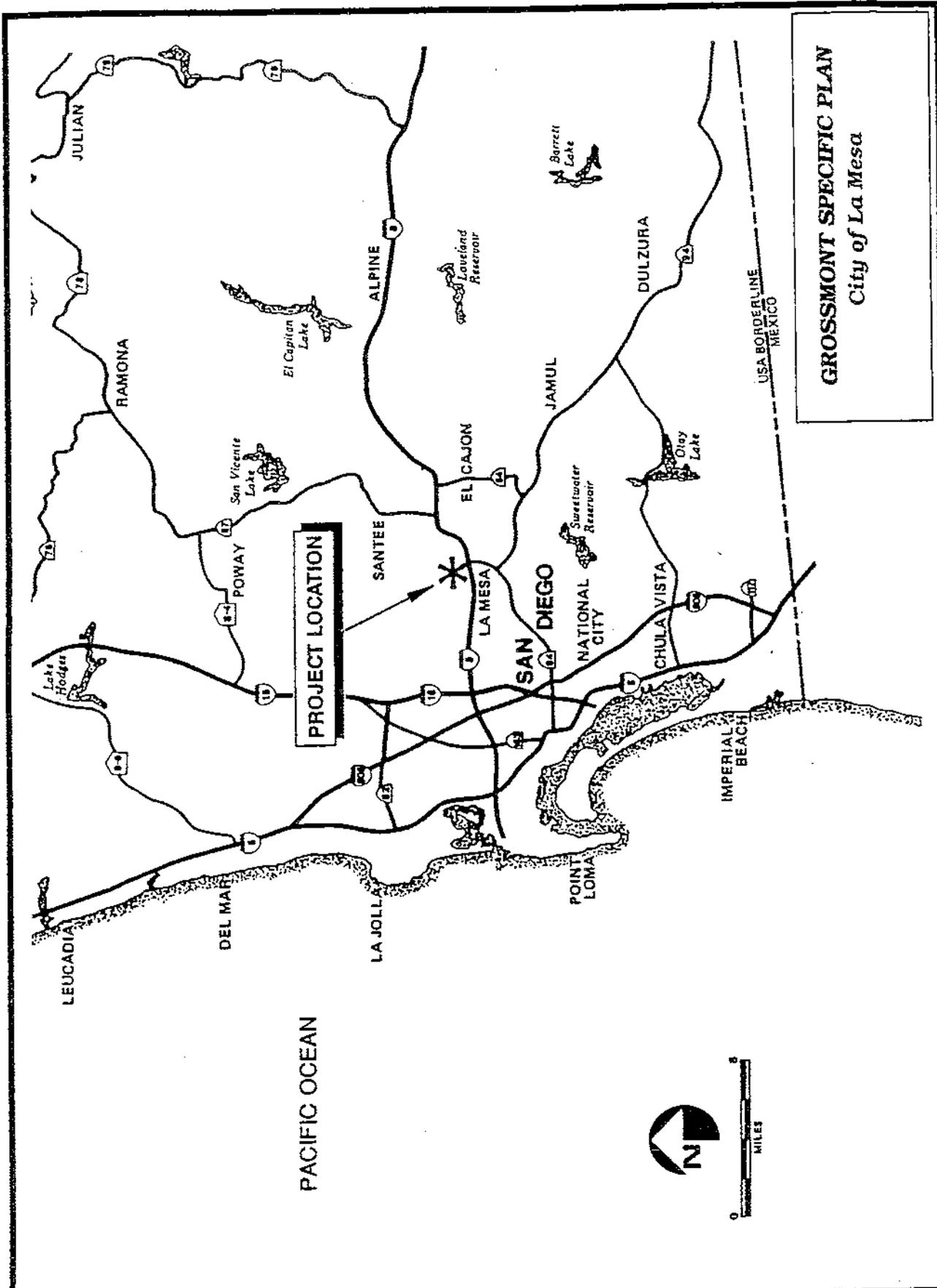
10. The installation of underground storm drain facilities within Alvarado Creek.
11. The installation of traffic signals at the Fletcher Parkway/Trolley Court and Murray Drive/Wakarusa Street intersections. The traffic signal at Fletcher Parkway and Alvarado Road was also relocated westward to a location between the MTDB Grossmont Trolley Station and the AAA office building.

REDEVELOPMENT PROJECTS

1. The 384-unit apartment projects at Fletcher Parkway and Amaya Drive.
2. The 40,000 square foot Automobile Club of Southern California office building at 8765 Fletcher Parkway.
3. The Grossmont Trolley Center power retail center located along the south side of Fletcher Parkway between Jackson Drive and Trolley Court.

PRIVATE DEVELOPMENT

1. The Grossmont Hospital campus additions of a 95,000 square foot medical office building, the Women's Center, the Cancer Center, and two parking structures.
2. The Grossmont Shopping Center underwent a significant remodel to update the Center facade and develop a new food court area.



GROSSMONT SPECIFIC PLAN
 City of La Mesa

Figure 1
REGIONAL MAP

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the first three items.

The Grossmont Specific Plan will examine each of these required elements and will establish specific goals and policies for the Specific Plan area. The Plan will also specify the public improvements in the area necessary to accommodate future growth in the area and outline the proposed timing and financing for these improvements.

S P E C I F I C P L A N **P A R T I C I P A N T S**

As mentioned earlier, three entities participated in the City's preparation of this update to the Specific Plan. To clarify the entities' relationship to sites within the Specific Plan area, the following descriptions list the properties owned and/or managed by each entity as of January, 1994. Site numbers are those reflected in the Land Use/Urban Design Section of this Plan.

GROSSMONT HOSPITAL DISTRICT

The Grossmont Hospital District owns Sites 16, 21, and 22, with the exception of an approximately one acre site of Caltrans property located in the southeast corner of Site 21.

GROSSMONT SHOPPING CENTER

The Grossmont Shopping Center, Site 19, is managed by the Grossmont Center Company under a lease from Rainbow Investment Company.

RAINBOW INVESTMENT COMPANY

The Rainbow Investment Company owns and manages Sites 26, 27, and 28. Rainbow Investment Company is also the landowner of Sites 13, 14, 15, 19, 20 and 24, all of which are managed by the Grossmont Land Company except for Site 19.

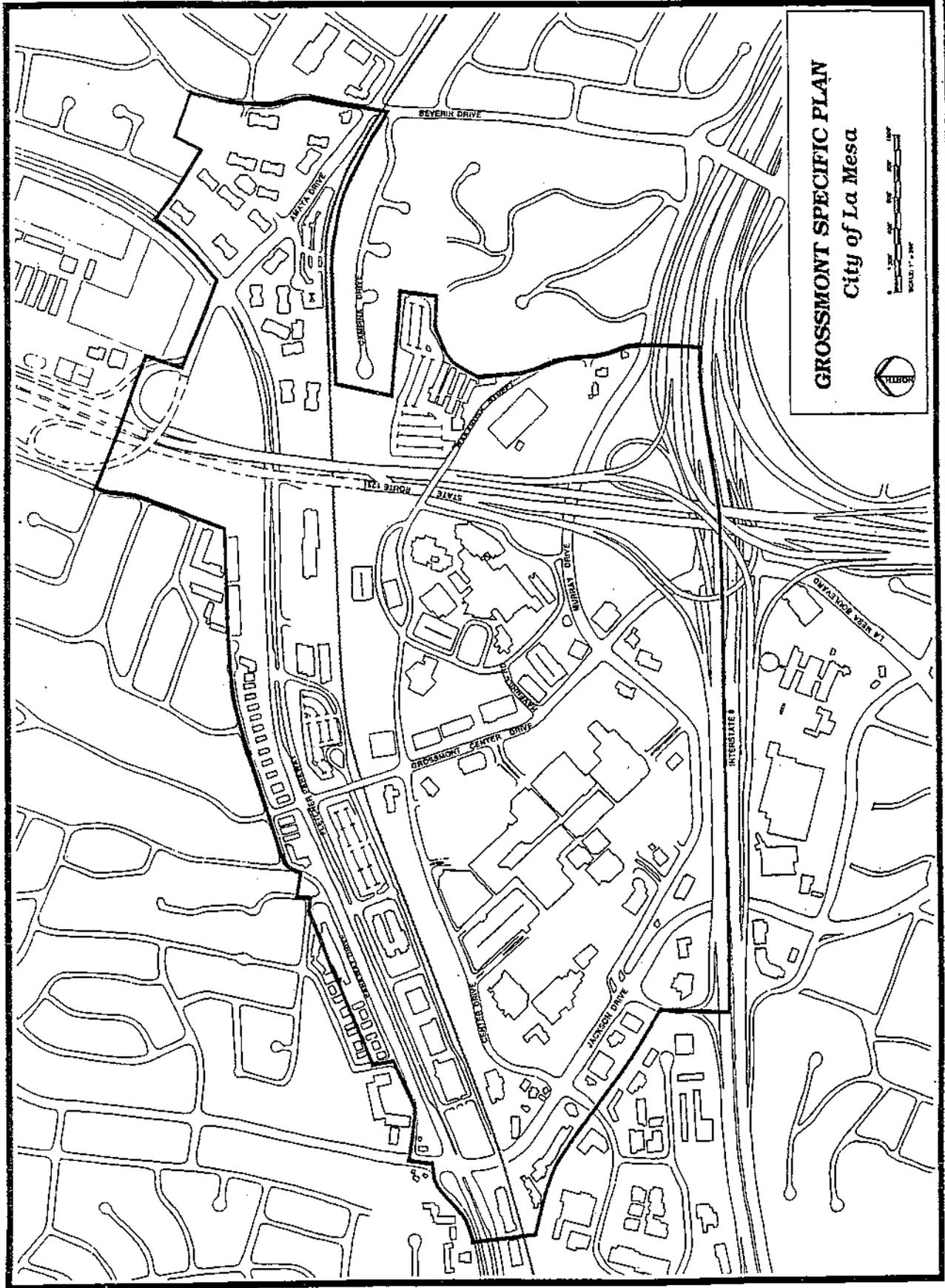


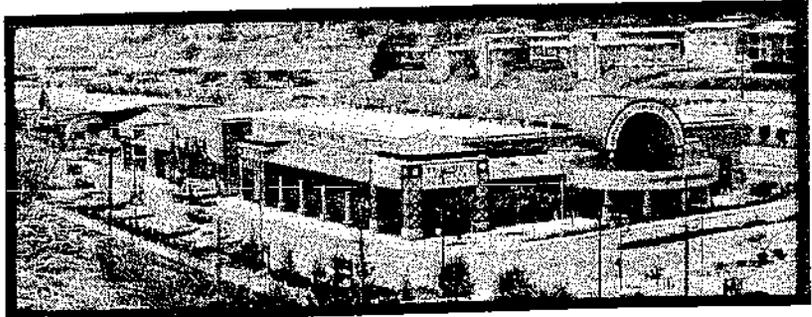
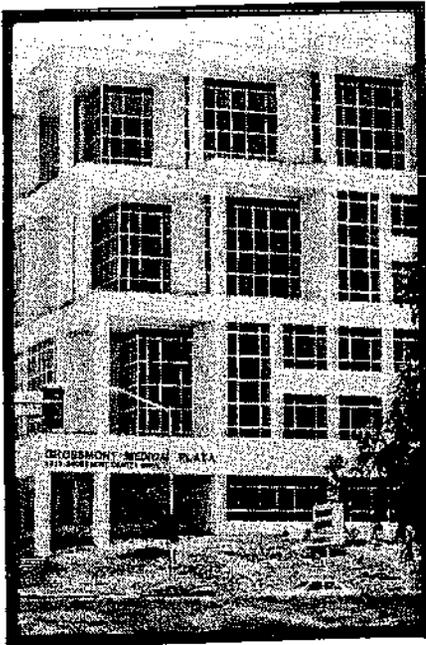
Figure 3
SPECIFIC PLAN AREA



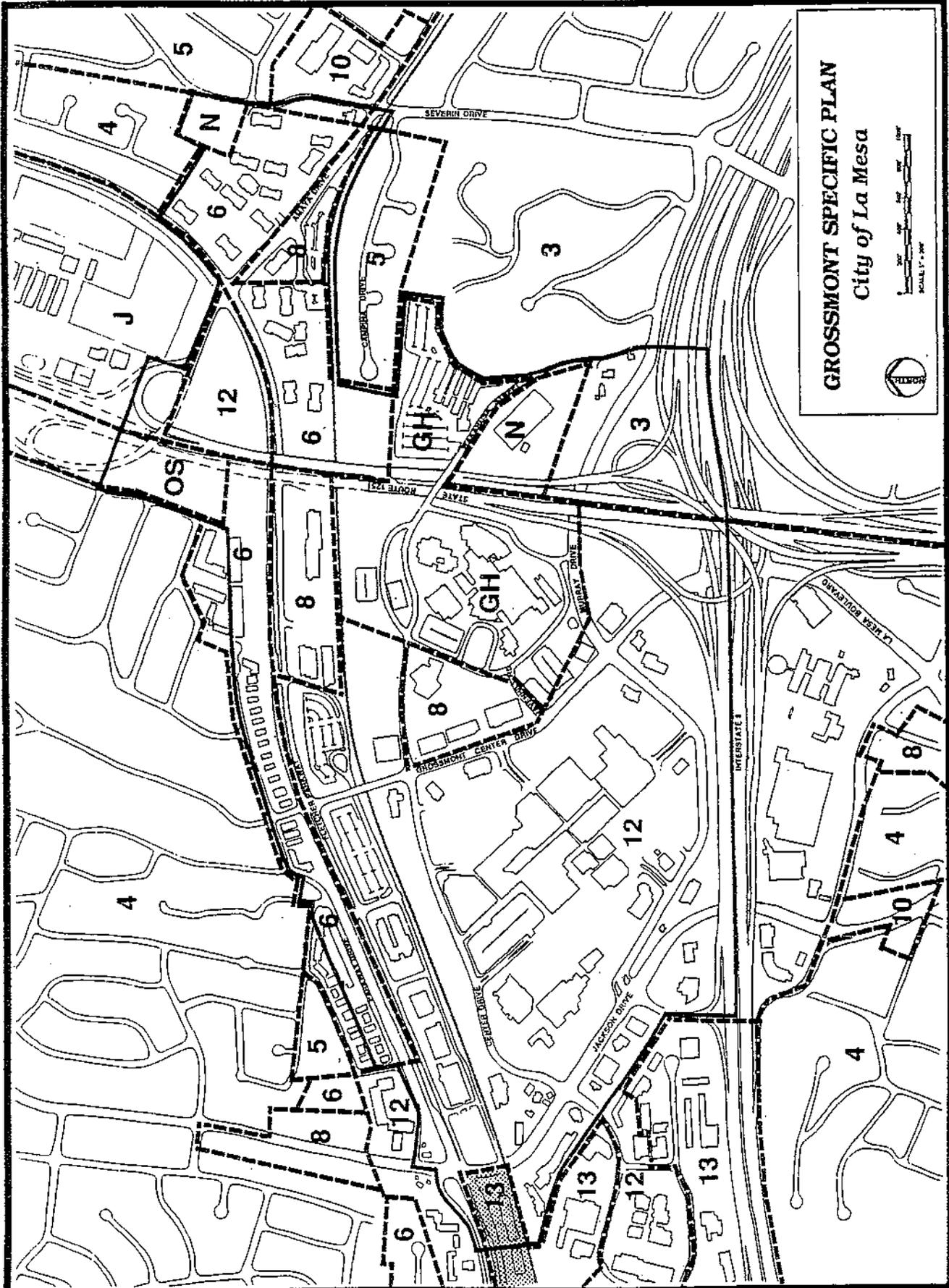
GROSSMONT SPECIFIC PLAN
City of La Mesa

Figure 4
AERIAL PHOTOGRAPH

GROSSMONT SPECIFIC PLAN



LAND USE/URBAN DESIGN



GROSSMONT SPECIFIC PLAN
 City of La Mesa

- OS - OPEN SPACE
- GH - GROSSMONT HOSPITAL
- N - NEIGHBORHOOD PARK
- J - JUNIOR HIGH SCHOOL

- 6 - RESIDENTIAL BUSINESS/
RESTRICTED BUSINESS
- 10 - LIGHT RETAIL SERVICE
- 12 - GENERAL COMMERCIAL
- 13 - COMMERCIAL MANUFACTURING

- 3 - SUBURBAN RESIDENTIAL
- 4 - URBAN RESIDENTIAL
- 6 - RESTRICTED MULTIPLE
UNIT RESIDENTIAL
- 8 - MULTI-UNIT RESIDENTIAL

Figure 5
EXISTING GENERAL PLAN
LAND USE ELEMENT MAP

existing flood control deficiencies along Fletcher Parkway, enhanced the visual appearance of the area, and complimented existing commercial uses in the area. The developments have provided greater shopping, health care, housing, and employment opportunities for the City.

The Grossmont Specific Plan encouraged the Plan area to be developed as a relatively high density urban subcenter with densities at the upper end of ranges feasible under market demand and zoning potentials. The Plan area should continue to be developed in accordance with this overall goal, with the encouragement of a broad range of office, retail and residential uses. Where the opportunity exists, mixed use developments should also be encouraged, especially adjacent to the trolley corridor.

In order to evaluate the potential impacts to the circulation system created by the future developments discussed in this Plan, a traffic analysis has been prepared. This analysis is discussed in length in the Circulation section of the Plan. The Public Improvements section will also evaluate the capacity of the City's infrastructure to accommodate this future growth.

LAND USE ANALYSIS

The Grossmont Specific Plan Update divides the Plan area into 31 distinct development sites which may be analyzed both individually and in their relationship with each other. These sites range in size from less than an acre to over 64 acres in size. The 31 development sites are shown in Figure 7. The development sites identified are not necessarily a single legal lot or owned by a single entity, but are defined either by the interconnecting use of the properties or the surrounding street system.

This Section lists each of the 31 parcels and discusses the development potential of each parcel, with ultimate projected levels of development specified for the major parcels. The land use densities listed in this Section were used to analyze the potential

environmental impacts associated with the cumulative growth in the Plan area. These projections, while used for planning purposes, are not intended to be absolute development limitations. If a proposed development on any particular site exceeds these projections, an additional level of environmental review, including a revised traffic analysis, may be required. Future proposed developments within these projections will be considered consistent with the Specific Plan.

There are a number of undeveloped or underdeveloped sites within the Plan area which have additional development potential or are appropriate for redevelopment. There are four major subareas which are significant due to their size and/or development potential. These sites are:

1. The Grossmont Hospital campus (Sites 21 and 22).
2. The Grossmont Shopping Center (Sites 14 and 19).
3. The Grossmont Plaza properties at the eastern corners of the Grossmont Center Drive/Murray Drive intersection (Sites 26 and 27).
4. The MTDB Grossmont Trolley Station (Site 3).

Each of these properties is either currently expanding their facilities or will likely do so within the next five to ten years. The following site specific analyses are not intended to restrict ultimate land uses on the sites to those uses discussed, but to evaluate current plans presented to the City by the property owners. Future development proposals on these sites may be found consistent with the Specific Plan if the density and land uses are consistent with the overall goals of this Land Use Section and the General Plan and Zoning Ordinance.

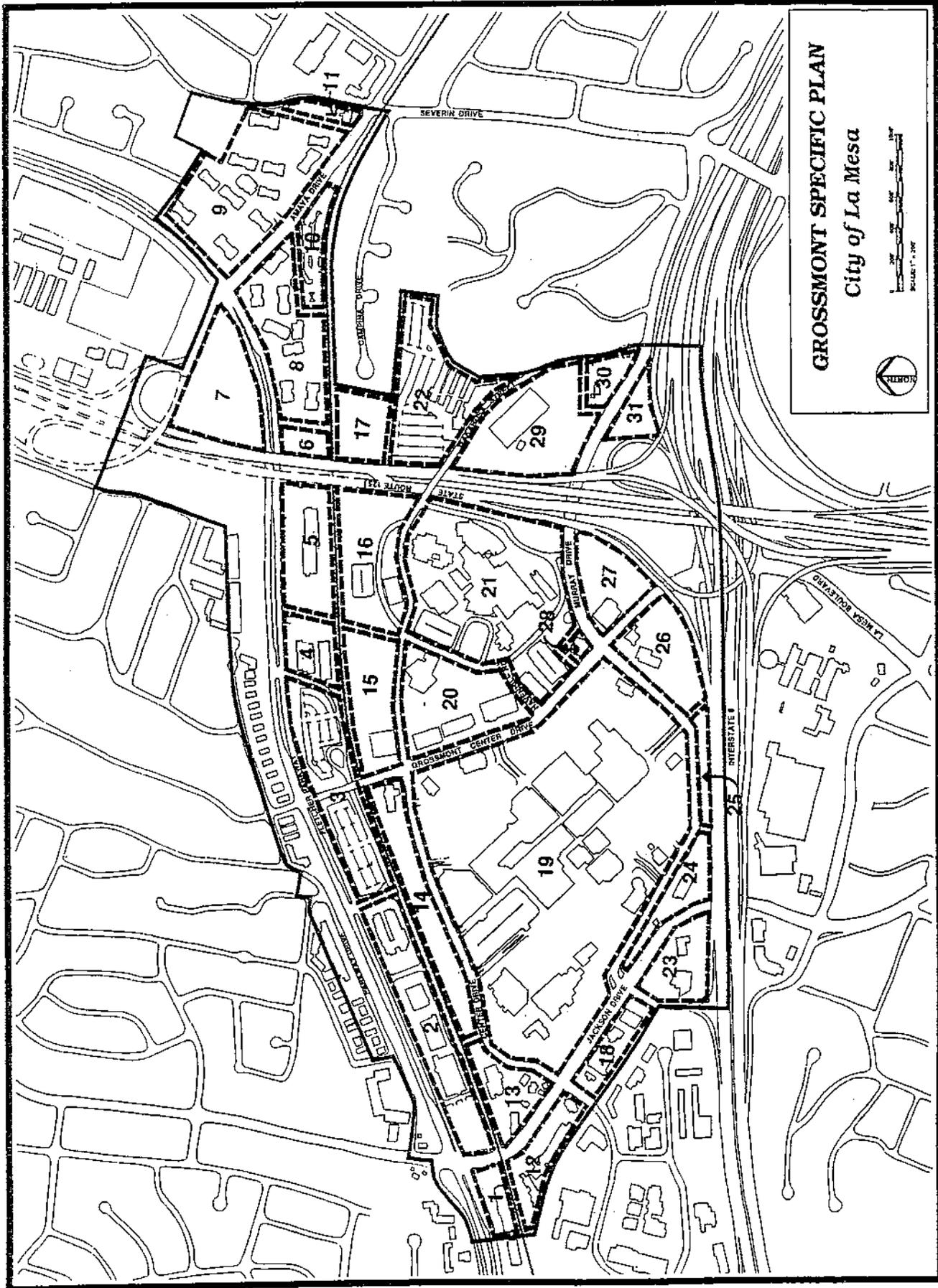


Figure 7
SPECIFIC PLAN DEVELOPMENT SITES

GROSSMONT SHOPPING CENTER

The Grossmont Shopping Center is a regional shopping center which is currently bounded by Center Drive to the north, Grossmont Center Drive to the east, Murray Drive to the south, and Jackson Drive to the west. The Center is identified as Site 19 on the Site identification map shown in Figure 7. The Center contains 64 acres within the above boundaries, although there are numerous other adjoining parcels which are also owned by Rainbow Investment Company and managed by the Center, such as the 6.0 acre site located along the north side of Center Drive (Site 14). The Shopping Center contains 940,000 square feet of building area and the present configuration is shown in Figure 9.

The Center's centralized building distribution, with the majority of buildings located in the middle of the property surrounded by parking lots and various satellite buildings, provides a wide variety of options for future expansions. The central core of structures may be expanded, additional freestanding buildings may be constructed around the periphery of the site, or the Center could add multiple levels to existing structures. The construction of future buildings will likely encroach upon existing parking areas. Therefore, the Center will likely need to utilize additional parking structures to meet future parking demands.

The Shopping Center has not adopted any specific expansion plans at this time, although it is anticipated that up to 460,000 square feet of additional building area could be constructed on the Center site over the next fifteen years. This potential development has been included in the traffic analysis for the Environmental Impact Report in order to evaluate if the surrounding street system is adequate to accommodate this growth in conjunction with other development planned in the Specific Plan area.

In order to facilitate different options for expansions, the Center has proposed to the City that Center Drive be vacated as a public street between Jackson Drive and Grossmont

Center Drive. The right-of-way area is 75 feet wide and consists of approximately 4 acres. The vacation of Center Drive would allow for alternative expansion scenarios, including the expansion of the Center's core building area to the north or the construction of additional perimeter buildings to the north of the vacated Center Drive. The vacated area will also provide the opportunity for additional parking areas.

The 6 acre site located to the north of Center Drive, designated as Site 14, consists mainly of a steep slope down towards the Trolley tracks. However, there is approximately half an acre which contains a level landscaped area. The construction of large crib or retaining walls along this slope could increase the buildable area within this site. With the vacation of Center Drive, Site 14's development potential increases. Any development scenario on this site should evaluate the potential to create a pedestrian link between the Grossmont Trolley Station and the Center property, if an agreement between the two property owners is reached.

The vacation of Center Drive, from a land use perspective, would also permit the development of Site 14 with buildings consistent with a regional shopping center. This is important due to the fact that the site is highly visible from Fletcher Parkway. If Center Drive remains a public street and Site 14 remained isolated, it would be likely that a smaller, satellite building would be constructed on the site due to its constrained size. The vacation of Center Drive provides site design benefits and should be encouraged from a land use and urban design perspective. The Circulation section of the Plan provides a discussion of the potential effects on the street system in the area if the street vacation occurs.

In this and other areas of the Center which are highly visible from the surrounding community, there is opportunity to provide visible landmarks to identify the Center. These landmarks may be buildings, signage structures, artwork, distinct landscaping features, or a combination of these elements.

The Center underwent a major remodel project in 1991, including architectural changes to the smaller tenant frontages and the relocation of the Food Court. While it is not necessary, or desirable, for the Center to adopt a single architectural theme for the entire site, future buildings should be reviewed through the City's Urban Design Program review process to ensure that new development on the site will be consistent with the overall Center and the surrounding community.

Buildings located along the periphery of the Center should especially show careful detail to their street frontages and should exhibit superior architectural design. In addition, views from the new freeway interchange should also be considered in the design review process.

The location of access points into the Center can also have significant effects, not only on the street system but on the distribution of development within the Center. There are five major entrances to the Center along Center Drive, Grossmont Center Drive, and Murray Drive. Currently, three of these entrances are signalized while a fourth driveway is accessed off a stop sign controlled intersection. The 1985 Specific Plan proposed the movement of Entrance #3 located along Grossmont Center Drive to a location opposite the Havenhill Road entrance to the Hospital property. This realignment was completed in 1987, but in 1991, concerns over increasing traffic to the Hospital campus due to new construction and the completion of a new traffic study resulted in the relocation of Entrance #3 back to its original 1985 location, thereby creating two coordinated "T-shaped" signalized intersections along Grossmont Center Drive.

A major entrance along Murray Drive on the east side of the Center (Entrance #2) was previously located opposite a freeway off-ramp, which has been removed with the Interstate 8/Route 125 CalTrans project. This entrance may be relocated in the future with either a Center expansion or the development of Site 26 across Murray Drive.

Major entrances to the Center should be well defined, provided with entry signage and contain a definitive landscape feature which is easily identifiable from surrounding streets to assist drivers in locating the Center entrances.

The following are key site development issues for the Grossmont Shopping Center site:

1. **Center Drive should be vacated to facilitate site development alternatives and enhance development potential for Site 14 and the Center.**
2. **Buildings located on Site 14 need to exhibit appropriate design features which address the views from Fletcher Parkway.**
3. **Multi-level parking structures should be used when feasible to facilitate future expansions.**
4. **Landmarks should be developed in locations highly visible from the community, including major transportation corridors and at major entrances to the Center. Combinations of landmark buildings, signage structures, and distinctive landscaping patterns should be utilized as approved through the Urban Design Program.**
5. **Potential pedestrian links between Site 14 and the Grossmont Trolley Station (Site 3) should be evaluated in future development projects.**

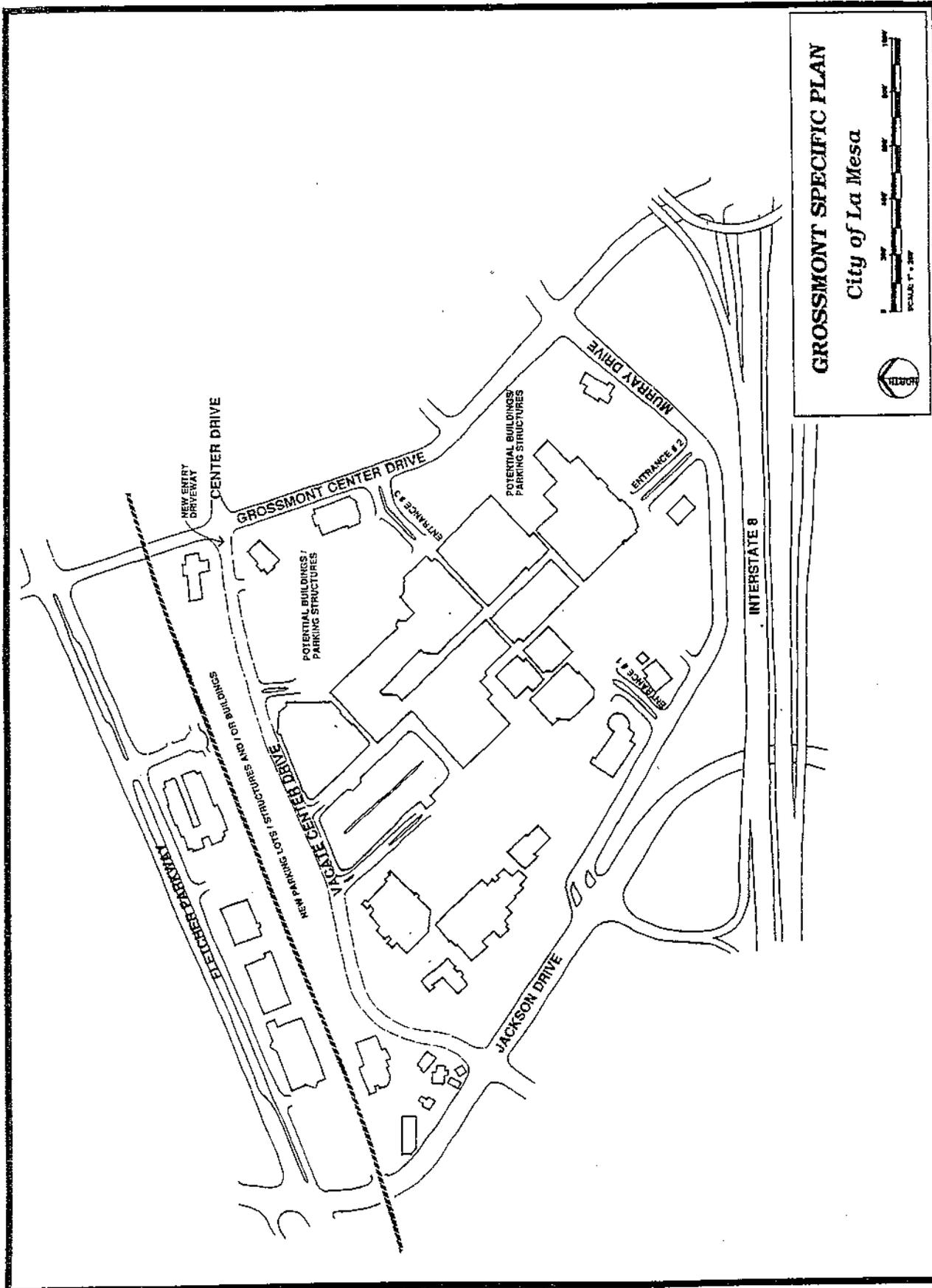


Figure 9
GROSSMONT SHOPPING CENTER
 SITE 19

GROSSMONT PLAZA

The Grossmont Plaza site consists of two parcels located at the northeast and southeast corners of Grossmont Center Drive and Murray Drive. The northeast corner, identified as Site 27, contains 3.6 acres and is partially developed with a retail furniture store. The southeast corner, Site 26, contains 4.3 acres and is developed with a bank/office building and two restaurants. Under preliminary plans submitted to the City, future development of the two sites would remove all existing buildings except the three story bank building on Site 26.

The preliminary Master Plan for the site (shown in Figure 10) would provide 110,000 square feet of medical offices and a parking structure on Site 27. In addition to the existing 6,000 square feet bank and 12,000 square feet of office, Site 26 would be developed with a 200 room hotel, an additional 40,000 square feet of office space, an additional 5,000 square feet bank, and 12,000 square feet of restaurants.

However, there are numerous potential development variations and future development of these sites are not restricted to this preliminary Master Plan. Any combination of office, retail, restaurant, and hotel uses would be appropriate for the sites. The traffic study prepared for the EIR was based on the preliminary Master Plan, and any other development proposal which does not exceed the traffic generation figures assumed for this Master Plan (8,920 Average Daily Trips, or ADT's, for Site 26 and 5,500 ADT's for Site 27) would not require additional traffic analysis.

Both parcels are located at key corners within the Specific Plan area, bounded by Grossmont Center Drive, Murray Drive, and the Interstate 8/State Route 125 interchange. Therefore, any development will be highly visible from the freeways and should take advantage of this visibility and accessibility to develop with high intensity commercial uses in multi-story buildings. These sites are appropriate for some of the highest density development in the Specific

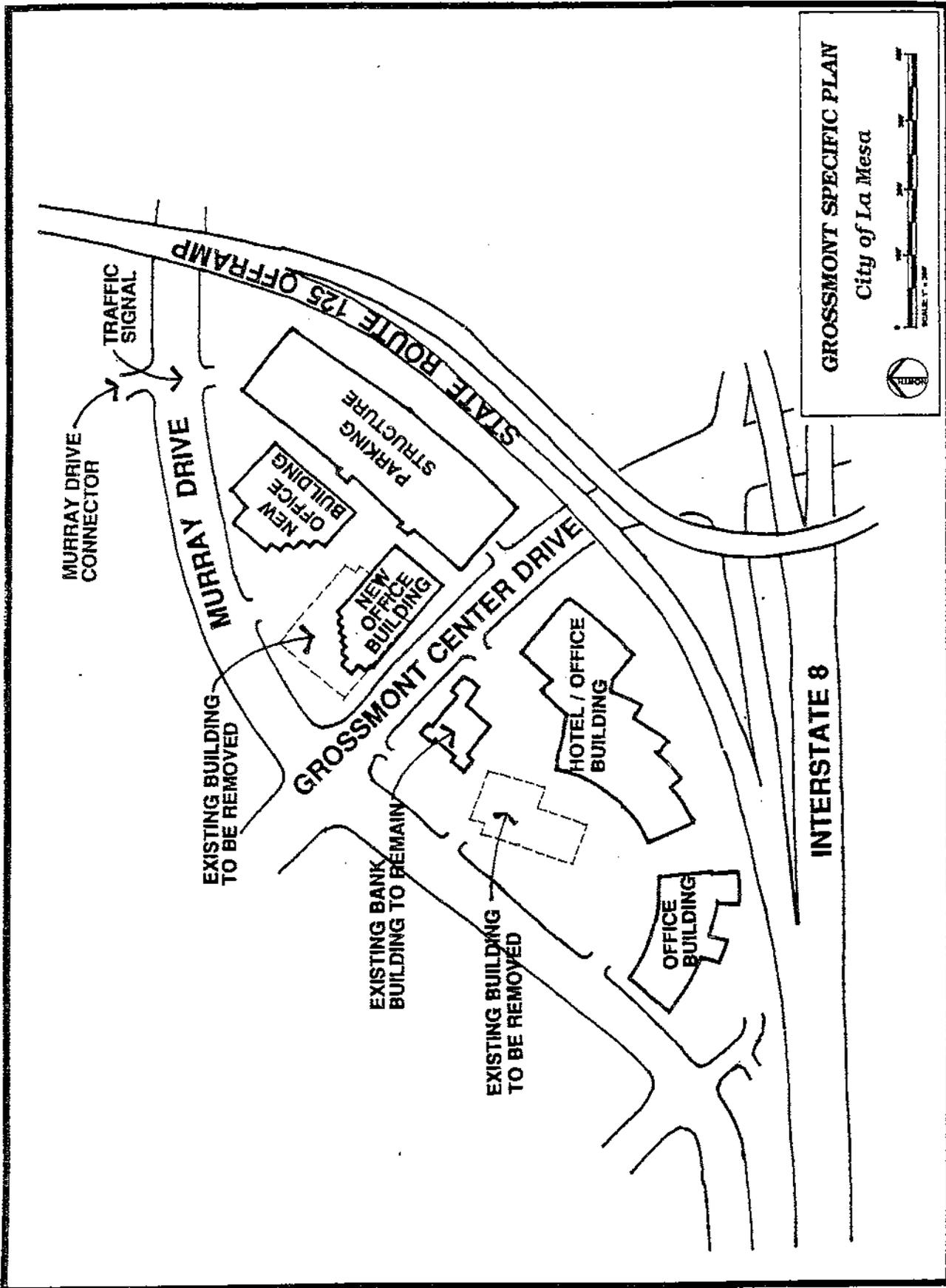
Plan area due to their location and proximity to elevated freeway structures.

Although the parcels may be developed in phases, each of the parcels should be master planned to ensure interconnecting access throughout each parcel and provide for complimentary site planning and architectural and landscaping design. Each parcel should have a focal entry point and the number of driveways onto the public streets should be kept to a minimum. The main entry point for Site 27 should be located at the signalized intersection which will be installed at the Grossmont Hospital Murray Drive connector entrance.

Because the parcels are surrounded by public streets, the buildings must be carefully designed to provide attractive facades from all views. Because the Grossmont Specific Plan area should be a unique commercial and service area for the East County and due to the high visibility of these sites, the buildings should exhibit superior architectural design. Projects will be reviewed through the Urban Design Program and will be required to reflect the high standards of design exhibited by recent developments in the area.

The following are the key site development issues for these sites:

1. Each parcel should contain a central access point and minimize multiple driveways. The main entry for Site 27 should align with the signalized Murray Drive entrance for Grossmont Hospital.
2. Each parcel should be master planned to provide interconnecting access throughout the parcel and complimentary architectural and landscaping design.
3. The development of high density, multi-story buildings which exhibit superior architectural and site design characteristics, including sensitivity to freeway views, should be encouraged for these sites.



GROSSMONT SPECIFIC PLAN
 City of La Mesa

Figure 10
GROSSMONT PLAZA
 SITES 26 & 27

GROSSMONT TROLLEY STATION

The Metropolitan Transit Development Board (MTDB) Grossmont Trolley Station is the main trolley station in La Mesa. The 8.1 acre site, identified as Site 3, contains over 600 parking spaces and serves as the main transit service hub in the City. The site is accessed by entrances off Trolley Court (with signalized access to Fletcher Parkway) at the west end, and a signalized entrance onto Fletcher Parkway at the east end of the Station adjacent to the AAA office building.

MTDB has an existing agreement with the Grossmont Trolley Center Cinemas, located directly to the west across Trolley Court, which establishes the right of the cinemas to share the 600 parking spaces with transit users. Any future development on the Trolley Station site will be required to accommodate this shared parking agreement.

In 1989, the City evaluated the potential development of the Alvarado Creek and Fletcher Parkway Redevelopment Areas between Baltimore Drive and the Grossmont Trolley Station. A design study for the Trolley Station site envisioned a five-story, 600 space parking structure and 50,000 square feet of retail space on the western half of the site, with the eastern half of the Station being developed with approximately 200 dwelling units with underground parking. This scenario, illustrated in Figure 12, is currently considered by MTDB as an example of the appropriate level of development for this site.

There is a variety of different potential development scenarios for this site which would be appropriate based on their relationship with the transit facility. Office, high density residential, and mixed use projects, are all examples of transit-oriented uses which can achieve higher densities than typical developments since a higher than average number of the users of the site can be expected to use transit modes of transportation.

Such transit-oriented developments are

encouraged along the Trolley system in order to maximize use of the Trolley and maximize the development potential of adjoining sites. Due to the increased usage of transit by residents, workers, and patrons of a transit-oriented development, there may be less demand for parking facilities on the site. From the community's perspective, this results in a potentially higher density level for development on the site, thereby increasing tax increment and sales tax revenue and providing additional housing and employment opportunities for the community.

From a regional perspective, the higher use of the Trolley and other transit services will reduce traffic congestion and improve air quality. Encouraging more intense development along the Trolley corridor will increase support for mass transit services.

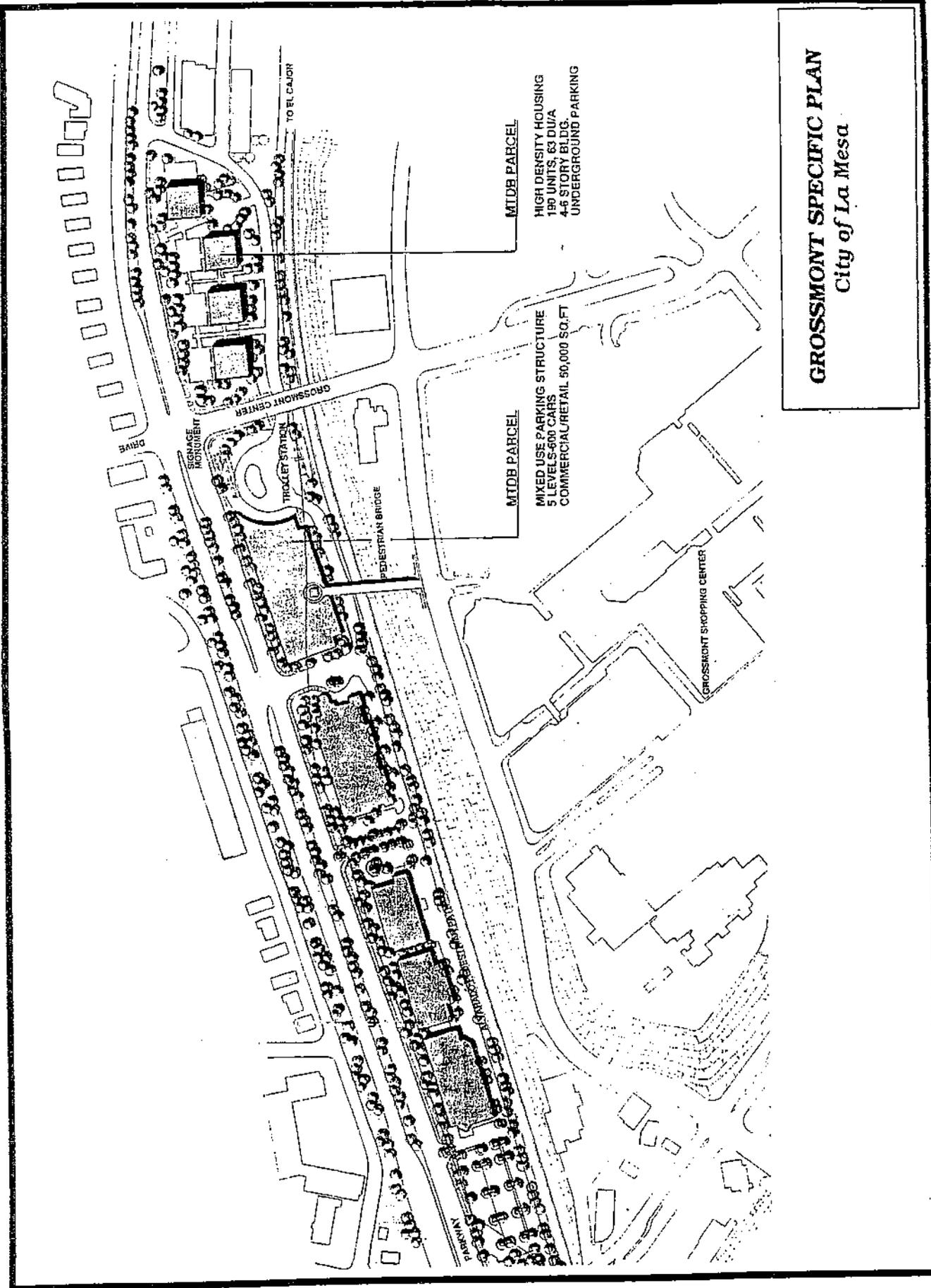
The Grossmont Trolley Station site should continue to be the main transit facility in the City, with Trolley and bus service as well as any additional transit services such as shuttles. Due to its high transit usage, future developments on this site should be evaluated on different development standards than typical developments, especially in regards to parking requirements. While there is no regional model for parking reductions associated with transit facility developments at this time, such reductions should be included as part of any project approval. In addition, the design of any project on this site should attempt to incorporate transit shelters and services into the buildings rather than as freestanding elements.

The following are the key site development issues for the Grossmont Trolley Station site:

1. **The site should remain the key transit center within the City.**
2. **Structured parking should be encouraged to maximize development potential on the site.**
3. **Transit-oriented mixed use projects**

which maximize the use of the site's transit services are encouraged.

4. Parking requirements should be reduced for proposed uses based on projected transit ridership.
5. Development projects should be encouraged, if feasible, to provide a pedestrian link to the Shopping Center property located at the top of the bank to the south (Site 14) as well as to the medical and office facilities at Grossmont Hospital and adjacent sites.
6. New development shall be approved through the Urban Design Program, including approval by the Redevelopment Agency.



GROSSMONT SPECIFIC PLAN
 City of La Mesa

Figure 11
CONCEPTUAL MTDB GROSSMONT TROLLEY STATION DEVELOPMENT
SITE 3

DEVELOPMENT SITES

In addition to the four main development sites mentioned above, the other properties within the Specific Plan area warrant brief analyses. The following site descriptions do not create development or use restrictions, but are intended to provide additional information and reflect the goals of the Specific Plan. The following site numbers reflect those shown in Figure 7.

Site 1

This site lies on the southwest corner of Fletcher Parkway and Jackson Drive. Currently containing a warehouse building, the City plans to have the site redeveloped in conjunction with the properties lying westerly to Baltimore Drive as part of a master planned redevelopment project in accordance with the Alvarado Creek Redevelopment Plan. The future uses of this site should be more commercial service oriented than the existing warehouse/manufacturing use.

Site 2

This site contains the Grossmont Trolley Center, a redevelopment project consisting of retail and theater uses, and will be discussed in greater detail in the Redevelopment Section of the Plan.

Site 3

This site contains the Grossmont Trolley Station, discussed previously in this section.

Site 4

This site contains the 40,000 square foot AAA office building constructed in the Fletcher Parkway Redevelopment Area.

Site 5

The 93,000 square foot Medical Arts Village building is located on this 6.1 acre site. It is feasible that this complex could be expanded to develop a second building containing an additional 50,000 square feet on the western half of the site with structured parking.

Site 6

This approximately 2 acre site is owned by CalTrans and will be utilized as a construction staging site for several years. In the future, the site could be developed in accordance with the General Plan and zoning which allows multiple-unit residential uses at a density range of 18-23 units per acre. An extension of the existing apartment complex to the east could be feasible. An alternative development of the site could be achieved through rezoning the site to a commercial office zone and constructing professional offices on the site.

Site 7

This 4.4 acre site is zoned for general commercial use and would appropriately be developed with retail or commercial uses. The current owner plans on re-establishing a recreation center on the site which was removed due to the Caltrans construction. This use would require the approval of a conditional use permit. Other developments permitted under the site's commercial zoning would also be appropriate.

Sites 8 and 9

These sites contain the La Mesa Villages 384-unit redevelopment apartment project.

Site 10

The Amaya Drive Trolley Station can possibly accommodate some limited commercial development, such as Trolley and neighborhood oriented retail uses.

Site 11

These two parcels, located on the west side of Severin Drive, are zoned for neighborhood commercial uses. The southern 0.4 acre corner site currently contains a gas station and the 0.6 acre parcel to the north is vacant. Redevelopment or upgrading of the gas station is needed to install landscaping. As part of any significant remodeling or additions to this site, street dedication and public improvements will be required to complete the alignment of the Amaya Drive

improvements along the apartment project as they approach the Severin Drive intersection. New development should be complimentary to the remodeled shopping center across the street and the adjoining apartment project.

Site 12

The Jackson Drive retail center, consisting of eight individual parcels with interconnecting access, would benefit from several upgrades to the site including:

- a. more efficient layout of parking;
- b. landscaping in the parking lot;
- c. coordinated remodel of building facades; and,
- d. adoption of a sign program including freestanding signage and elimination of various pole signs.

The deficiencies in this site should be addressed when opportunities arise, such as the remodeling of buildings or additions to buildings on the site. The City Council has approved a plan to install a left-turn-in pocket in the Jackson Drive median for this project, subject to the installation of landscaping along the project frontage. However, there is no current schedule for these improvements.

Site 13

The 3.5 acre site is composed of three parcels and contains various retail outlets. In the future, these parcels could likely propose facade remodels, small additions, and additional site landscaping. The existing access from Center Drive will be maintained through easements after vacation of the public right-of-way, and the site could be potentially joined with Site 14.

Site 14

This site is evaluated previously in this Section under the discussion of the Grossmont Shopping Center.

Site 15

This 6 acre site currently contains 38,000 square feet of offices and retail space. Additional development potential exists along the north side of Center Drive. Additional parking may be developed in the vacant area between Sites 15 and 16.

Site 16

This site contains a 95,000 square foot private medical office building located on the Grossmont Hospital District property. This building constituted phase one of a planned two phase project which was never completed. Additional office space (approximately 75,000 square feet), could be built on this site along with additional structured parking.

Site 17

This 3.1 acre site is excess Caltrans property which has been purchased by the La Mesa Community Redevelopment Agency for the development of a low and moderate income housing project. This site is discussed in the Redevelopment Section of this Plan.

Site 18

This 3.5 acre site contains four individual parcels with existing commercial developments. Future remodeling would likely be the extent of development on this site.

Site 19

The Grossmont Shopping Center is discussed earlier in this section.

Site 20

This 9.2 acre site contains three medical office buildings with a total of 85,000 square feet and a 100-bed convalescent hospital. Future plans may involve the removal of the convalescent facility and construction of additional medical offices (the traffic analysis projected an additional 100,000 square feet of medical office space for this site).

Sites 21 and 22

These sites contain the Grossmont Hospital campus, and potential uses of the campus are analyzed earlier in this Section.

Site 23

This 2.67 site contains two parcels which each contain a bank building. Potential redevelopment of these sites or remodeling will require standard review procedures.

Site 24

This site is an odd shaped parcel which extends from the Jackson Drive/Murray Drive intersection to the Caltrans park-and-ride site. A small commercial building lies along Jackson Drive and a restaurant lies at the east end of the site along Murray Drive.

Site 25

This site currently serves as a Caltrans park-and-ride. The site is very narrow, approximately 30-40 feet in width. The site should be utilized for parking or roadway purposes. Any landscaping of the site should preserve views of the Shopping Center from the freeway.

Sites 26 and 27

This site consists of the two sites identified as Grossmont Plaza which is discussed earlier in this Section.

Site 28

This site, just under an acre in size, contains a bank building. Potential widening of Grossmont Center Drive to accommodate the redesign of the intersection with Murray Drive will require additional right-of-way, eliminating some of the front landscaping. However, these public improvements can be accomplished without significantly affecting the operations of this business.

Site 29

This site contains 8 acres of City land, 6.6

acres of which contain Briercrest Park. This site is discussed in detail in the Open Space Section of the Plan.

Site 30

This site is composed of four single-family lots. These homes are the beginning of the residential neighborhood lying to the east of the Specific Plan area. There are no plans for any changes in land use for this site.

Site 31

This site is within Caltrans right-of-way between Murray Drive and the westbound off-ramp from Interstate 8 to northbound Route 125. Consisting of approximately 2 acres, the site has development potential for commercial uses if Caltrans chooses to execute a lease agreement with a developer. Any development on this parcel should be processed through the Urban Design Program and should also closely examine sight distance requirements for access.

Sites along the north side of Fletcher Parkway

There are numerous residential sites located along the north side of Fletcher Parkway which are currently developed and are not expected to redevelop given existing development levels. However, there are several land use issues which warrant future policy direction.

The numerous apartment buildings located within this area were constructed in the 1960's and are generally below standard in relation to current urban design principles. The architectural treatment of these structures is unsophisticated and the landscaping poorly maintained. These buildings will continue to need investment in order to avoid the creation of a deteriorating image on the north side of the Fletcher Parkway corridor. In addition, additional plantings and the maintenance of the slopes facing Fletcher Parkway are needed to improve the appearance of the projects and to provide slope stabilization.

There is one apartment project currently

owned by Caltrans which is located directly to the west of the newly constructed freeway bridge over Fletcher Parkway. The future construction of the second bridge along the west side of the existing bridge will necessitate the removal of at least one of the buildings in this complex. Given the age of the project and the increasingly poor access to the site, the site should be cleared during construction of the second bridge. Any remainder parcel would then need evaluation to determine the most appropriate land use and point of access which will be dependent on the parcel size.

DEVELOPMENT REVIEW

New development projects within the City are reviewed through the City's site development plan and design review processes. If the site lies within the Grossmont Specific Plan area, the project must also be approved by the City's Planning Commission to evaluate whether the project is consistent with the Specific Plan. A project must also be reviewed through the City's environmental review process in accordance with the California Environmental Quality Act, as described below.

New projects within the Specific Plan area will continue to require the approval of plans through the following processes:

1. Site Development Plan review, including limited environmental review as discussed later, through the Development Advisory Board and Planning Commission.
2. Design Review through the Design Review Board and City Council.

To encourage new development within the Specific Plan area boundaries, the City should adopt policies which will minimize the time needed for administrative review of such projects while ensuring that the projects will be consistent with City policies.

By identifying and analyzing potential growth within the area, the Specific Plan facilitates a more streamlined review process for projects. Because the City has evaluated the potential environmental impacts and necessary public improvements based on the cumulative growth for the area, each project will not require individual analyses of these potential impacts. As long as projects are consistent with the Specific Plan, no special review will be required, such as the preparation of an environmental impact report. This will enable the City to expedite the review of projects and avoid timely and costly delays for applicants.

MASTER PLAN REVIEW

Under typical review procedures, once a project receives all necessary approvals through the review processes described above, the project must commence construction within a maximum of 18 months or the approvals expire. While this time period may be appropriate for smaller or single phase projects, it may not be appropriate for the larger scale projects which the City wishes to encourage within the Specific Plan area. These projects may be constructed in multiple phases over a period of five to ten years. Therefore, this Specific Plan will establish a Master Plan approval process.

The Master Plan review process will provide several advantages to property owners. The owner is able to achieve approvals for long range plans, which provides assurances to potential developers and users of these projects, and avoids the costs and time delays required for re-submittal of projects which have already been through the review process. Additionally, a project can be constructed in phases over a period of time without being required to be subject to environmental review for each phase and/or building within the project. In return, the City receives the benefits of coordinated, well-planned developments and the timely installation of public improvements.

A Master Plan will establish a review level between the Specific Plan and a typical site

development plan. A Master Plan application shall consist of the following minimum items:

1. The development levels (amount of square footage of specific uses).
2. The type of uses within the project.
3. The distribution of buildings, parking areas and/or structures, internal circulation, and street driveways.
4. Definition of urban design elements such as the bulk and height of the buildings and their relationship to surrounding properties.

Master Plans may also specify architectural, landscape, and building material designs. Approval of these Master Plans will be similar to the current development review process (including specific construction detail conditions) with the exception that the approval shall be valid for a longer period of time, which would be similar for the Master Plans discussed above. Master Plans will require approval by the Development Advisory Board, Design Review Board, Planning Commission, and City Council.

Approvals for Master Plans will include the following elements:

1. A list of future review requirements, based on the level of specificity in the master plan to be approved.
2. A detailed list of required public improvements and the timing of their installation.
3. A specific approval period as approved by the City Council, typically a period of five years. This approval may include a possible extension period which may be granted upon specific findings that the project continues to be consistent with all applicable development policies.
4. If there is a discretionary action on a variance, conditional use permit, or other development review (with the

exception of a subdivision map) associated with the master plan approval, these associated approvals shall be valid for the period of the Master Plan approval.

Master Plan projects will receive an approval which gives the property owner the ability to pursue the development over a longer time frame than typical development applications, subject to the submittal and approval of the future detailed project plans through the Urban Design Program.

The approval of a Master Plan shall provide a development entitlement to the property owner, similar to the execution of a development agreement. Further review of projects within the Master Plan will be limited to the review processes defined in the Master Plan approval.

Once a Master Plan is approved, any proposed significant changes to the Master Plan will require the review of the revised Master Plan through the same review process as the original Plan.

In summation, the approval level of a Master Plan is based on the level of detailed plans submitted. If the property owner is able to provide a detailed, specific project, then the owner may obtain a project approval which will be valid for the period approved by the City Council. However, less specific projects which provide the minimum requirements for submittal will receive approval of the overall site design and development level concepts, yet still require further review of the detailed design issues for each construction phase.

ENVIRONMENTAL REVIEW

For projects which are found to be consistent with the land use densities specified in the Grossmont Specific Plan, environmental review shall be limited to the specific site development issues based on detailed site plans. Area wide studies such as storm drain improvements, sewer capacity, and traffic impacts shall not require additional review for projects determined to be consistent with the Specific Plan because these issues will have been adequately

addressed in the Environmental Impact Report.

Mitigation measures specified in the EIR will be applied to specific projects as required under the Implementation Section of the Specific Plan.

URBAN DESIGN ISSUES

The City has an Urban Design Program which provides a process for evaluating new development. The process includes review and approval by the City's Design Review Board and City Council. Although the Urban Design Program does not establish a specific architectural style or dictate the use of specific materials, it does require projects to exhibit superior design principles in both site and architectural design.

The Urban Design Program requires that projects be reviewed within a system of design hierarchies ranging from a community-wide perspective to individual site and architectural details. This process also coordinates the standard development code requirements of the Development Advisory Board with the issues covered in the Urban Design Program.

Because the Specific Plan area encompasses a key commercial node in the City and properties are encouraged to develop to relatively high densities compared to the rest of the City, there are special urban design principles which should be applied to new projects within the Specific Plan area. These issues are summarized as follows:

SITE DESIGN

1. Projects will be encouraged to utilize interconnecting on-site circulation patterns, both internally and between individual developments, to reduce traffic congestion on public streets.
2. Developments should focus on developing main entries, with

entries for major developments located at signalized intersections. Driveway openings onto public streets should be minimized.

3. Buildings should provide adequate landscape setbacks from the street to provide a transition from the street to multi-story structures.
4. Buildings should be placed close to major intersections to provide visual focal points and open parking lots should be placed away from intersections.
5. Underground and structured parking should be utilized whenever possible to maximize development potential and minimize open parking areas.
6. Parking lots should contain generous amounts of landscaping throughout, including large canopy trees to provide shading.
7. Street trees should be provided along street frontages.
8. Developments should incorporate facilities for transit services, either through bus shelters along street frontages or on-site pick-up areas.
9. Loading and service areas should be carefully placed and screened to avoid any views from adjoining properties or rights-of-way.

BUILDING DESIGN

1. Buildings should receive superior architectural design with equal architectural relief and detailing on all building sides.
2. Above ground parking structures should provide architectural treatment, detailing and shielding of vehicles and lighting.

These design principles should be applied to

new development projects proposed within the Specific Plan area, supplementing the existing design goals and policies in the Urban Design Program.

ZONING

There are several zone re-classifications of properties within the Specific Plan area and amendments to the Zoning Ordinance which will need to be accomplished to achieve the goals and policies of the Plan. The following is a listing of those zone designations which need to be changed to achieve the ultimate zoning as illustrated by Figure 13.

1. The additional areas being incorporated into the Plan area will require the application of the Grossmont Specific Plan Overlay Zone. These include Sites 11, 29, 30, 31, Northmont Park, and various public rights-of-way.
2. Site 1 should be rezoned from the CM to the C zone at the same time as the properties located to the west as part of the redevelopment of this area.
3. Sites 4, 5, and 20 should be reclassified from the RB to the C zone.
4. The zone boundary between the R3 zone on Site 8 and the RB zone on Site 10 should be adjusted to reflect the property boundaries.
5. Site 20 should be reclassified to the C zone.
6. The Grossmont Hospital properties, consisting of Sites 16, 21, and 22, should be reclassified to a general commercial or professional office zone.
7. Site 31 should be reclassified to the C zone to permit commercial development of the site under a lease agreement with CalTrans.

Amendments to the Zoning Ordinance include the following items:

1. The Grossmont Specific Plan Overlay Zone text will require modification to reflect this Plan.
2. Master Plan review procedures should be developed and incorporated into the Zoning Ordinance.

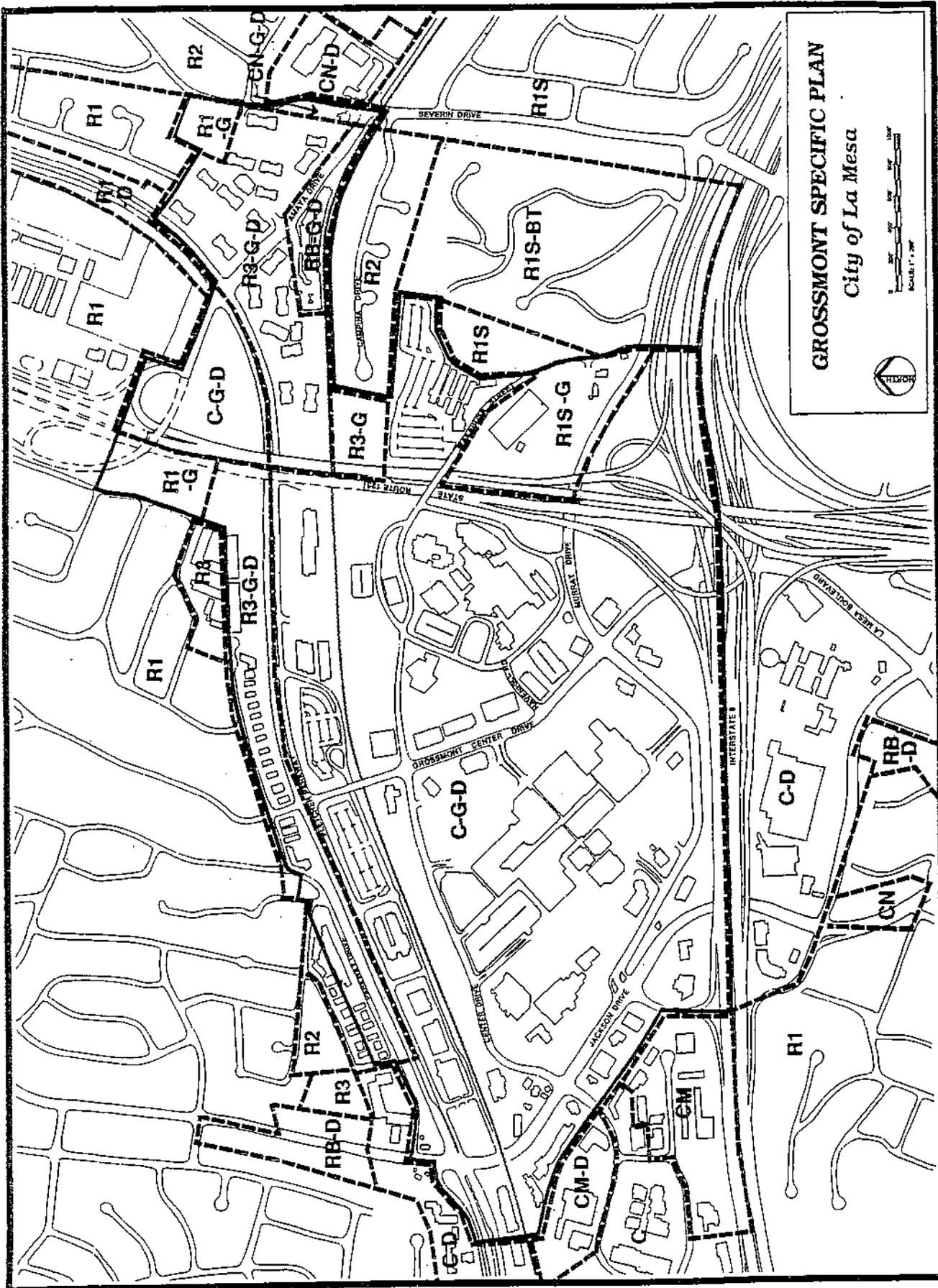
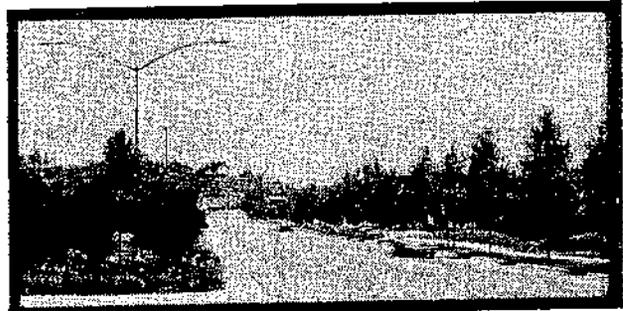
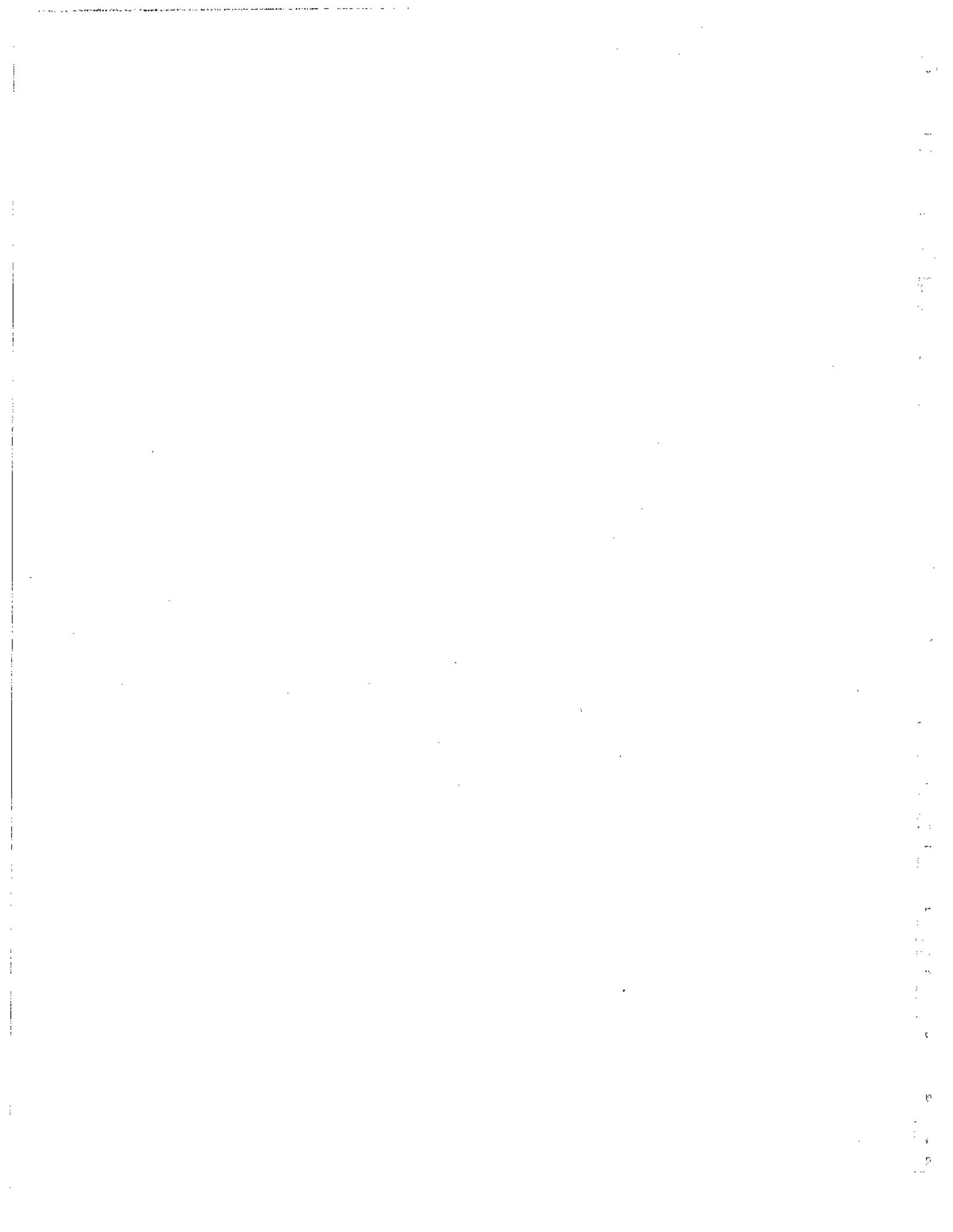


Figure 12
PROPOSED ZONE MAP

GROSSMONT SPECIFIC PLAN



CIRCULATION/TRANSIT



CIRCULATION / TRANSIT

BACKGROUND

The Grossmont Specific Plan discussed several major improvements to the area's circulation system which were expected within five years after adoption of the Plan. Since the adoption of the Grossmont Specific Plan in 1985, these and other numerous improvements have been made in the circulation system within the Plan area. These improvements include:

1. The widening of Fletcher Parkway to a six lane parkway and installation of landscaping.
2. The widening of Amaya Drive to a four lane parkway and installation of median landscaping.
3. The completion of the new Murray Drive alignment and the La Mesa Boulevard/Grossmont Center Drive connection.
4. The installation of traffic signals in the following locations: at the Amaya Drive intersection with the entrance to the Trolley Station and the La Mesa Villages apartment complex; along Grossmont Center Drive at Havenhill Road and the Grossmont Shopping Center Entrance #3; at the Murray Drive/Wakarusa Street intersection; at the Fletcher Parkway/Trolley Court intersection; and, the Fletcher Parkway intersection with the entrance to the Grossmont Trolley Station/AAA office building.
5. The Interstate 8/State Route 125 interchange (phases still under construction).
6. The construction of the Wakarusa Street bridge over State Route 125 and the realignment of Wakarusa Street/Center Drive through the Grossmont Hospital campus.

The completion of the Phase 4 State Route 125 extension with its connection to the Fletcher Parkway/Amaya Drive intersection completed the major street improvements envisioned in the 1985 Grossmont Specific Plan.

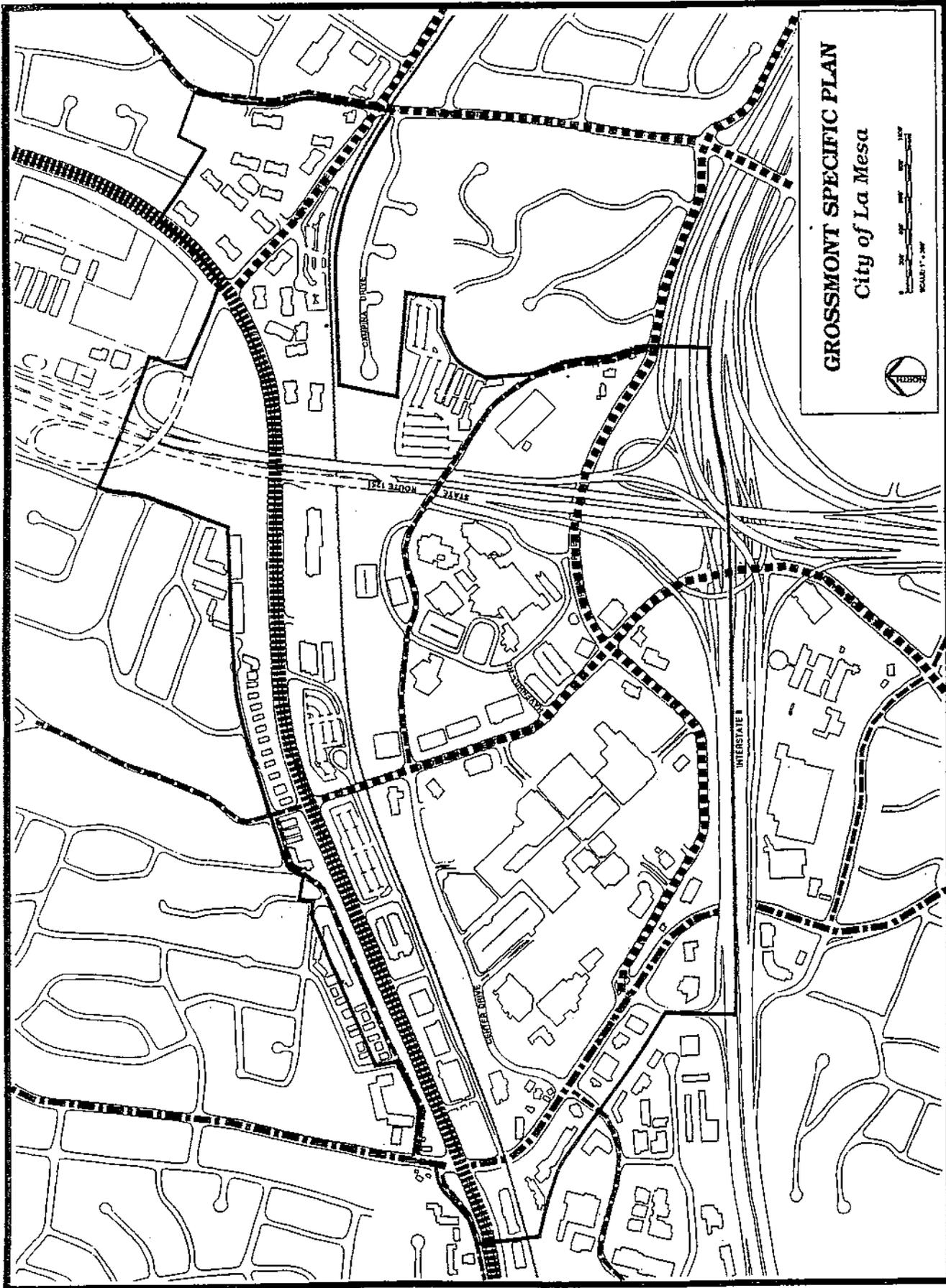
CIRCULATION ANALYSIS

As part of the 1985 Specific Plan, a traffic analysis was prepared to evaluate the circulation system in the area. Based on this analysis, several improvements were recommended in addition to the planned street improvements associated with the State Route 125 extension and interchange with Interstate 8.

With the numerous improvements listed in the Background paragraph above, traffic patterns in the Plan area have changed greatly over the past eight years. In addition, regional and local growth have resulted in increases in the traffic volumes throughout the Plan area.

As a result, the City hired a traffic engineering firm to prepare an analysis of existing conditions and to evaluate the ability of the circulation system to accommodate the projected growth detailed in the Land Use Element of this Plan. The analysis utilized computer traffic modeling based on the San Diego Association of Governments (SANDAG) Series 7 population and traffic generation forecasts for the region. This analysis is included in the Environmental Impact Report prepared for this Specific Plan.

The traffic analysis evaluated the Specific Plan's circulation system (shown in Figure 14) to determine what additional improvements were needed in the area in order to mitigate potential impacts from the projected levels of development discussed in the Land Use Section. The analysis distributed projected traffic from each of the developments and evaluated the capacity of the streets and intersections to accommodate



GROSSMONT SPECIFIC PLAN
 City of La Mesa

SCALE 1" = 200'

- 6 LANE PARKWAY
- 4 - 6 LANE ARTERIAL
- 4 LANE COLLECTOR
- 2 LANE COLLECTOR



Figure 13
CIRCULATION SYSTEM

these increases, as well as those increases generated from regional growth. For both the streets and the intersections, the analysis utilized the City policy of maintaining a minimum Level of Service (LOS) of D or better during peak hours of operation. The analysis evaluates the circulations system in the following four scenarios:

1. Existing land uses utilizing the 1995 street network.
2. Projected ultimate land use densities (described in the Land Use chapter) utilizing the 1995 street network.
3. Projected land use densities utilizing the 1995 street network with Center Drive vacated as a public street.
4. Projected land use densities utilizing the 2010 street network.

For the analysis, the 1995 street network included the completion of State Route 125 to Amaya Drive, allowing for vehicles to enter or exit from the freeway at this location. This work is anticipated to be completed in Spring, 1993. The 2010 network includes the completion of the extension of State Route 125 northward to State Highway 52.

The key issues examined in the traffic analysis were:

1. Can the existing circulation network accommodate the projected growth in the Plan area?
2. What specific improvements are needed to accommodate this growth while maintaining minimum acceptable street and intersection operations?
3. Can Center Drive be vacated as a public street adjacent to the Grossmont Shopping Center without adversely affecting the surrounding circulation system?

STREET CAPACITIES

The analysis has concluded that all streets

within the Plan area are currently operating at acceptable levels of service. In the past, it was anticipated that there may be a need to widen Grossmont Center Drive to six lanes. Consistent with other recent traffic studies, however, the current analysis has concluded that with the completion of State Route 125 to Amaya Drive the projected traffic levels on Grossmont Center Drive can be accommodated with the existing four lane configuration. This is also true for the Nagel Street bridge, which will continue to be able to accommodate projected traffic levels with its current four lanes of travel. The current analysis shows that the connection of State Route 125 to Amaya Drive will reduce the traffic levels on Grossmont Center Drive significantly, since the freeway completion will transfer through traffic in the area from Grossmont Center Drive to the freeway.

The traffic analysis does indicate that on ultimate build-out of the Specific Plan, Jackson Drive would operate at LOS E during peak hours in its present four lane configuration. Therefore, the analysis has concluded that Jackson Drive will need to be widened to six lanes to accommodate the levels of traffic expected upon ultimate build-out of the Shopping Center. This widening will be needed prior to, or concurrently with, a major expansion of the Shopping Center and not with minor construction projects. Additionally, projected development on other properties within the Specific Plan area will not significantly increase the traffic levels on Jackson Drive; therefore, new developments outside of the Shopping Center may proceed without the future improvements to Jackson Drive. With the exception of Jackson Drive, the analysis has concluded that the existing roadway widths are adequate to accommodate all anticipated growth in the area.

INTERSECTION CAPACITIES

As often is the case in traffic analyses, intersections are the critical links in a circulation system. The traffic analysis for the Specific Plan has examined twelve key intersections within the Plan area for each of the four development scenarios discussed

above. The following intersections were found to warrant modification in order to accommodate expected growth:

1. Grossmont Center Drive/Center Drive
2. Jackson Drive/Center Drive
3. Jackson Drive/Murray Drive

Figure 15 shows the ultimate intersection configurations necessary to mitigate the ultimate development levels within the Specific Plan.

Along Grossmont Center Drive, there are four signalized intersections between Fletcher Parkway and Interstate 8. While there was a single Grossmont Center Drive/Havenhill Road/Entrance #3 intersection created in 1987 as a result of the 1985 Specific Plan, this intersection was divided into two T-shaped intersections with the relocation of Entrance #3 to its 1985 location. This resulted from the findings of a traffic study completed in 1990 in order to mitigate traffic impacts from the construction of the office building at the corner of Grossmont Center Drive and Havenhill Road. This construction of the office building in this location had not been envisioned in the 1985 Plan and the reconstruction of the off-setting T-shaped intersections creates greater efficiency along Grossmont Center Drive. The current traffic analysis has found that these two intersections will continue to perform at appropriate levels of service in all development scenarios.

At the intersection of Grossmont Center Drive and Center Drive, there are several modifications which are necessary to maintain adequate levels of service for ultimate build-out under the Land Use Section of the Specific Plan. These modifications include two separate phases of construction. Phase I involves the reconstruction of Center Drive, west of the intersection, to a private Shopping Center driveway which should be improved with median landscaping. This phase should occur with the vacation of Center Drive as a public street. Phase II consists of the widening and re-striping the new Center

entrance to provide dual left-turn lanes; the widening of northbound Grossmont Center Drive north of the intersection; the reconstruction of the storm drain inlet in this section; and, the widening of westbound Center Drive to 40 feet for a minimum distance of 150 feet east of the intersection to provide for the re-striping of the street to three lanes with adequate stacking. This phase will need to occur prior to any major expansion at the Center.

The projections in the traffic analysis show that the Grossmont Center Drive/ Murray Drive intersection will perform at LOS D in all four scenarios. Therefore, it is anticipated that there are will be no required intersection improvements to mitigate anticipated traffic increases. As a result, new developments are expected to be able to be constructed on the Grossmont Hospital Campus, Grossmont Shopping Center, and Grossmont Plaza (Rainbow Investments) properties without any additional improvements being made to this intersection, except as discussed below.

The improvement of the intersection may be desirable in the future in order to facilitate easier access to the Shopping Center and surrounding developments. This improvement would include the addition of dual left turn lanes to the eastbound, northbound and westbound legs of the intersection (southbound leg currently has dual left turn lanes). This involves right-of-way dedication and street widening at the intersection.

If it is the consensus of the surrounding property owners or if future traffic analyses document the anticipated lowering of the Level of Service for this intersection to LOS E, then the intersection improvements will be required as part of the approval of any project exceeding the threshold for the lowering of the level of service. This "threshold" project will be responsible for completing the improvements with a reimbursement agreement executed providing for future payments by the other landowners with frontage on Grossmont Center Drive between Center Drive and Interstate 8.

Each of the property owners along this street shall be responsible for a proportional share of the costs based on the net increase in average daily trips (ADT's) generated by each parcel. The proportional share will be calculated by subtracting the 1985 base year traffic generation (ADT's) from the ADT's to be generated under the ultimate build-out under the Land Use Section of the Specific Plan for each site. Each site's net increase will be divided by the accumulated net increases for all sites within this corridor to determine its proportional share.

For the first project on each landowner's site which is proposed after installation of the improvements, the reimbursement amount shall be for those projects constructed on the site since the adoption of the 1985 Specific Plan. This payment shall be based on the percentage of Average Daily Trips (ADT's) generated by these developments compared to the total cumulative ADT's projected to be generated in the ultimate Specific Plan build-out for each site since 1985. After this initial "back payment", each future project shall contribute its share of the total costs based on the percentage of ADT's it is generating.

The intersections of Jackson Drive at Center Drive and Murray Drive will also require widening to provide additional turning lanes for the streets entering Jackson Drive. The intersection configurations for the Jackson Drive intersections with Center Drive and Murray Drive will be necessary only upon a significant expansion at the Shopping Center. These intersection improvements will be provided in conjunction with the widening of Jackson Drive to six lanes. This will require additional right-of-way through this area, and a detailed design will be required in the future.

Because these improvements will not likely be required in the immediate future as the Center does not have major expansion plans at this time, such a design study should be deferred until the Center wishes to proceed with a major expansion. Since the future Center expansion will create the need for the street and intersection widening, the Center will be responsible for a portion of the funding for these improvements.

As part of the mitigation for past construction on the Grossmont Hospital campus, two new traffic signals were required to be installed. The first at Murray Drive and Wakarusa Street was installed in 1992. The second signal will be located along the Murray Drive frontage near the generator plant for the Hospital. This will provide access to the Hospital at the new Murray Drive connector which will be constructed from the Hospital Ring Road. This construction has been delayed by the CalTrans construction of State Route 125. The Murray Drive connector and signal will be located to align with the future access to the future development on Site 27 (Grossmont Plaza). This will create a four-way signal at this location, although it may originally be installed as a three-way signal by the Hospital District, with the developer of Site 27 modifying the signal at a later date.

CENTER DRIVE CLOSURE

The Grossmont Shopping Center has proposed to change Center Drive adjacent to the Shopping Center from a public street to a private roadway through an expanded parking lot. The vacated right-of-way area (60 feet in width) could then be used for parking and potential future developments.

As part of the street vacation, the City should execute either an easement or agreement which will ensure continued vehicular access between Grossmont Center Drive and Jackson Drive through this portion of the Shopping Center. This access should be maintained as a through roadway similar to a ring road, minimizing cross traffic and traffic control devices and avoiding parking spaces located directly off the travel lanes.

In the Land Use Section of this Plan, support for this proposal from a land use and urban design perspective is discussed. The traffic analysis has examined the potential impacts from this closure and has found that the proposal would not adversely impact the surrounding circulation system. In fact, the vacation of Center Drive does slightly improve the intersections of Center Drive with Grossmont Center Drive and Jackson Drive. These conclusions are based on the

assumption that the Center will maintain an access roadway through this parking area between Jackson Drive and Grossmont Center Drive.

The vacation of Center Drive should occur between the signalized intersections at Jackson Drive and Grossmont Center Drive. This will eliminate awkward transitions from the public street to the private driveway. The approach at Grossmont Center Drive will be reconfigured to resemble a Shopping Center entrance, while the approach at Jackson will remain in its existing conditions for the present time. Future improvements, such as median landscaping, will be dependent on final design drawings for the future improvement of this intersection with the widening of Jackson Drive.

The vacation will not create access problems for the existing businesses located along the northwest side of Center Drive because these developments are under the same property ownership and management as the Shopping Center and access to these sites will be maintained.

STREET IMPROVEMENTS

The following circulation improvements are required to mitigate increased traffic levels generated by future growth anticipated in the Land Use section of the Specific Plan. The timing and funding for these improvements are specified in the Implementation Section of the Plan.

1. Right-of-way shall be dedicated for the potential future widening of Grossmont Center Drive between Murray Drive and Interstate 8.
2. A raised median shall be constructed on Grossmont Center Drive from Murray Drive to Interstate 8.
3. Driveway exits on Grossmont Center Drive between Murray Drive and Interstate 8 shall be restricted to right turns. Left turns into properties may be permitted by pockets in the medians if the

design is approved by the City.

6. A new signalized intersection shall be constructed at the location of the Grossmont Hospital Murray Drive connector, which will also provide access to Site 27.
7. The eastbound approach from the Grossmont Shopping Center (vacated Center Drive) to Grossmont Center Drive shall be striped to provide dual left-turn lanes, one through lane, and an exclusive right-turn lane.
8. The northbound departure from the Grossmont Center Drive/Center Drive intersection shall be widened to provide adequate lanes for the eastbound left-turning vehicles.
9. Jackson Drive shall be redesigned between Interstate 8 and Fletcher Parkway to include right-of-way dedication, street widening, and striping changes to provide the following improvements:
 - a. Jackson Drive shall be provided with six travel lanes from Fletcher Parkway to Interstate 8.
 - b. The westbound and eastbound legs of Center Drive shall be striped to provide dual left-turn lanes, one through lane, and a through/right turn lane at Jackson Drive.
 - c. The westbound leg of Murray Drive shall provide a left-turn lane, two through lanes, and a right turn lane at Jackson Drive.
 - d. The eastbound I-8 off-ramp shall provide dual left-turn lanes and a through/right-turn lane at Murray Drive.

The following recommendations are presented to improve circulation and facilitate continued expansion of the Shopping Center and adjoining properties:

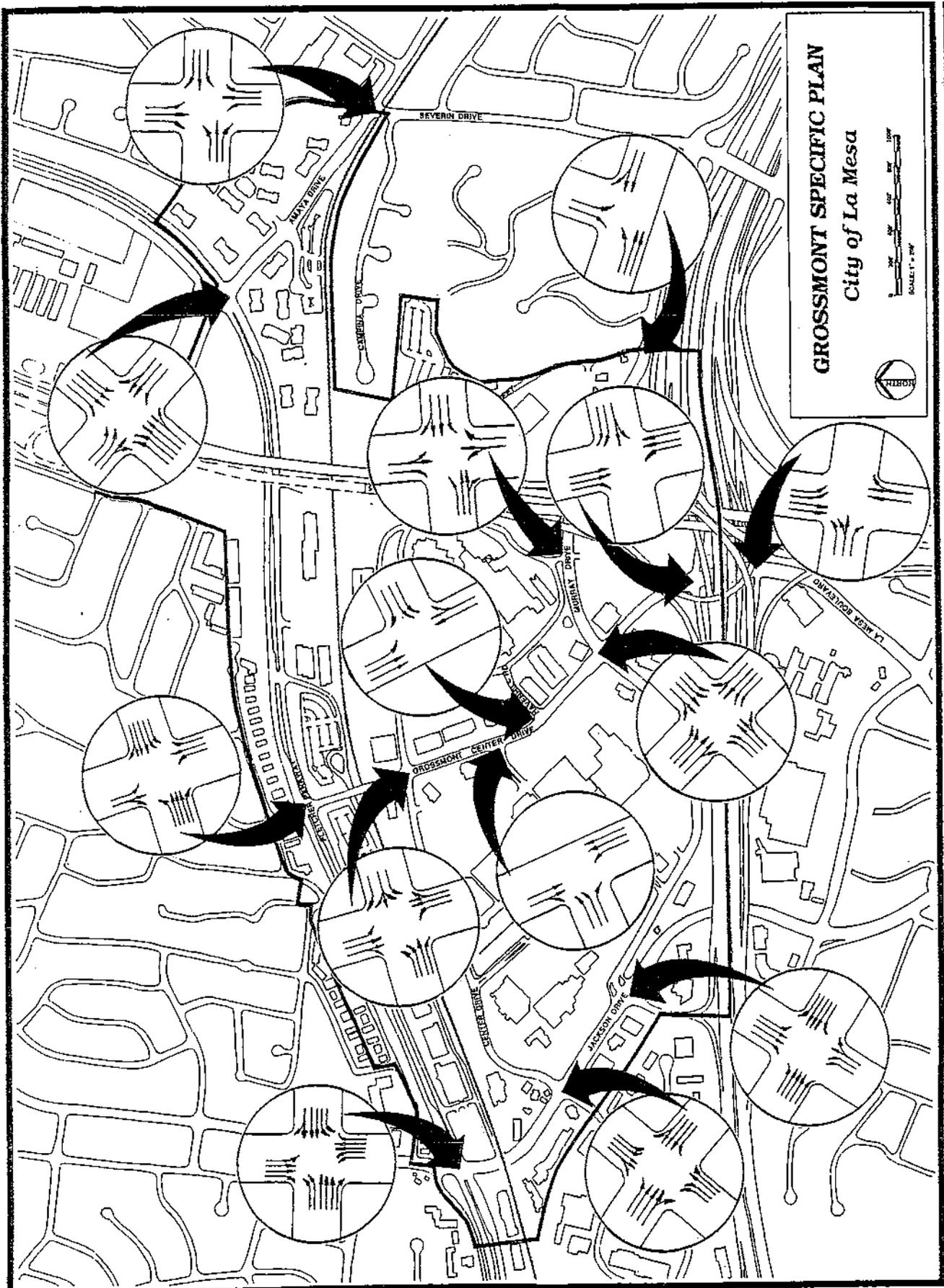


Figure 14
ULTIMATE INTERSECTION CONFIGURATIONS

1. **The Grossmont Center Drive/Murray Drive intersection should be improved to provide dual left-turn lanes for the northbound, eastbound, and westbound approaches.**
2. **Center Drive should be vacated as a public street from Jackson Drive to Grossmont Center Drive. The approach at Grossmont Center Drive should be redesigned as a private Shopping Center entrance.**
3. **The I-8 westbound off-ramp should be improved for dual right-turn lanes and a single left-turn lane at Grossmont Center Drive.**
4. **The I-8 eastbound off-ramp should be improved for dual left-turn lanes and a single right-turn lane at Grossmont Center Drive.**

TRANSIT

The Grossmont Specific Plan area is currently served by three bus routes, the MTDB Trolley, and the City's Dial-A-Ride service, a subsidized demand responsive para-transit service. In 1991, the City adopted a Transit Study which discussed the potential expansion of transit facilities within the City, including the Specific Plan area.

TROLLEY SERVICE

The Specific Plan area is bisected by the Metropolitan Transit Development Board (MTDB) light rail system which runs from downtown San Diego to the City of El Cajon (with future extension to the City of Santee). Two of the four Trolley stations within the City are located within the Plan area.

The Grossmont Trolley station serves as the main transit center within the City, providing a transfer location between the Trolley and the three current bus routes within the Plan area. It also provides the largest parking lot for Trolley ridership with over 600 parking spaces. Future developments on the site

should continue to preserve the station's function as the main transit center by incorporating the station platform and bus access into the design of the building and encourage the development of land uses which can best benefit from transit services.

The Amaya Drive Trolley station provides over 230 spaces and services the eastern portion of the City, including the adjacent large apartment complexes.

MTDB is also planning a Mission Valley East Trolley extension which will create a link from downtown San Diego through Mission Valley to La Mesa, connecting to the existing East Line near Baltimore Drive and Fletcher Parkway. Transfers from one line to the other will likely occur at the Grossmont Trolley Station, contributing to its importance as a major transit hub.

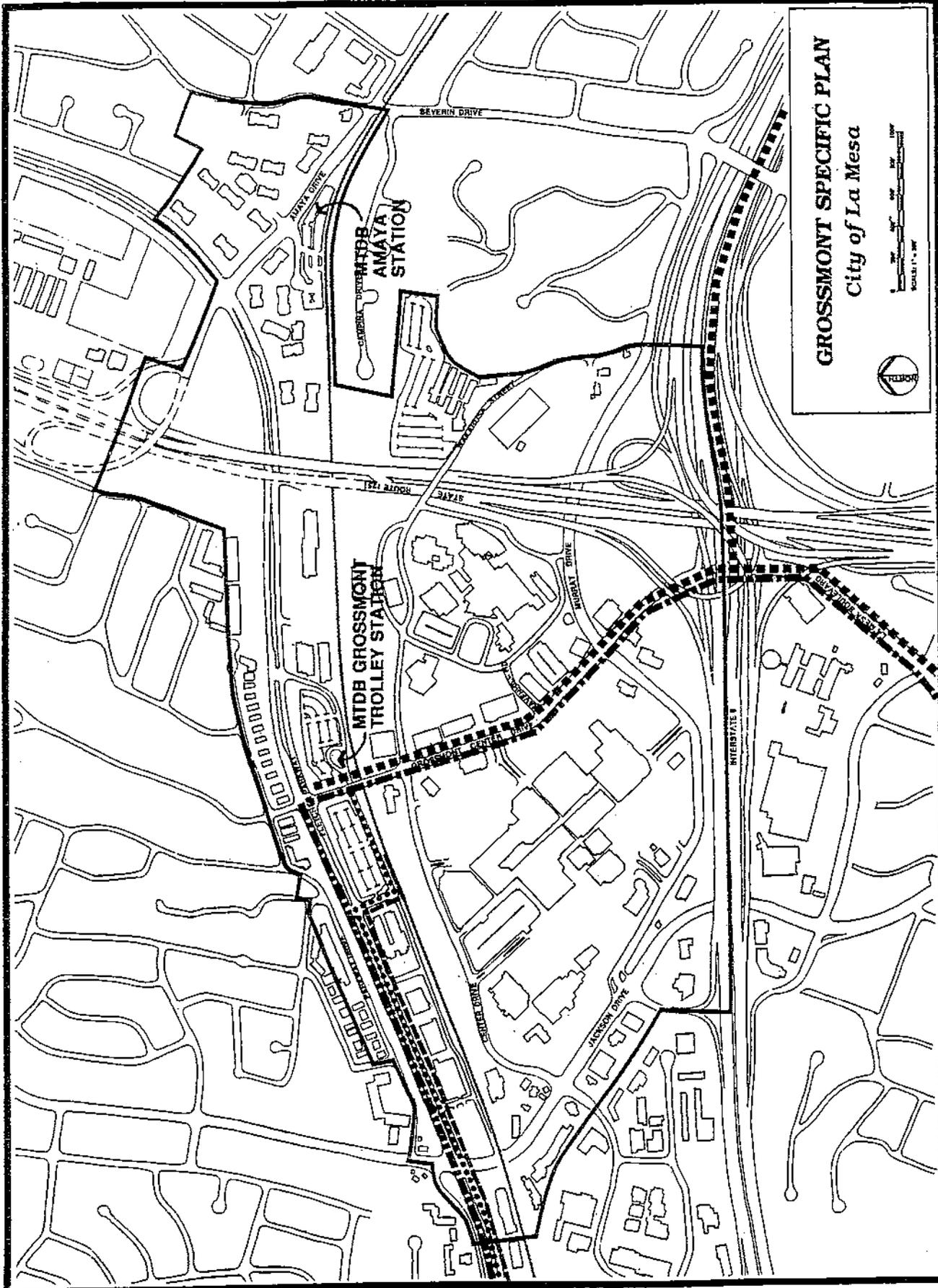
As part of future developments on both the Grossmont Trolley station and Site 14 of the Grossmont Shopping Center, a pedestrian/handicapped accessible pathway should be evaluated. This will provide needed pedestrian access between this transportation hub and the regional shopping and medical facilities.

BUS SERVICE

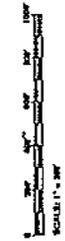
Currently, the Plan area is served by the Metropolitan Transit Service (MTS) Route 15 and Route 81 bus service and the County Transit Services Route 854 as shown in Figure 16. In addition, the Transit Study recommends that the MTS Route 7 be extended in the future from Downtown La Mesa to reach Grossmont Trolley station.

Another proposed bus service is the Westside Shuttle which would operate from the Lemon Grove Broadway Trolley station to the Grossmont Trolley station in order to serve the southwest quadrant of the City which currently lacks adequate bus service.

The Transit Study also recommends the development of a Grossmont Shuttle which would provide regular access between the Grossmont Trolley Station, the Grossmont Shopping Center, and Grossmont Hospital.



GROSSMONT SPECIFIC PLAN
City of La Mesa



BUS ROUTES

- SAN DIEGO TRANSIT CORPORATION - ROUTE 81
- COUNTY TRANSIT SERVICE - ROUTE 884
- ===== SAN DIEGO TRANSIT CORPORATION - ROUTE 16
- PROPOSED WESTSIDE SHUTTLE

Figure 15
TRANSIT SERVICES

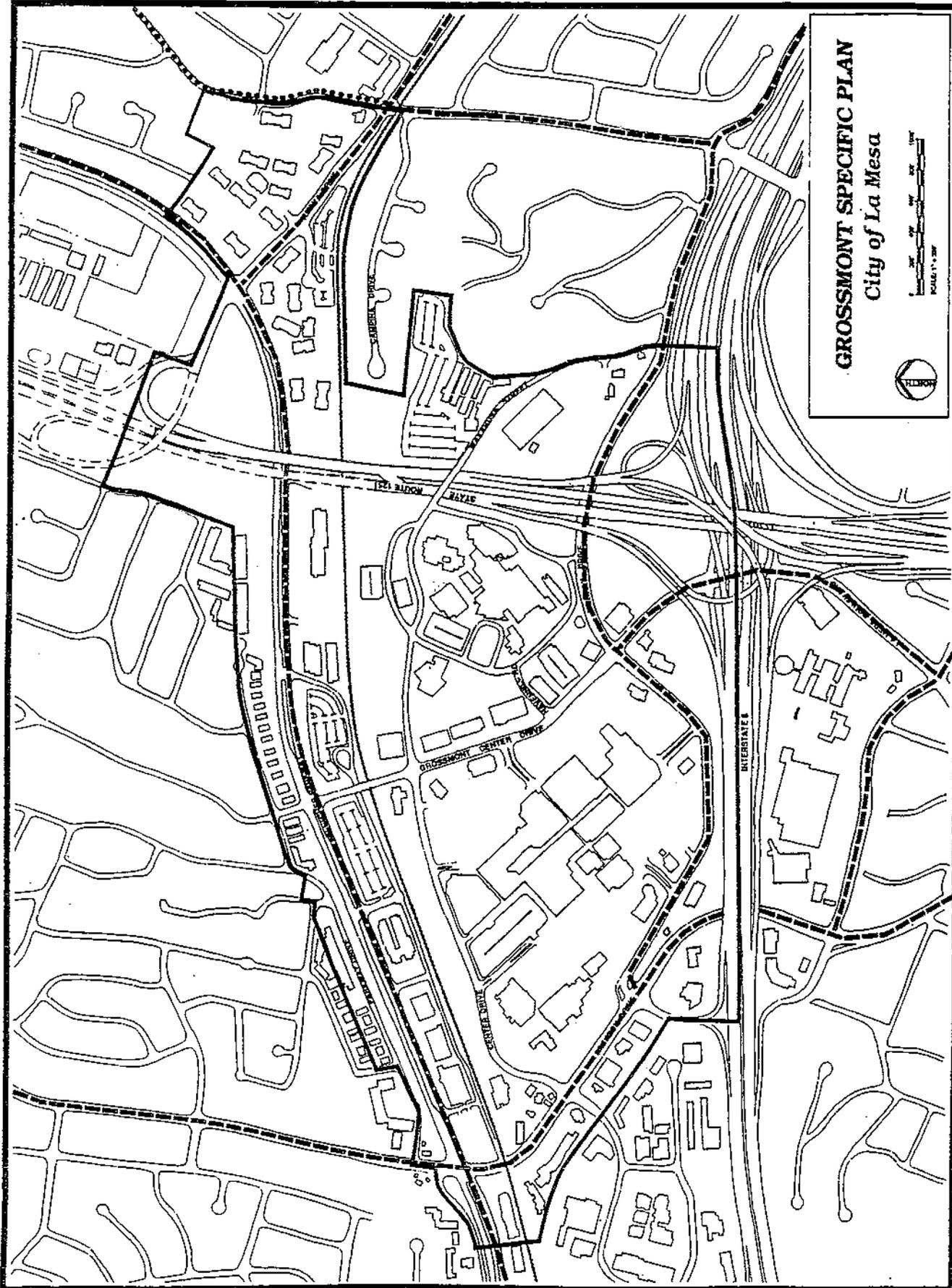


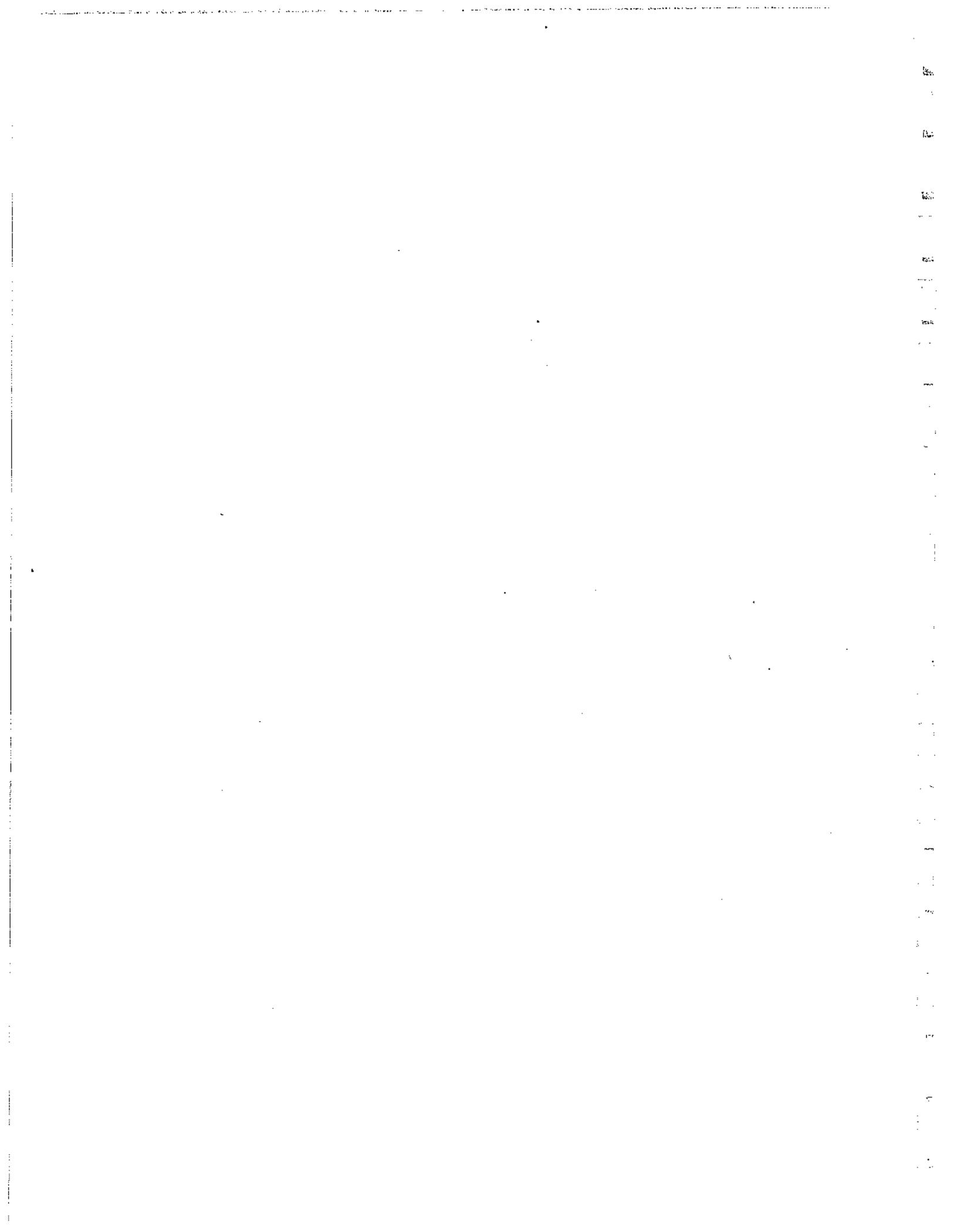
Figure 16
BICYCLE NETWORK

Additional nearby commercial centers could also be serviced by this localized route. This Shuttle would utilize small passenger buses and encourage connections to other transit systems. The service may also encourage visitors to the Specific Plan area to utilize either the Trolley or other transit methods since they will have localized transit available for multiple destinations in the area.

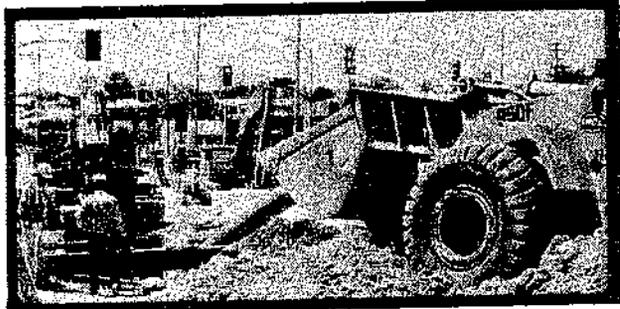
The Grossmont Shuttle may replace an existing Grossmont Hospital shuttle service. Funding for the Grossmont Shuttle should be a joint effort between the Grossmont Shopping Center, Grossmont Hospital, MTDB, and the City. The City Community Development Department will coordinate the development of this shuttle service.

BICYCLE NETWORK

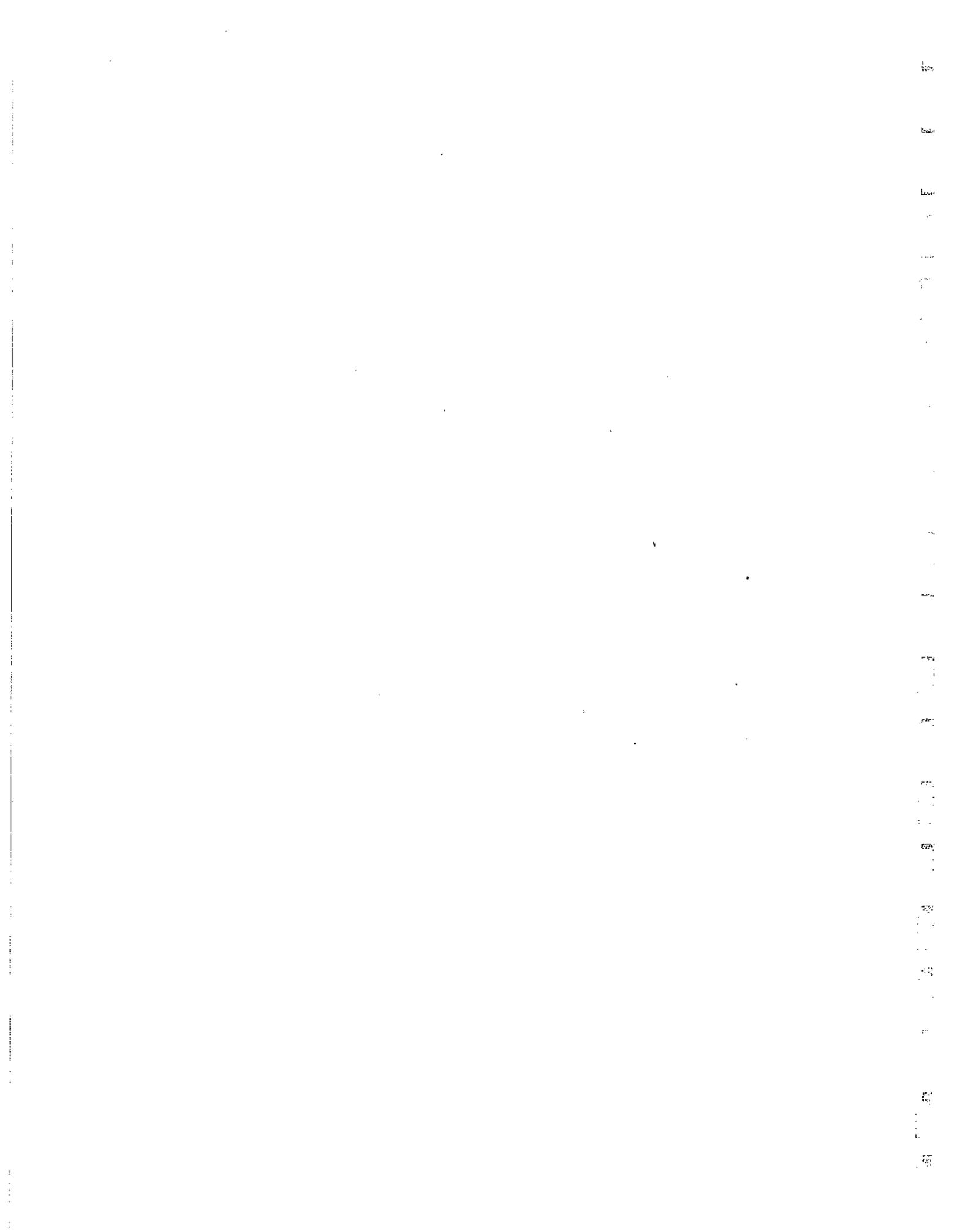
The 1985 Specific Plan identifies the bike lanes and bike routes through the Plan area. However, with the vacation of Center Drive this street will no longer serve as a bike lane. An alternative route is Murray Drive, which should be designated a bike lane to connect the Murray Drive/Grossmont Center Drive intersection (both streets contain designated bike lanes at this intersection) with Jackson Drive and Fletcher Parkway. Grossmont Center Drive would subsequently be eliminated as a designated bike route. Figure 17 shows the revised bicycle network for the Plan area.



GROSSMONT SPECIFIC PLAN



PUBLIC IMPROVEMENTS



PUBLIC IMPROVEMENTS

BACKGROUND

Over the past seven years, the Grossmont Specific Plan area has experienced some major public improvement projects. In addition to the street improvement projects listed in the Circulation Section, an underground storm drain facility was installed within Alvarado Creek through several major developments, including the La Mesa Villages apartment projects, the MTDB Trolley stations, and the Grossmont Trolley Center.

Since the Grossmont Specific Plan area is an established urban area, a majority of the standard public improvements are existing. However, some of these improvement systems are incomplete, substandard, or in need of repair or replacement. Therefore, the City's Public Works Department has studied the adequacy of public improvements in the area.

FACILITIES ANALYSIS

As discussed in the previous section on Circulation, a traffic consulting firm prepared a traffic analysis for the Specific Plan area. Based on this analysis, street improvements required to mitigate significant impacts from anticipated development have been identified and discussed in this previous section. The City's Public Works Department has studied the sewer and storm drain systems in the area, along with an analysis of the sidewalks and street lighting in the Plan area.

SEWER SYSTEM

In 1989, the City completed a Sewer Master Plan study, which serves as the foundation for the assessment of the sewer systems within the Specific Plan area. The Specific Plan area sewer mains flow into the Alvarado Trunk line located parallel, and south of,

Fletcher Parkway to the west. The section of the Alvarado Trunk line between Baltimore Drive and Jackson Drive has been identified as being undersized to accommodate the flows projected for future development. The replacement of this section has been listed in the Capital Improvement Program (CIP) but has not received funding as of this date. This improvement will be a priority of the City in the near future.

A second factor in the replacement of this line is that it lies within the Alvarado Creek Redevelopment Area, with this particular section being the location of the City's next projected redevelopment project. Construction of the new trunk line should occur with the redevelopment of the properties along this section and the placement of the Alvarado Creek drainage system within an enclosed box culvert. Any development within the Specific Plan area will be required to pay the standard sewer connection fees established by the City Council to fund such public improvement projects.

The public sewer systems located within the Specific Plan area have been determined to be adequate to accommodate the development projected by the Specific Plan, with the exception of a section of line located within the Grossmont Shopping Center. The eight-inch public sewer line is inadequate to accommodate any future growth which would contribute additional flows into this line due to its configuration and lack of slope within the line. This sewer line serves portions of the Shopping Center, the Grossmont Hospital campus, and the proposed Grossmont Plaza developments (Sites 26 and 27).

In order to accommodate any future growth on these sites which will increase the flows in this line, improvements to the current sewer system must be made. The first alternative would require that the existing line within the Center be upgraded to accommodate additional flows. The second alternative would divert the flows from the Hospital

campus and the future construction on the northern Grossmont Plaza site into a new sewer main located within the Grossmont Center Drive right-of-way. This alternative would require the installation of an eight-inch main in Grossmont Center Drive from Murray Drive to Center Drive and is preferable in order to keep such major utilities within the right-of-way for access and maintenance. In addition, existing sewage from the Hospital campus would be removed from within the Shopping Center parking lots.

The installation of a new sewer main within Grossmont Center Drive should be constructed to facilitate additional growth and should be funded through a four-way split between the Grossmont Hospital District, the Grossmont Shopping Center, Rainbow Investments, and the City of La Mesa. City participation should be through the Capital Improvements Program and utilize funds from sewer connection fees.

While this design is the preferred alternative from the City's standpoint, there may be other alternatives which are found to be more cost effective and which may be implemented. However, if these solutions are located within private property the City should not participate in the funding of the project.

If a cooperative agreement can not be reached to complete this work, then the first project on any of the three parcels generating a net increase in flows into this system shall be required to upgrade the system, with a reimbursement agreement being executed for future development which will be allocated based on potential development under the Specific Plan.

The upgrading of this sewer system should be accomplished prior to any net increase in sewage flows due to new construction. Redevelopment of, or new development on, any site which does not result in a net increase of flows within this line shall be permitted to proceed without this sewer line improvement. Due to the existing condition of the line, however, it is still clearly preferred to implement the installation of a

new sewer line as described above as a cooperative project as quickly as possible. This will avoid future delays for larger scale projects, which is a primary objective of the specific plan.

In addition to these specific improvements, all new development within the Specific Plan area will be required to pay sewer connection fees for continued maintenance and improvement of the City's sewer system.

STORM DRAIN SYSTEM

The Specific Plan area is part of the Alvarado storm drain basin. The Plan area drains into the Alvarado Creek, which has been enclosed into an underground box culvert for a majority of its length within the Plan area. There are three sites where the channel remains in an open, unimproved state. These properties are the AAA office building (Site 4), the Grossmont Medical Arts Village (Site 5), and the property located at the southwest corner of Fletcher Parkway and Jackson Drive (Site 1). The first two sites contain existing lien agreements for the improvement of the channel and the timing of those improvements shall be determined by the Redevelopment Agency. The latter site will complete the improvements as part of future redevelopment on the site.

The Public Works Department has completed an analysis of the public storm drain system in the Specific Plan area. Based on this analysis, it has been determined that there are three areas where the public storm drain system is inadequate.

The first location are the curb inlets at the intersection of Grossmont Center Drive and Center Drive (northeast and northwest corners). These inlets are inadequate and need to be redesigned and relocated away from the curb return to avoid a conflict with pedestrian ramps. This improvement should be accomplished at the time of intersection modification required under the Circulation Section of the Plan and financed by those parties responsible for the intersection improvements.

The second location is an existing 30-inch storm drain which terminates on Site 17. This storm drain needs to be extended into the Alvarado Channel storm drain facility. This shall be the responsibility of the development on this site.

The third location is an existing storm drain system along Jackson Drive, from Murray Drive to Alvarado Channel. This system is inadequate to accommodate the 100-year flood. The existing 60-inch storm drain pipe capacity is estimated to accommodate approximately 30% of the flows expected during the 100-year storm. A dual 60-inch pipe is recommended along the northern side of Jackson Drive to alleviate this potential flooding problem. This improvement requires further study as part of the design study for the Jackson Drive street improvements discussed in the Circulation Section of the Plan.

This is an existing deficiency created by existing development within a drainage basin significantly larger than the Specific Plan area, however. Due to the fact that new development within the Plan area will not significantly increase surface runoff due to the majority of the existing surfaces being covered with pavement or buildings, this improvement can not be required as a condition of development. Therefore, this public improvement will need to be financed through the City's Capital Improvements Program or through a Special Assessment District.

There is no evidence of existing flooding problems in this area and since the projected developments discussed within this Plan will not increase drainage flows, these developments may proceed without any restriction based on this storm drain improvement.

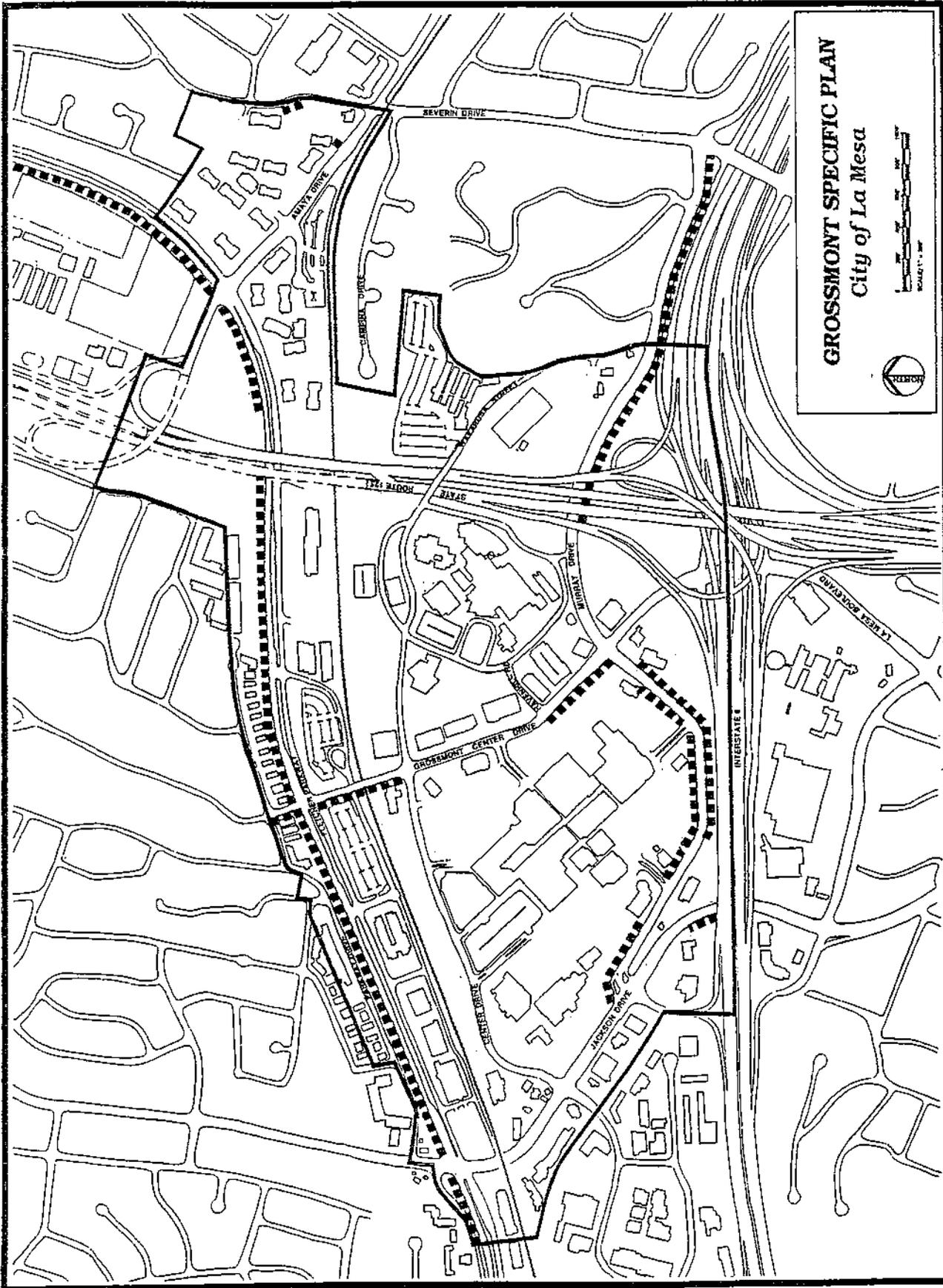
A large private storm drain system exists within the Grossmont Shopping Center and the properties planned for the Grossmont Plaza project. An analysis of these private systems was not completed for the Specific Plan. These systems are required to be maintained by the private property owners of these sites.

Currently, there is a public storm drain which is located between the Bullock's Department store, adjacent to the current Shopping Center Entrance #5, and the MTDB Trolley tracks to the north. With the vacation on Center Drive, this system will be entirely within the Shopping Center property and should become part of the private storm drain system within the Center.

SIDEWALKS/STREET LIGHTING

A survey of the streets in the Plan area has defined those areas which are lacking adequate pedestrian improvements and street lighting. Figure 18 illustrates the areas within the Plan area in which sidewalks are absent. In addition, many intersections do not provide the proper handicapped access (pedestrian ramps). The City is currently studying pedestrian facilities throughout various portions of the City to implement the Americans with Disabilities Act (ADA) requirements.

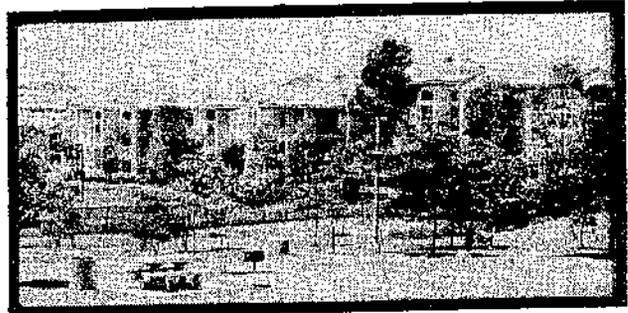
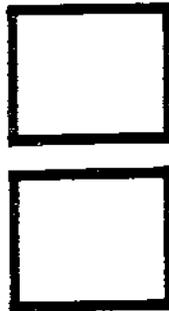
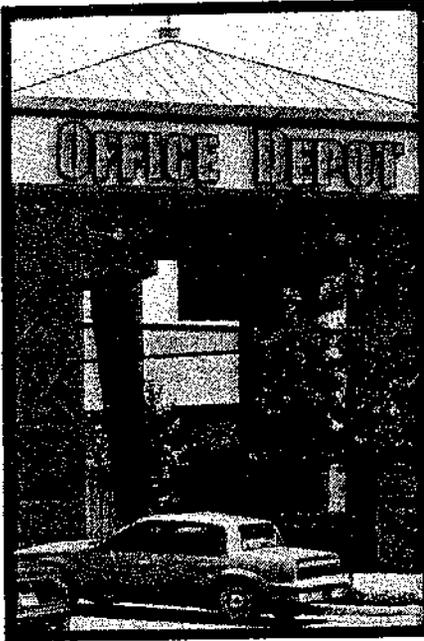
The installation of sidewalks, pedestrian ramps, and street lights shall be the responsibility of adjoining property owners at the time of property development, except where funding is available for public works projects which proceed anticipated developments.



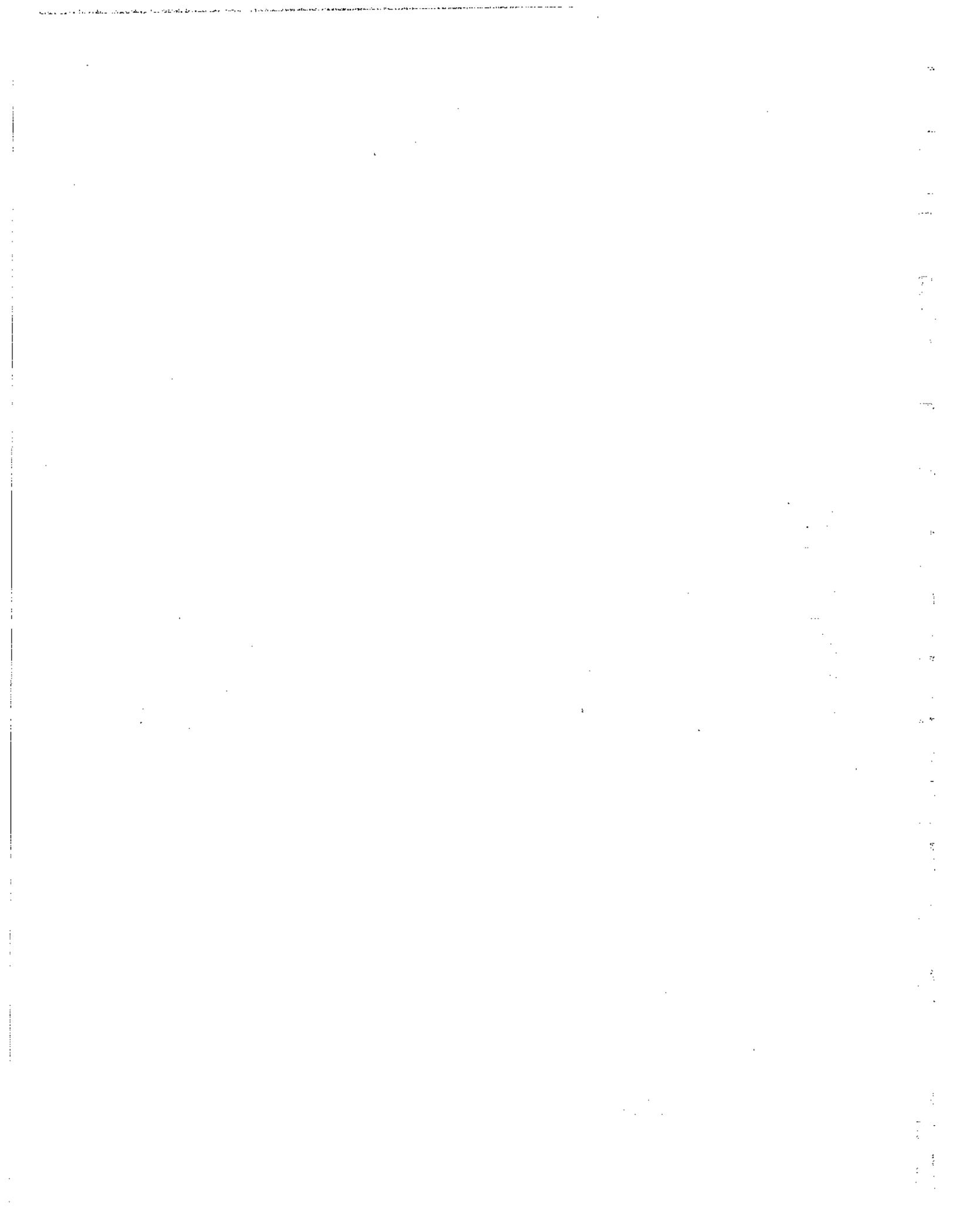
GROSSMONT SPECIFIC PLAN
 City of La Mesa

Figure 17
PEDESTRIAN FACILITIES
 AREAS LACKING SIDEWALKS

GROSSMONT SPECIFIC PLAN



REDEVELOPMENT



REDEVELOPMENT

The Grossmont Specific Plan area contains the entire Fletcher Parkway Redevelopment Project Area and a small portion of the Alvarado Creek Redevelopment Project Area within its boundaries, as illustrated in Figure 19. These project areas, established in 1984 and 1989, respectively, extend along the south side of Fletcher Parkway from west of Jackson Drive to Northmont Park within the Plan area. Numerous properties have been developed in the past five years in conjunction with the City's Redevelopment Agency. These include the following projects:

1. The 40,000 square foot AAA office building.
2. The 384-unit La Mesa Villages condominium project.
3. The Grossmont Trolley Center, consisting of 79,000 square feet of retail space and a 34,000 square foot eight-plex theater.

In the latter two projects, the formerly open Alvarado Creek drainage channel which runs parallel to Fletcher Parkway was enclosed within underground concrete box culverts, which reduced the flood hazards, opened up additional land for development, and eliminated the unsightly channel. The Metropolitan Transit Development Board also enclosed the drainage channel underneath the two Trolley stations.

There are two areas remaining within the area where the Alvarado Creek drainage channel remains unimproved. At the rear of Sites 4 and 5 lies an unimproved, open channel. There are, however, existing liens on these properties which require the future installation of an improved channel. An enclosed box culvert, matching those existing to the east and west of this unimproved section, would be the preferred type of channel improvement, although other types of improved channels may be acceptable if they are designed to contain the 100-year flood levels. It is anticipated that completion

of the channel improvements in this area will be coordinated with the completion of the State Route 125 freeway project.

The majority of the properties within the Redevelopment Project Areas are developed, although there is potential development opportunities on several sites, as discussed below.

In November, 1991, the City adopted new Redevelopment Survey areas which include the remainder of the Specific Plan area. The adoption of a survey area is the first step in establishing a redevelopment area. The City then proceeds to study the area to determine if the area qualifies as a redevelopment area and whether the adoption of a redevelopment plan for the area would further City goals and policies for the area. The City Redevelopment Agency will be proceeding with this study.

FLETCHER PARKWAY REDEVELOPMENT AREA

Site 2 is the Grossmont Trolley Center retail center. Under the Development and Disposition Agreement executed with the Redevelopment Agency, the two remodeled warehouse buildings located in the middle of the project may remain for a minimum of ten years. The Agreement with the Agency intended that these buildings would be removed and replaced with larger, permanent new buildings. Conceptual plans would replace the existing 40,000 square feet of retail space with over 100,000 square feet of office space. It is expected that this would only occur if economic conditions would warrant replacement of this viable retail space with new office space.

Site 6, located along the south side of Fletcher Parkway just to the east of State Route 125 overpass, is a 2 acre site which is currently used as a staging area for the Caltrans freeway construction projects. However, once this work is complete it is likely that the land will be declared excess

and sold for development. The site is currently zoned for multiple-unit residential development and could be developed as an extension to the adjoining La Mesa Villages apartment complex.

There are also commercial uses of the site which would be appropriate, including a variety of office uses. This would require a General Plan amendment and zone reclassification. There may also be an opportunity for some temporary uses of the site between construction phases of the freeway. Any proposed temporary use, however, requires approval by the Redevelopment Agency to ensure that the use is consistent with the goals of the Redevelopment Plan and will not adversely affect the City's Redevelopment efforts in this area.

Site 14, located along the north side of Center Drive adjacent to the Grossmont Shopping Center, is also located within the Fletcher Parkway Redevelopment Area. With the vacation of Center Drive discussed earlier, the redevelopment potential of this site increases, providing area for the expansion of the Center with the construction of additional buildings and parking facilities. This results in potential additional tax increment revenues for use in the Area. Any development in this area will be required to be consistent with the Land Use Section of the Specific Plan and be approved by the Redevelopment Agency.

Sites 15 and 16, located on the northern side of Center Drive east of Grossmont Center Drive, both have development potential which was discussed in the Land Use Section of the Plan. Additional office space is the probable use on each of these sites, which is consistent with the surrounding uses.

Site 17, while not within the Fletcher Parkway Redevelopment Area boundaries, is a 3.1 acre excess Caltrans property which the La Mesa Community Redevelopment Agency has acquired in order to facilitate development of a low and moderate income housing project. Under California Redevelopment law, 20% of tax increment revenue generated within a project area must

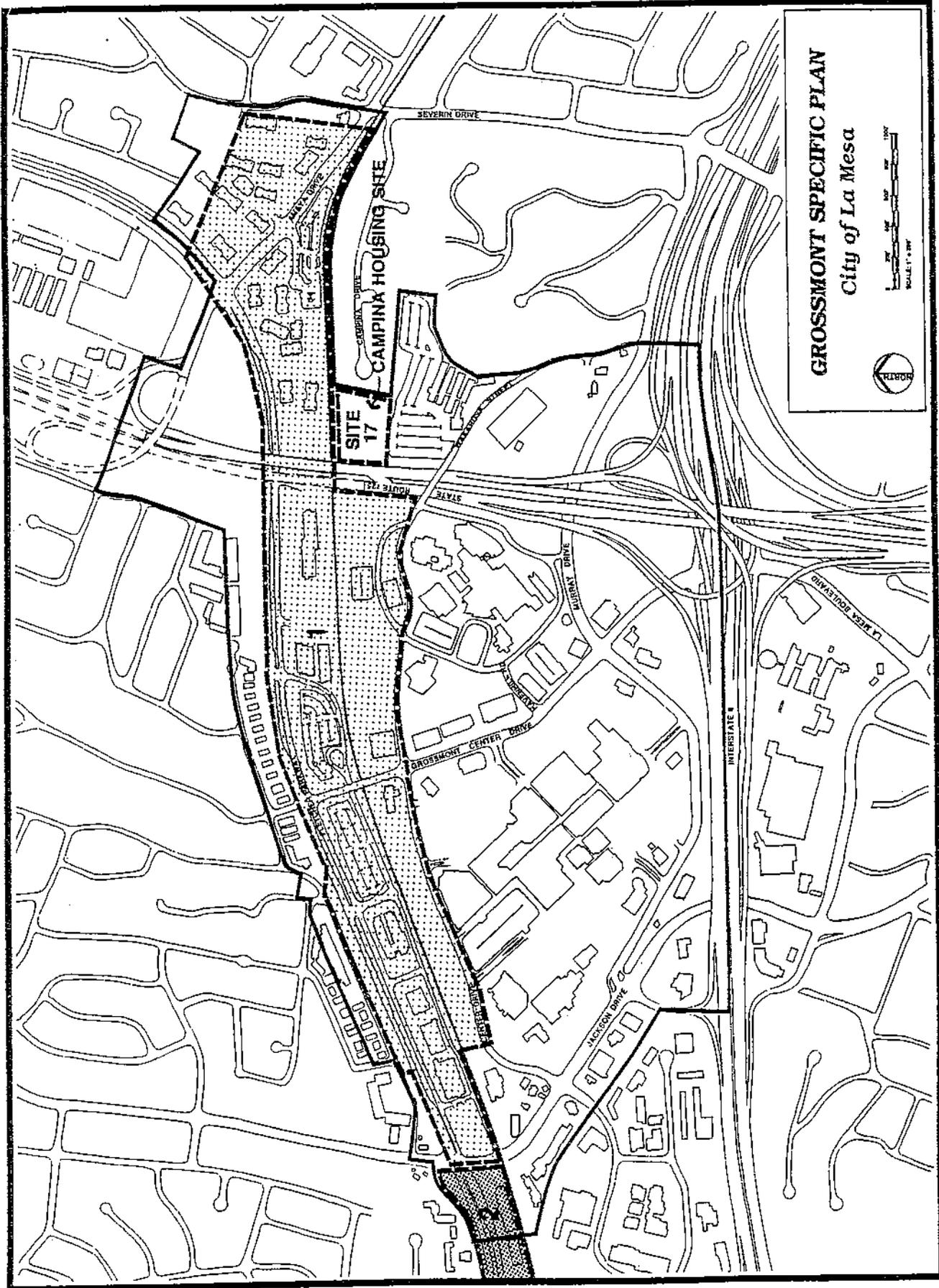
be devoted to developing low and moderate income housing. The City Redevelopment Agency is planning on developing a multiple-unit low and moderate income housing in partnership with a private or non-profit development team. As part of the project development, the Agency will attempt to amend the Fletcher Parkway Project Area boundary to include the site. Because of the close proximity to the Amaya Drive Trolley Station, options for providing access between the two sites should be explored.

ALVARADO CREEK REDEVELOPMENT AREA

Site 1 is located within the Alvarado Creek Redevelopment Area. The development of this site should be coordinated with the development of the remainder of the properties along the southern edge of Fletcher Parkway east of Baltimore Drive. The Redevelopment Agency should pursue a master plan for this area which provides for coordinated circulation and land uses.

REDEVELOPMENT POLICIES

- 1. All new development within the City's Redevelopment Areas, including temporary uses within Caltrans right-of-way, shall be approved by the Redevelopment Agency in addition to the Design Review Board.**
- 2. Facilitate the continued development of properties to their highest and best use.**
- 3. Encourage the development of transit oriented uses on and near the Trolley stations.**
- 4. Complete all storm drain improvements in order to contain the 100-year flood levels.**
- 5. Participate in the development and improvement of low and moderate income housing within and near the Redevelopment Areas.**



GROSSMONT SPECIFIC PLAN
City of La Mesa



 FLETCHER PARKWAY REDEVELOPMENT AREA
 ALVARADO CREEK REDEVELOPMENT AREA

Figure 18
REDEVELOPMENT AREAS

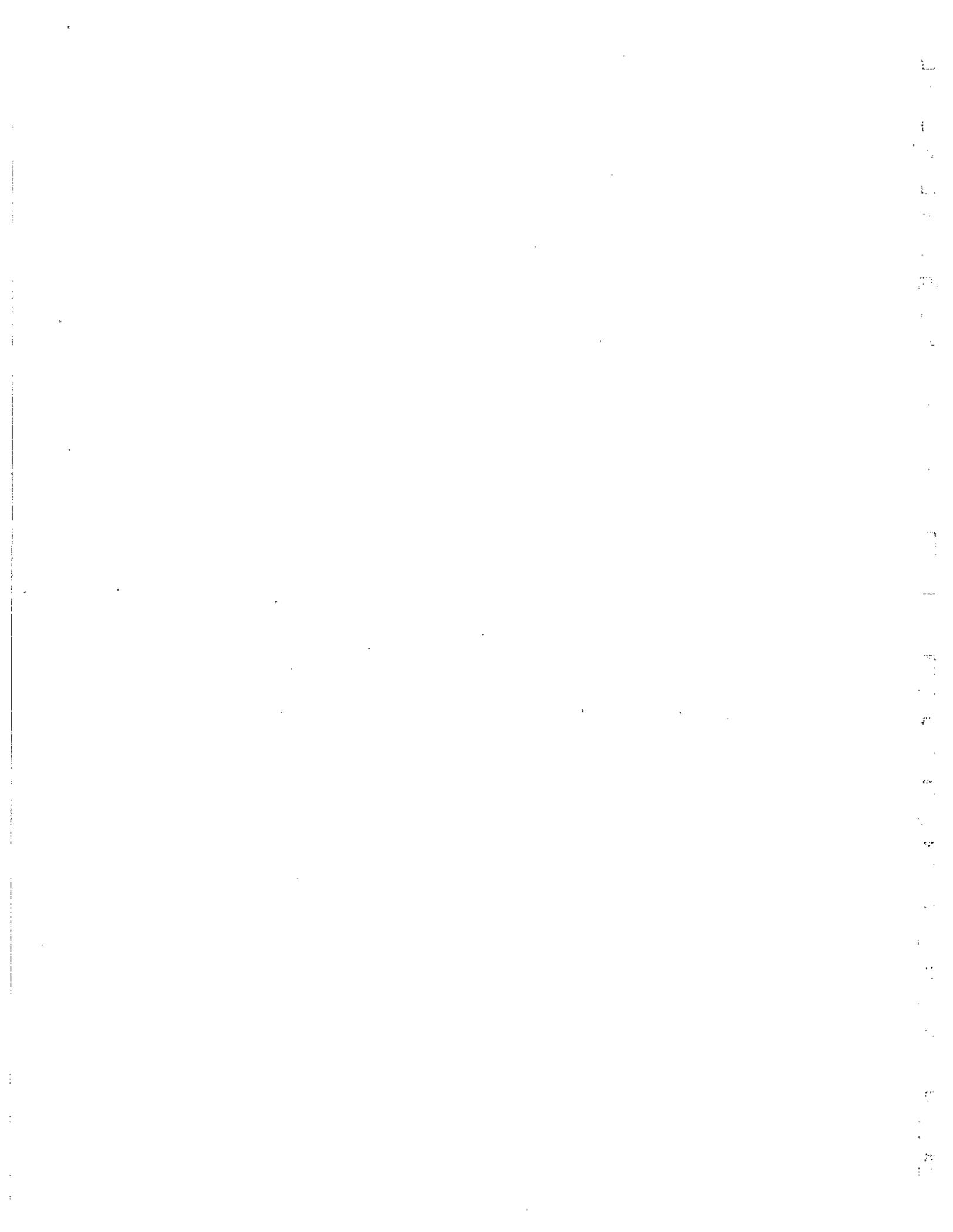
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GROSSMONT SPECIFIC PLAN



OPEN SPACE



OPEN SPACE

The 1985 Grossmont Specific Plan boundaries did not include any public open space areas. However, two neighborhood parks abutted the perimeter of the Plan area. Northmont Park adjoins the northeast corner of the plan area off Severin Drive, and Briercrest Park is located across Wakarusa Street from the Grossmont Hospital District Brier Patch facility. This Plan incorporates both Parks into the Plan area as shown in Figure 20.

NORTHMONT PARK

Northmont Park was renovated in conjunction with the development of the adjoining La Mesa Villages redevelopment apartment project. A portion of unimproved Park land was incorporated into the apartment project in exchange for the developer providing the funding to renovate the Park, eliminating existing drainage and security problems in the Park, resulting in a more usable park for the community.

BRIERCREST PARK

Briercrest Park currently contains 6.7 acres consisting of a sports field and minor picnic areas. The main users of this park are the Pop Warner football and soccer leagues. The Park has been hidden from view and its low visibility has resulted in its restricted usage.

In addition to the lack of visibility, the Park has also suffered due to a variety of other factors. These include a lack of proper parking facilities, poor drainage, and ongoing noise impacts from the football and soccer leagues to the surrounding residential neighborhood located to the east. The neighborhood has opposed the football league's plans to install lights at the field to provide extended evening use.

The construction of the State Route 125 extension and associated circulation system, including Murray Drive and Wakarusa Drive, has provided an opportunity to re-evaluate

the use of Briercrest Park. Currently, the Park is separated from Murray Drive by a ridge approximately 40 feet in height. This provides a physical barrier which has resulted solely due to grading for the Murray Drive improvements. The actual grade levels of Murray Drive and the sports field in the Park are roughly equivalent. Therefore, the removal of this ridge would result in a level transition from Murray Drive to the Park, thereby increasing its visibility, providing the opportunity for direct vehicular and pedestrian access from this collector street to the Park, thereby increasing its potential usage by the general public.

Due to the increased visibility from the new freeway and the potential to obtain direct access from Murray Drive, there is an opportunity to renovate the Park to increase its usage to the community at large. The material from the ridge proposed for removal could be used in the redevelopment of the Park to raise the grade level and correct existing drainage problems.

The City should evaluate potential uses and designs for the Park. The City can pursue alternative uses and redevelopment scenarios by developing a Master Plan for the Park, which could include the conversion of the Park to a more passive, community oriented use. This would be appropriate only if the sports field could be transferred to another suitable location.

The development of the large field areas located at the Parkway Middle School located at Fletcher Parkway and Dallas Street (currently consisting of a decomposed granite covering) into turf fields would be an ideal site for the relocation of the sports field. The fields could enjoy joint usage between the school and the various leagues, as well as with the adjoining La Mesita Park. In addition, several fields could be constructed in this location which could be lighted allowing for nighttime use without impacting surrounding properties. The new fields should be completed prior to any disturbance

to the existing facility at the Park to avoid any impact to the sports leagues. The City's Community Services Commission and sports leagues have given an initial endorsement to this idea of relocating the fields.

One additional possibility for the Park could be the creation of a separate development site between the Park and Murray Drive. A development parcel could be created which could support either commercial or multiple-unit residential construction. The City could enter into a development agreement with a developer to assist in the redevelopment of the Park in conjunction with a reduced purchase price for the site, similar to the agreement completed for Northmont Park in conjunction with the adjoining La Mesa Villages apartment development. The Community Development Department should work closely with the Community Services Department to explore these options.

Additionally, any renovation of Briercrest Park could include facilities for use by Grossmont Hospital District in its physical rehabilitation program. This could result from a cooperative multi-agency effort and would include Hospital funding.

There are two surplus Caltrans properties located along the State Route 125 right-of-way which should be incorporated into the Park and could support additional parking areas and a landscape buffer between the freeway and the Park. The City should pursue obtaining these sites from Caltrans.

The City should also explore all potential funding sources for the development of the turf fields at Parkway Middle School and redevelopment of Briercrest Park, as well as the purchase of excess Caltrans right-of-way.

The City should pursue the following actions regarding Open Space in the Plan area:

1. **Maintain Northmont Park as a neighborhood park.**
2. **Develop a Master Plan for the Briercrest Park site and adjoining undeveloped parcels, including**

excess Caltrans right-of-way parcels, which would explore the following options:

- a. **Relocate the Briercrest Park sports field to Parkway Middle School and convert the school's fields to turf surfaces.**
- b. **Remove the graded ridge between Briercrest Park and Murray Drive to provide vehicular and pedestrian access. Potential noise impacts to the surrounding residential neighborhood should be evaluated.**
- c. **Create a development site adjacent to Murray Drive and State Route 125.**
- d. **Pursue alternative funding sources to assist in the financing of the above actions, including a joint development agreement with the Grossmont Hospital District.**

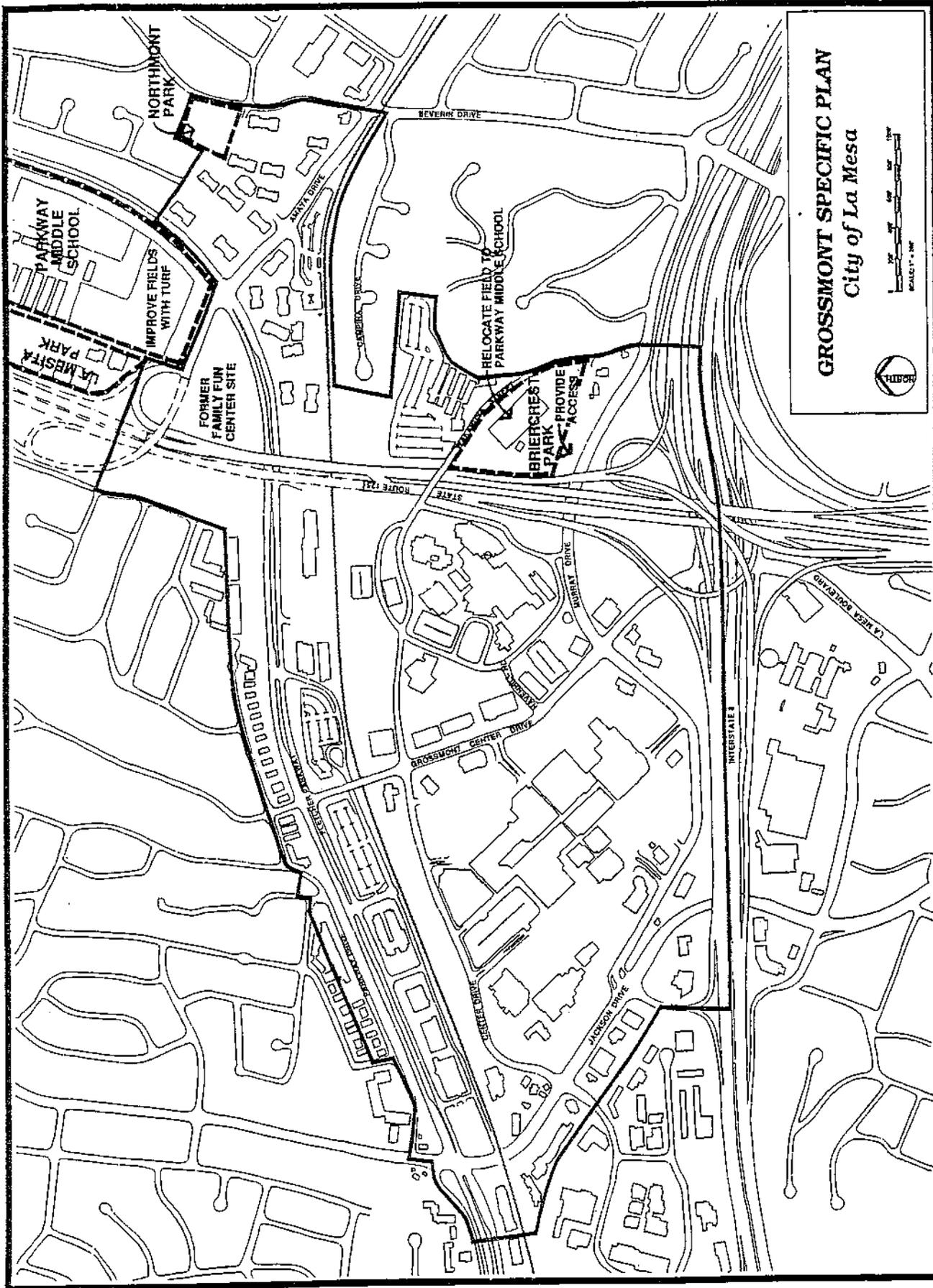
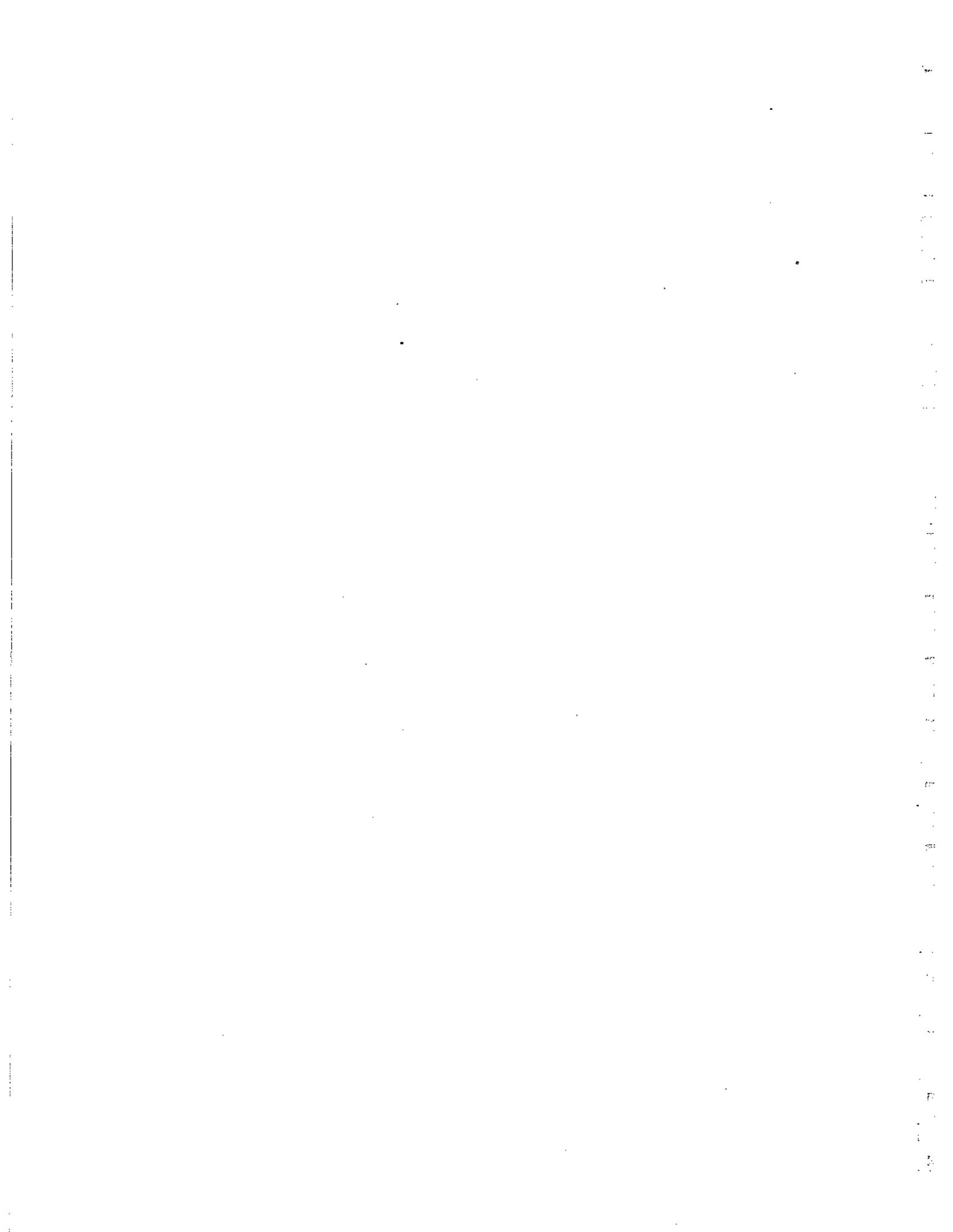
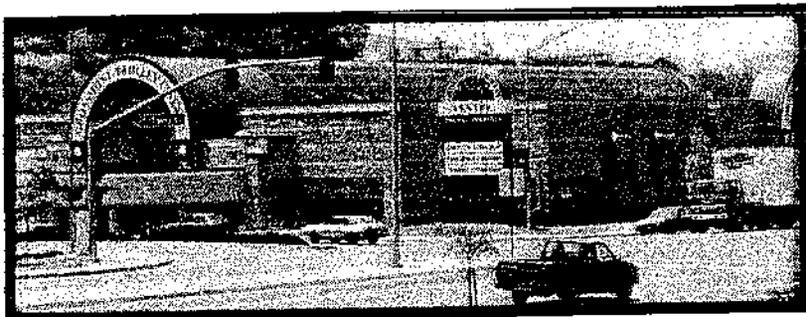
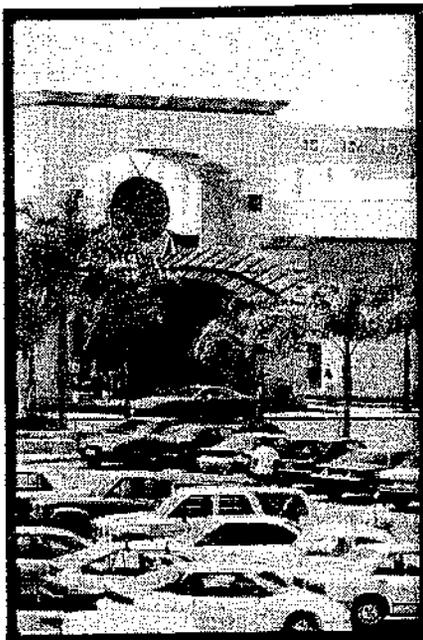


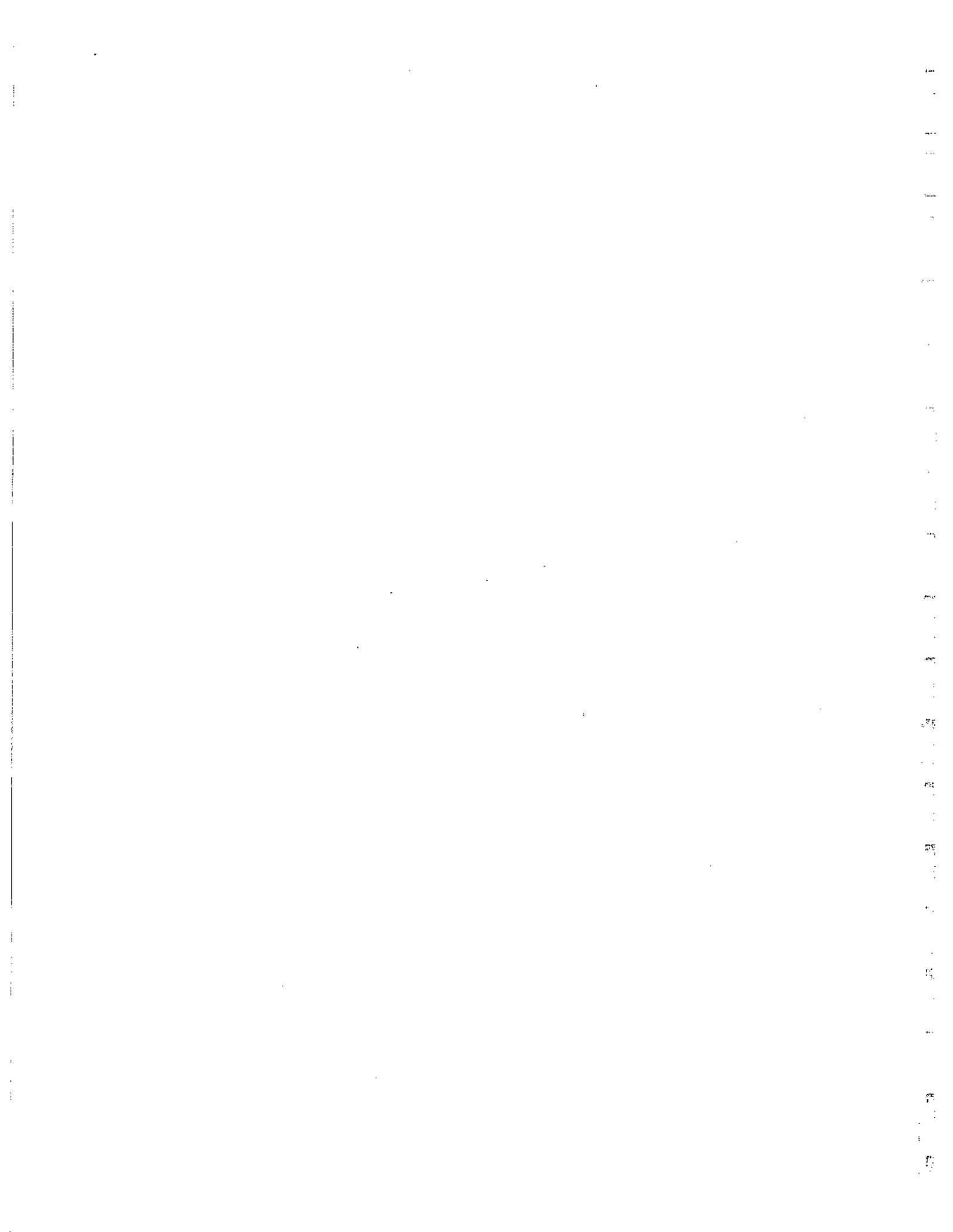
Figure 19
OPEN SPACE/PARKS & RECREATION FACILITIES



GROSSMONT SPECIFIC PLAN



IMPLEMENTATION



IMPLEMENTATION

BACKGROUND

When the Grossmont Specific Plan was originally adopted in 1985, a timetable for implementing the policies of the Plan was established. This timetable included goals for the completion of public improvements, the initiation of studies, and the timing of zone reclassifications and zoning policy changes. A significant portion of these items were implemented within the following seven years.

In order for the current Specific Plan to achieve its goals, a similar implementation plan is required. This Section dictates when specific public improvements should be installed and identifies the funding sources for each improvement. Since most of the public improvements are mitigating measures for specific developments, they are required at the time of the specific development rather than a specific time schedule. In addition to the public improvements, there are several zoning changes which are required and should be implemented within specific time periods.

IMPLEMENTATION ACTIONS

The following is a description of each public improvement identified in the Plan along with the proposed timing and proposed funding sources.

CIRCULATION SYSTEM

1. Vacation of Center Drive.

Requires City Council hearing and approval to vacate City right-of-way from Jackson Drive to Grossmont Center Drive.

TIMING: Upon filing of request from Grossmont Shopping Center.

FUNDING: Grossmont Shopping Center.

2. Grossmont Center Drive/Center Drive Intersection Redesign - Phase I.

Requires reconstruction of Center Drive, west of the intersection, to a private Shopping Center driveway.

TIMING: With vacation of Center Drive.

FUNDING: Grossmont Shopping Center.

3. Grossmont Center Drive/ Center Drive Intersection Redesign - Phase II.

Ultimate design requires: a) widening and restriping the new Center entrance to provide dual left-turn lanes; b) widening of northbound Grossmont Center Drive north of the intersection; c) the reconstruction of the storm drain inlet; and, d) the widening of Center Drive to 40 feet for a minimum distance of 150 feet east of the intersection.

TIMING: Upon major Grossmont Shopping Center expansion.

FUNDING: a), b), c): Grossmont Shopping Center; d) Grossmont Hospital.

4. Murray Drive Connector and Traffic Signal.

Construct connection from Grossmont Hospital Ring Road to Murray Drive and install traffic signal.

TIMING: Upon funding by the Hospital District.

FUNDING: Grossmont Hospital District - 75% of signal; Rainbow Investments - 25%.

NOTE: This signal may initially be installed by the Hospital District as a three-way signal. Modification of the signal into a four-way signal by Rainbow Investments would then occur with development of Site 27.

5. Dedication of Right-of-Way along Grossmont Center Drive.

Acquire right-of-way to accommodate potential future expansion to six lanes.

TIMING: With development of each parcel.

FUNDING: N/A.

6. Construction of Median along Grossmont Center Drive between Murray Drive and Interstate 8.

Construct raised median, with possible left-turn in pockets, to reduce traffic conflicts.

TIMING: In conjunction with development on Sites 29 or 30.

FUNDING: Rainbow Investments/Developers of Sites 29/30.

7. Jackson Drive Street Widening and Intersection Improvements.

Re-construct Jackson Drive to provide six travel lanes and improved intersections at Center Drive and Murray Drive.

TIMING: Upon major Shopping Center expansion.

FUNDING: Grossmont Shopping Center/CalTrans/Special grants.

The following two Circulation System projects have been recommended in the traffic study to facilitate easier traffic movements in the Specific Plan area, although they are not required as mitigation measures to alleviate the lowering of the Level of Service for each location below LOS D. The implementation of these improvements is therefore optional and will be subject to future evaluation and availability of funding sources.

8. Interstate 8 Off-Ramp Re-striping.

Re-stripe the eastbound off-ramp at Grossmont Center Drive to provide dual left-turn lanes and a through/right turn lane and the westbound off-ramp to provide dual right-turn lanes and a through/left turn lane.

TIMING: This improvement should be implemented when and if the City and Caltrans determine that the re-striping is desirable.

FUNDING: Caltrans.

9. Redesign of Grossmont Center Drive/Murray Drive Intersection.

Street widening to provide dual left-turn lanes for each street approach.

TIMING: Upon future determination that the intersection LOS has been lowered below D due to unforeseen circumstances.

FUNDING: Proportional split between the Grossmont Shopping Center, Rainbow

Investment Company, Grossmont Hospital District, and Grossmont Land Company (landlord of additional commercial land with frontage on Grossmont Center Drive) based on the net increase in Average Daily Trips generated by each entity as discussed in the Circulation Section of the Plan.

PUBLIC UTILITIES

1. Installation of Grossmont Center Drive sewer main.

Install 8 inch sewer main in Grossmont Center Drive from Murray Drive to Center Drive, diverting flows from Grossmont Hospital and Grossmont Plaza out of Shopping Center sewer main into street.

TIMING: Prior to new construction resulting in a net increase in sewer flows into the line.

FUNDING: Four way split between Grossmont Shopping Center, Grossmont Hospital, Rainbow Investments, and the City.

NOTE: Other alternatives may be feasible as discussed on Pages 44-45 in the Public Improvements Section.

2. Campina Drive Storm Drain Extension.

Construct storm drain connection from Campina Drive storm drain terminus to Alvarado Creek storm drain.

TIMING: Upon development of Site 17.

FUNDING: Developer of Site 17.

3. Jackson Drive Storm Drain Improvement.

Install new storm drain in Jackson Drive from Murray Drive to Alvarado Creek to accommodate the 100-year flood.

TIMING: As soon as funding is available; preferably with construction of Jackson Drive street improvements.

FUNDING: City Capital Improvement Project.

4. Street Lighting/Sidewalks.

Install street lighting and sidewalks throughout the Plan area where deficient.

TIMING: Upon development of each site.

FUNDING: Individual developers.

PROCEDURES AND PROGRAMS

The following actions are required to achieve the goals of the Plan Update and to facilitate proper development of various sites and expedite appropriate levels of development review. These actions should be implemented based on the following timetable.

CONCURRENTLY WITH ADOPTION OF UPDATE

1. Expand Grossmont Specific Plan Overlay zone.

Apply the Overlay Zone to properties being incorporated into the Plan area with adoption of this Plan, including Sites 11, 29, 30, 31, Northmont Park, and associated rights-of-way.

COMPLETE IN 1994

2. Amend the Grossmont Specific Plan Overlay zone.

Amend the Overlay Zone to reflect the policies in this Specific Plan.

3. Rezone Sites 4, 5, and 20.

Rezone these three sites from RB to C to match surrounding properties.

4. Rezone portions of Sites 8 and 10.

Amend the R3/RB zone boundary between the two sites to reflect current property boundaries.

5. Rezone Sites 16, 21, and 22.

Rezone the Grossmont Hospital properties from the Residential Business zone to either C or a new professional office zone.

6. Rezone Site 31.

Rezone the CalTrans property along Murray Drive to the General Commercial zone.

7. Develop Master Plan Review Procedure.

Amend the Zoning Ordinance to include a Master Plan review procedure.

