

RESOLUTION NUMBER R- 301116

ADOPTED ON DEC 05 2005

A RESOLUTION OF THE CITY OF SAN DIEGO ADOPTING AN AMENDMENT TO THE PROGRESS GUIDE AND GENERAL PLAN AND THE CLAIREMONT MESA COMMUNITY PLAN TO PROVIDE POLICY LANGUAGE WHICH WOULD ALLOW FOR SUPPLEMENTAL OFF-SITE PARKING TO ADDRESS A SEVERE PARKING DEFICIENCY IN THE AREA BOUNDED BY MORENA BOULEVARD, ASHTON STREET, CHICAGO STREET, AND LITTLEFIELD STREET.

WHEREAS, a parking deficiency exists in the area bounded by Morena Boulevard, Ashton Street, Chicago Street, and Littlefield Street; and

WHEREAS on April 17, 2003, the Planning Commission voted 7-0-0 to initiate a process to amend the Progress Guide and General Plan, and the Clairemont Mesa Community Plan to address the provision of supplemental off-site parking areas; and

WHEREAS over the course of the past several years, a number of business owners, residents, consultants and City staff have been meeting to study and discuss potential strategies; and

WHEREAS this community effort led to overwhelming agreement that the Clairemont Mesa Community Plan should be amended to allow for alley parking on the rear portion of residentially-designated lots in this very specific geographic area; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, on November 10, 2005, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan and the Clairemont Mesa Community Plan; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the Progress Guide and General Plan; and

WHEREAS, on **DEC 05 2005**, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan and the Clairemont Mesa Community Plan; and

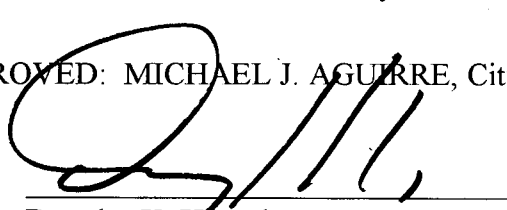
WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Council adopts the amendments to the Clairemont Mesa Community Plan, attached hereto, a copy of which is on file in the office of the City Clerk as Document No. RR- 301116.

BE IT FURTHER RESOLVED, that the Council adopts the amendment to the Progress Guide and General Plan for the City of San Diego to incorporate the above amended plan.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By

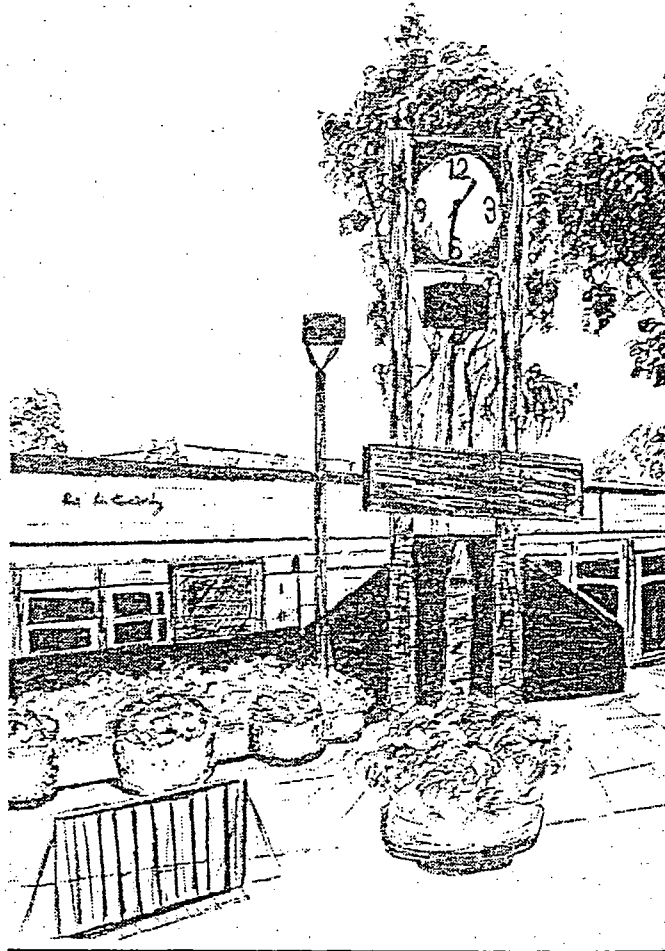
  
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Douglas K. Humphreys  
Deputy City Attorney

DKH:pev  
11/15/05  
Or.Dept:Plan  
R-2006-504  
MMS #2777  
Community Plan Amend – Applicant Initiated Amendment 11-01-04

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# CLAIREMONT MESA

## COMMUNITY PLAN



*Approved by*

**THE PLANNING COMMISSION**

April 27, 1989

*Resolution Number: 0526*

*Adopted by*

**THE CITY COUNCIL**

September 26, 1989

*Resolution Number: R-274465*

*Document Number: 00-17372*

**PROPOSED AMENDMENT, OCTOBER 2005**

## Recommendations for Parking

1. Parking Structures. Parking structures should be incorporated into the project design, where feasible in order to increase on-site parking opportunities. If parking is located on the first and second levels of the building, automobiles should be screened from the public right-of-way with landscaping, and the façade of the parking structure should be sensitive to the pedestrian environment.
2. Joint Parking. Joint parking should be permitted to reduce site area used for parking, provided that a parking study identifies what specific parking reductions are proposed, and how such reductions will not adversely affect required levels of available parking spaces. Examples of subjects to be analyzed in the parking study include: existing and proposed land uses; scheduling of business hours; secure bicycle storage facilities for both customers and employees; and, proximity to public transit.
3. Landscaping. Large surface parking areas should be broken up with landscaped island and screened from the public right-of-way by landscaping. This can be accomplished through the use of trees, shrubs or mounding, where appropriate. Surface parking should also include colored and articulated paving rather than asphalt as a means to visually enhance surface areas and driveway entrances.
4. Parking Restrictions – Mesa College. If the availability of on-street parking continues to be a problem in the residential neighborhoods adjacent to Mesa College, residents should petition for a residential parking district or a restricted parking limit for their neighborhood in order to reduce the number of parked cars or length of stay.
5. Supplemental Off-Site Parking – Morena Boulevard/Chicago Street. With the existence of severe parking deficiencies for commercial properties in the area between Morena Boulevard and Chicago Street, south of Ashton Street and north of Littlefield Street, it is recommended that supplemental off-site parking areas be allowed to develop on the back portion of residentially-designated and developed properties along the west side of Chicago Street between Ashton Street and Littlefield Street. This allowance should only be granted if the following standards are followed:
  - a. The primary use of the property must continue to be Residential.
  - b. Access to the supplemental parking should only be provided via the alleyway.
  - c. Parking areas should be well-screened from the adjacent residential uses. Trees and other landscaping should be used for shade, screening and storm water runoff.
  - d. Parking areas should provide lighting for safety. The light fixtures should shape and deflect light into a layer close to the ground in order to prevent stray light from impacting adjacent residences.
  - e. A Planned Development Permit (PDP) be processed in conjunction with each proposed off-site parking area.