MIDWAY / PACIFIC HIGHWAY CORRIDOR COMMUNITY PLAN

and Local Coastal Program Land Use Plan

MIDWAY/PACIFIC HIGHWAY CORRIDOR

COMMUNITY PLAN

AND

LOCAL COASTAL PROGRAM LAND USE PLAN

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

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MIDWAY/PACIFIC HIGHWAY CORRIDOR COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN

The following amendments have been incorporated into this July 2006 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adoption of Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan			May 28, 1991	R-278010
Certified by the California Coastal Commission on September 11, 1991				
Added Bay-to-Bay/Canal Influence Area and Multiple Use Plan Elements			January 19, 1999	R-291202
Stella .89-acre land use designation amended from light industrial to very-high residential	October 27, 2005		March 21, 2006	R-301318

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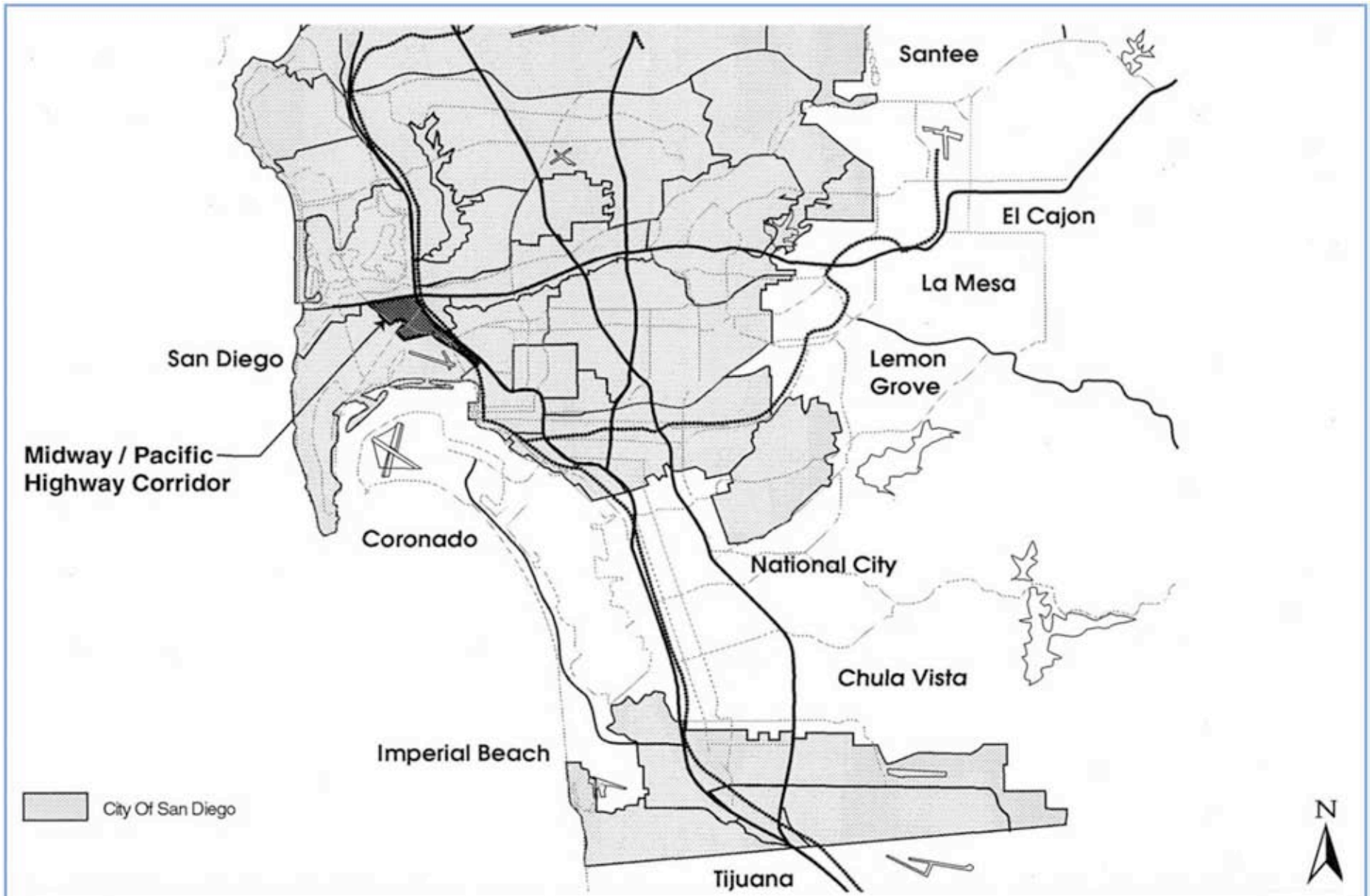
Introduction



General Location **1** FIGURE

Midway/Pacific Highway Corridor Community Plan

INTRODUCTION

The Midway/Pacific Highway Corridor community encompasses approximately 800 acres of relatively flat land which is situated north of the Centre City area between Old Town and Point Loma. The community is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor.

The central Midway area consists of an urbanized commercial core containing numerous shopping centers and institutional facilities which cater to the commercial needs of nearby residential and visitor populations. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small commercial buildings.

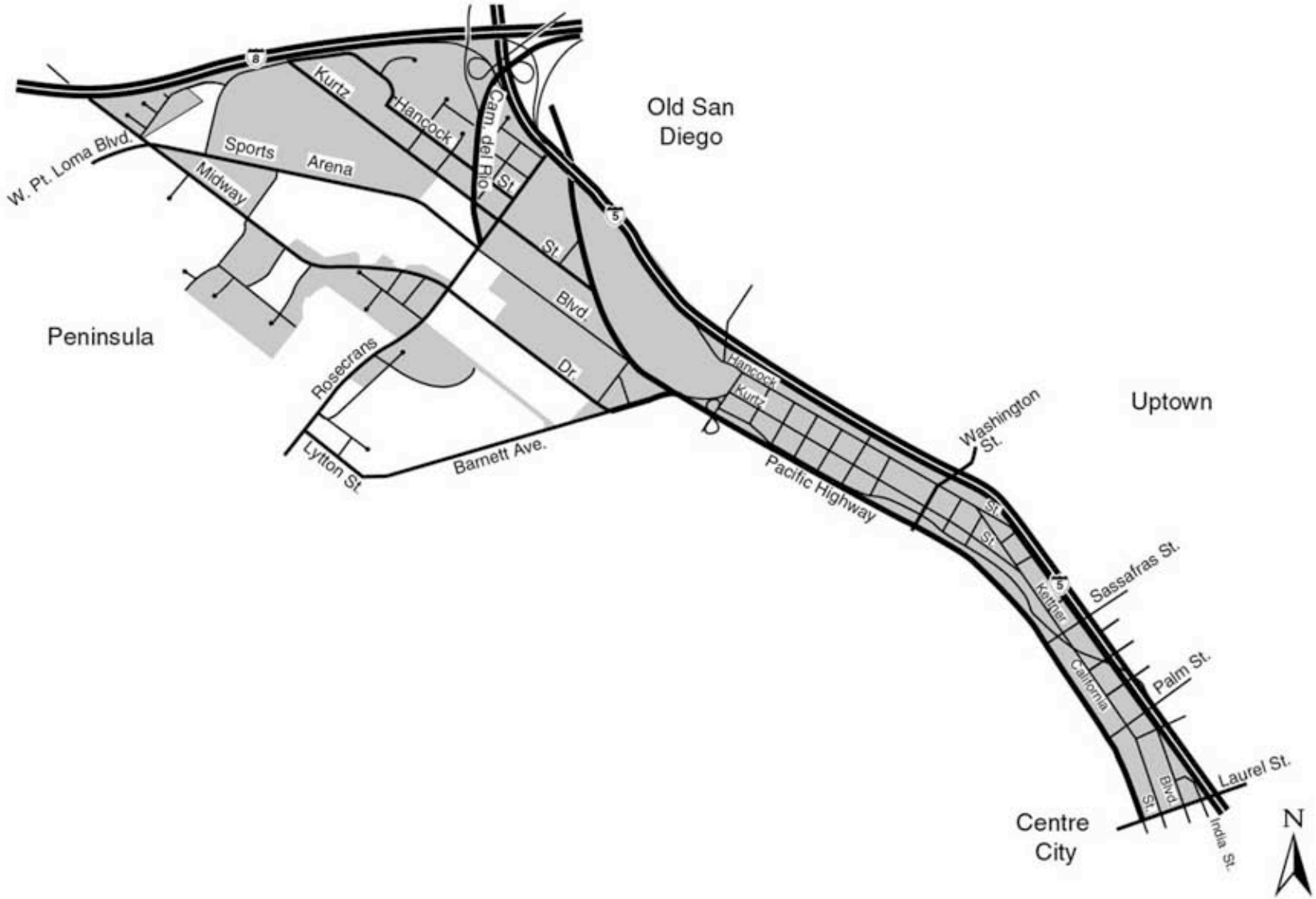
The Pacific Highway Corridor, located between Interstate 5 (I-5) and the Lindbergh Field Airport, contains some of the City's oldest industrial areas. The image of the corridor is sharply defined by large-scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low-lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

A few multifamily residential complexes are located in the western portion of the community, adjacent to the Point Loma area. The Midway/Pacific Highway Corridor is characterized by its variety of commercial retail activities, and wide, multi-directional traffic intersections. This Plan establishes goals, objectives, and recommendations which will guide the future redevelopment of the community.

SCOPE AND PURPOSE

The Midway/Pacific Highway Corridor Community Plan (Plan) is a revision of the Midway Community Plan which was adopted by the City Council in 1970. The Midway Community Planning Advisory Committee, the officially recognized citizen planning organization, has met with City staff to assist in the identification of issues and the development of community goals, objectives and recommendations.

This Plan establishes a vision for the future form of the community and provides specific recommendations for land uses designed to meet the existing and future needs of the community. The Plan also recommends actions which will implement the goals and objectives of the City of San Diego's Progress Guide and General Plan (General Plan). The Plan incorporates the Pacific Highway Corridor area. Relevant recommendations have been included from the Centre City/Pacific Highway Corridor Local Coastal Program Land Use Plan, adopted by the City Council in 1981 and certified by the California Coastal Commission on January 13, 1988. This Plan deletes the West Point Loma Boulevard area, which was included in the 1970 Midway Community Plan, as it has been incorporated in the updated Peninsula Community Plan adopted by the City Council on July 14, 1987.



Redevelopment Area **1a** FIGURE

Midway/Pacific Highway Corridor Community Plan

The Plan consists of several parts, including an introduction and background, Plan summary and Plan elements. Each of the Plan elements contains policies for the Midway/Pacific Highway Corridor community. Accompanying most of the policies are "further statements" which provide more explicit objectives for the community. These "further statements" are considered to be of equal importance to the policies. Following the "further statements" are more specific recommendations, development criteria and design guidelines. The action charts and maps illustrate the ideas for implementing each of the Plan policies.

While this Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Controls on development and use of public and private property, including zoning, design controls and implementation of transportation improvements, must be enacted separately as part of the Plan implementation program.

Implementation of this Plan will be carried out in accordance with the Public Facilities Financing Plan for the Midway/Pacific Highway Corridor community, which identifies funding for the rehabilitation and construction of public facilities needed in the community as it redevelops over the next 20 years.

Concurrent and/or subsequent public actions will be undertaken as necessary to initiate and process the rezoning of property in accordance with Plan proposals. Adoption of the Plan concurrently amended the General Plan and the Centre City/Pacific Highway Corridor Local Coastal Program Land Use Plan, and rescinded the 1970 Midway Community Plan.

This Plan should not be considered a static document. It is intended to provide guidance for the orderly growth of the Midway/Pacific Highway Corridor community. In order to respond to unanticipated changes in environmental, social, or economic conditions, the Plan must be continually monitored and amended if necessary, per City policies, in order to remain relevant to community and City needs. Once adopted, two additional steps will follow: implementation and review. Implementation is the process of putting Plan policies and recommendations into effect. Review refers to the process of monitoring the community and recommending changes to the Plan as conditions in the community change. Recommendations for implementation are provided in the Plan, but actual work must be based on a cooperative effort of private citizens, City officials and other agencies. It is anticipated that the Midway Community Planning Advisory Committee and other citizen organizations will provide the continuity needed for a sustained, effective implementation and review program.

Much of the Midway/Pacific Highway Corridor community has been included in the North Bay Redevelopment Project Area. In addition to the Midway/Pacific Highway Corridor community, the project area includes portions of the communities of Peninsula, Old Town, Uptown, Linda Vista and Clairemont Mesa. The Redevelopment Project was initiated, in part, as a result of the impending closure of the Naval Training Center, resulting in a significant physical and economic impact on the above communities, which were already exhibiting characteristics of physical deterioration and economic decline.

Redevelopment, as established by California Redevelopment Law, is a process which gives certain tools to the City of San Diego, property owners and tenants to correct conditions of blight in an area. Once a redevelopment plan is adopted for a project area, the redevelopment agency (the City of San Diego in this case) has broad powers under state law, except as limited by the redevelopment plan itself. The powers include the ability to assist property owners in the rehabilitation and development of their properties, to undertake and pay for public improvements, to finance redevelopment activities through the issuance of bonds or other forms of borrowing and, if necessary, to acquire property and dispose of it for public and private development. The redevelopment agency can also impose certain controls or restrictions to assure redevelopment of an area.

Similar to a community plan, the redevelopment plan for an area is a development guide. In the case of the Midway/Pacific Highway Corridor community, the redevelopment plan is expected to supplement the recommendations and guidelines of the Plan and assist in the Plan's implementation. The redevelopment plan contains general land uses and development controls, a full listing of redevelopment agency powers, a listing of public improvements to be provided, provisions for owner participation and the proposed financing methods.

Redevelopment plans are adopted by first designating a survey area to study the need for possible redevelopment. This is followed by the adoption of a preliminary plan for a selected project area. Several months of detailed analysis will then result in the preparation of a redevelopment plan. In all cases, community businesses and residents are provided an opportunity to comment on the redevelopment project. Following a public hearing, which is noticed to all property owners by mail, the City Council may adopt the redevelopment plan, after which the City of San Diego is charged with the responsibility to carry out the plan.

Activities associated with the implementation of a redevelopment plan could be commercial revitalization programs, code enforcement, rehabilitation, acquisition of land for public facilities or the assembly of sites for redevelopment, and clearance of land for redevelopment.

Background

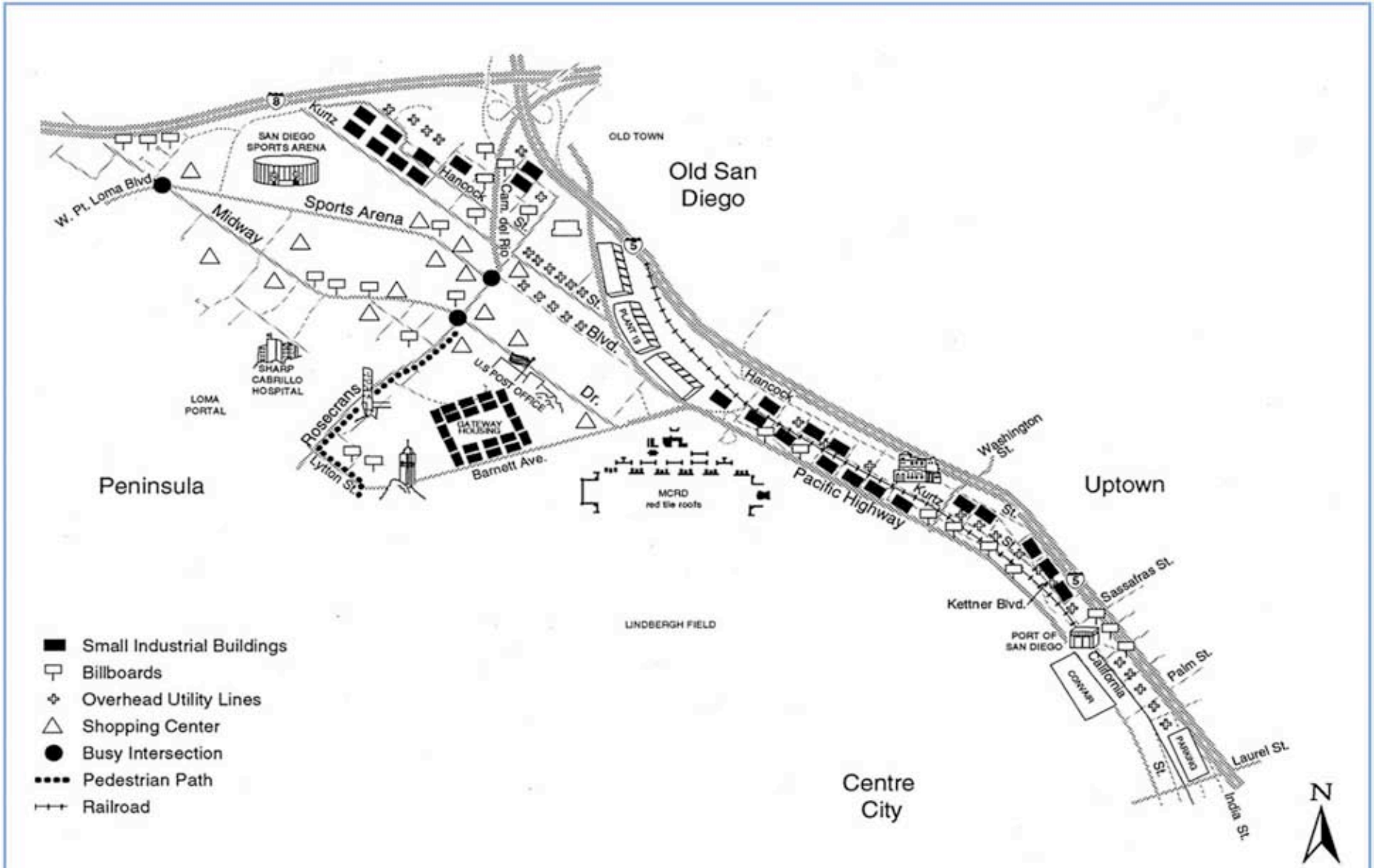


Image Inventory

2 FIGURE

Midway/Pacific Highway Corridor Community Plan

BACKGROUND

COMMUNITY HISTORY

Early maps of the Pueblo lands around the original town (Old Town) location show the San Diego River emptying from Mission Valley into the San Diego Bay over land which now comprises the Midway area. In the mid-1800s, George Derby, army land surveyor, engineered the construction of a dike which diverted the course of the river into the channel of what is now known as the mouth of the San Diego River. The dike was later flooded and had to be rebuilt again around 1870.

In 1850, approximately 687 acres of land in the Middletown area (including Pacific Highway), located between the Old Town site and New Town (Centre City), was conveyed by Joshua Bean, the City's first mayor, to a group of ten early pioneers. The group ambitiously acquired and subdivided the land in an attempt to compete with New Town. The names of some of the original ten investors are remembered in the existing street name system along the Pacific Highway, which include: Emory, Sutherland, Noell, Estudillo, Wright, Banini, Couts and Witherby.

In the early 1900s, the central Midway area was generally known as Dutch Flats, presumably because of the preponderance of standing water. In the early 1920s, the Marine Advanced Expeditionary Base (Marine Corps Recruit Depot) was built along Barnett Avenue, which was then the main thoroughfare from the New Town area (Centre City) to the burgeoning Point Loma community. Historic photos of the central Midway area show virtually no development throughout the 1920s, with only sand, salt flats and a few isolated structures. During the same period, an electric railway system and some industrial, commercial and residential uses were evident along Pacific Highway.

By the 1930s, a variety of commercial, industrial and some more residential development had occurred in the Pacific Highway area, and by the 1940s the Midway area had become the location of numerous wartime industrial sites with approximately 4,000 temporary wartime housing units.

During World War II, areas along the Pacific Highway were used for numerous wartime factories. Gunnery installations were located in the area and the top of the Convair Plant site was camouflaged to look like a nursery similar to the farming operations in Mission Valley. At that time, names associated with World War II such as Midway, Nimitz and Frontier (Sports Arena Boulevard) appeared as street names throughout the area.

In the 1950s, the Pacific Highway area was the location of some of the aircraft industry associated with Lindbergh Field, as well as numerous other warehouses and industrial-related operations. During this time the central Midway area continued to develop with small warehouses and commercial developments along Midway Drive and Rosecrans Street.

By the 1960s, the Midway area was a mixture of industrial and commercial operations. Problems with traffic congestion, signage and overhead utility lines were evident throughout the community. Today, most of the government wartime housing has been replaced by a variety of commercial land uses. Light industrial land uses have remained along the fringe of the Midway commercial core and are interspersed with commercial development along most of the Pacific Highway Corridor.

DEVELOPMENT HISTORY

Prior to the 1930s, little development occurred in the marshy salt flats of the Midway area which were historically a low-lying river drainage. The existing land use pattern in the Midway central core first emerged with the construction of major streets such as Barnett Avenue, Midway Drive, Rosecrans Street and Frontier Drive (Sports Arena Boulevard). Some of the first permanent structures in the community appeared in the 1950s, when the triangular shaped piece of land located at the Rosecrans, Camino del Rio, I-5 intersection was subdivided and developed with a number of small-scale commercial and industrial buildings with attached storage yards.

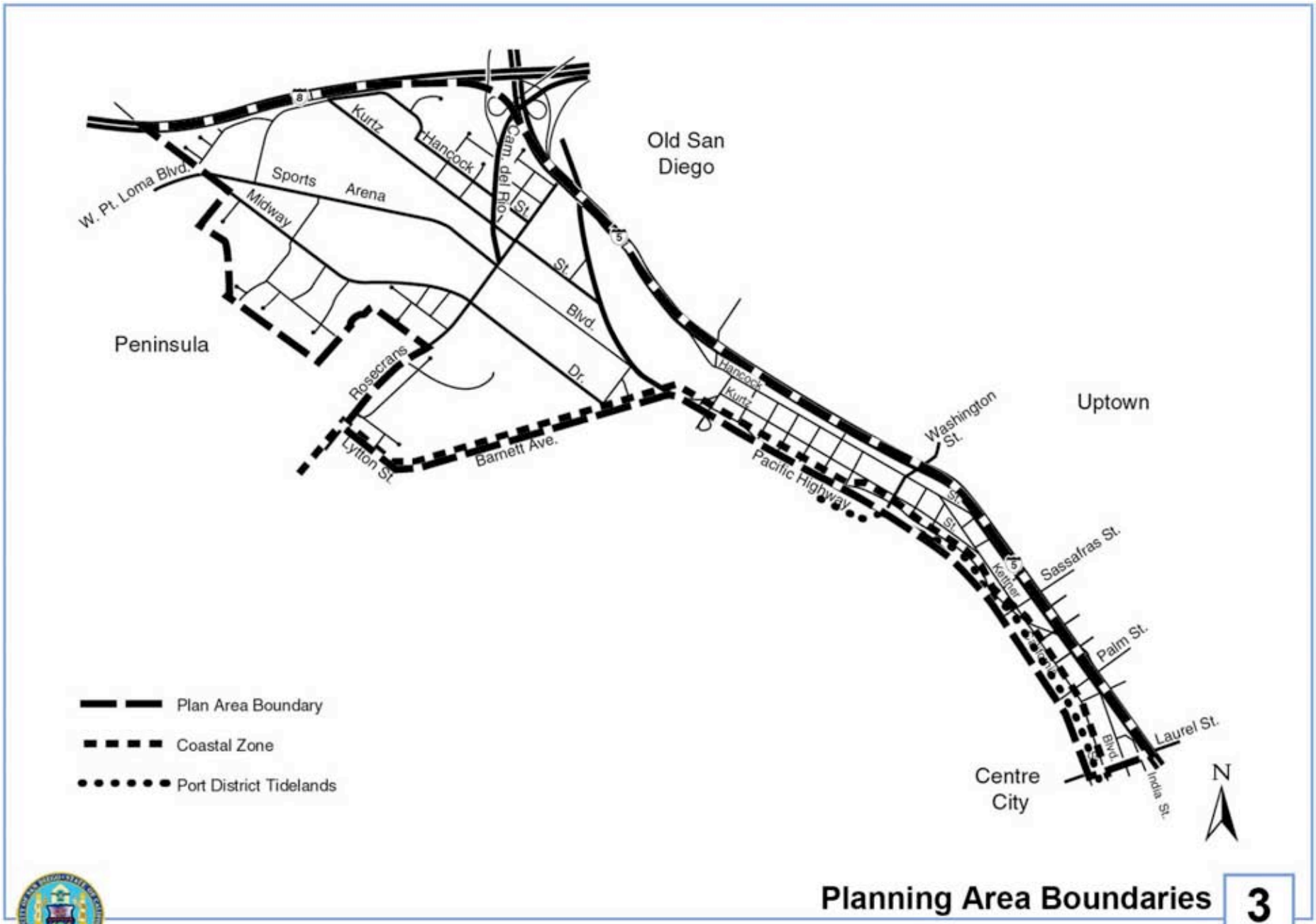
In the 1950s, several of the large parcels of land formerly used for government wartime housing were purchased by the City of San Diego and later sold and/or developed with various commercial uses along Midway Drive, Frontier Drive (Sports Arena Boulevard) and Rosecrans Street. Because much of the community's existing development occurred after the evolution of the street pattern, most development projects in this community have had an historical reliance on an automobile-oriented system of site design and layout. Midway contains many freestanding commercial structures surrounded by large parking lots, which is a common suburban design response to consumer reliance on the automobile.

Although Midway was once considered almost exclusively as an industrial area, rising land values have caused a shift from industrial activity to commercial. Today, most of the industrial land has been encroached upon by commercial uses with only the Kurtz Street/Camino del Rio area remaining in traditional industrial use (i.e. manufacturing).

Since the 1960s, the community has continuously suffered from haphazard development, which has resulted in the lack of a clear visual form—both in terms of orientation and community legibility. Fragmented zoning patterns have promoted freestanding and isolated “island-type” commercial projects. The resulting wide diversity in development patterns, architectural styles, setbacks and other development criteria has contributed to a disjointed and sporadic community image, where few buildings have compatibility or any functional relationship to each other and the surrounding neighborhood. Important public facilities in the community have tended to rely on size, rather than character, for public recognition. Due to the area’s historically low land valuations, high traffic utilization and inadequate zoning and development regulation, many auto-oriented commercial uses have located throughout the industrially zoned portions of the community. Much of the commercial development built in accordance with the now-rescinded Midway Planned District Ordinance, including auto-oriented commercial uses, adult entertainment and drive-through restaurants, now exhibit a general lack of adequate parking, landscaping and other commercial development amenities.

Although the 1991 Midway/Pacific Highway Corridor Community Plan recommended the redesignation and rezoning of properties in an attempt to consolidate land uses, and further recommended design standards to address the problems identified above, the community has continued to suffer from the effects of past development in the community. The existing parcel sizes and configurations, as well as the degree of economic dislocation resulting from the variety of uses in the community that are mixed in an undesirable manner, have acted as impediments to redevelopment and revitalization. These factors, in addition to the anticipated economic impacts resulting from closure of the Naval Training Center, have served as the basis for the establishment of a redevelopment project which includes much of the community.

Plan Context



Planning Area Boundaries **3**

Midway/Pacific Highway Corridor Community Plan FIGURE

PLAN CONTEXT

COMMUNITY BOUNDARIES

The Midway/Pacific Highway Corridor planning area is located in the western portion of the geographic center of the City of San Diego. It is bounded on the north by Interstate 8 (I-8), on the east by I-5, on the south by Laurel Street, and on the west by the San Diego Unified Port District properties and the Marine Corps Recruit Depot and Naval Training Center sites. A small strip of property located along Pacific Highway which is under the jurisdiction of the Port District, has been included in this Plan, as it represents an integral part of the community planning area.

COMMUNITY PROFILE

The Midway area is centrally located among such regional recreational resource areas as the Cabrillo National Monument, the Ocean Beach Recreational area, the Old Town State recreation area and the Mission Bay Aquatic Park. The Pacific Highway Corridor area is a major accessway to the San Diego International Airport and is a gateway to the Centre City area.

This community contains a variety of regional-serving uses which include the City's main post office, the San Diego Sports Arena, the County Health Services complex, the offices of the San Diego Unified Port District, Sharp Cabrillo Hospital and a Kaiser Permanente medical complex.

Other major uses in the community include a variety of commercial uses such as retail shopping centers, discount stores, adult entertainment uses, hotels, motels, restaurants and both heavy and light industrial uses. Most of the commercial uses have developed along the area's major streets which include: Sports Arena Boulevard, Midway Drive, Camino del Rio South and Rosecrans Street.

This community contains little residential development. The Planning Department has estimated that approximately 3,357 people reside in 1,569 housing units in the Midway/Pacific Highway Corridor as of January 1989. Based on the urbanized nature of this community, and redevelopment activities and opportunities in this area, the projected residential population is expected to increase.

RELATIONSHIP TO SURROUNDING COMMUNITIES

The relationship of this Plan to other planning programs and development patterns in the surrounding areas has been considered during the preparation of this Plan. The process has incorporated review of the updated Peninsula Community Plan, the adopted Centre City Community Plan, the revised Marine Corps Recruit Depot Master Plan, the Master Plan for the San Diego Unified Port District and the ongoing Comprehensive Land Use Plan for Lindbergh Field. As part of the redevelopment plan process, the draft reuse plan for the now-closed Naval Training Center and, to the extent possible, the preliminary Lindbergh Field Airport Master Plan have also been considered.

Surrounding Communities **4** FIGURE

Midway/Pacific Highway Corridor Community Plan

EXISTING CONDITIONS

Commercial

A wide variety of commercial uses can be found throughout the Midway/Pacific Highway Corridor community. Approximately 273 acres of the total net land area in this community (excluding streets) is used for commercial purposes. The community is generally known as a commercial-retail area, since most of its major streets are lined with varying types and sizes of commercial uses. It contains more than a dozen shopping centers, ranging in size from two to 40 acres, a variety of strip commercial areas and several stores on individual lots.

While nearly 50 percent of the community's total acreage is occupied by commercial use, only about 30 percent of the total area is zoned for commercial purposes. Commercial uses have encroached into the industrial areas of the community under the regulations of the Midway Planned District. Although the Planned District was developed as an industrial zone, approximately 65 percent of the uses in the planned district are commercial in nature. Parking requirements, landscaping and the other development criteria of the Midway Planned District have created poorly designed and circulating commercial areas.

Industrial

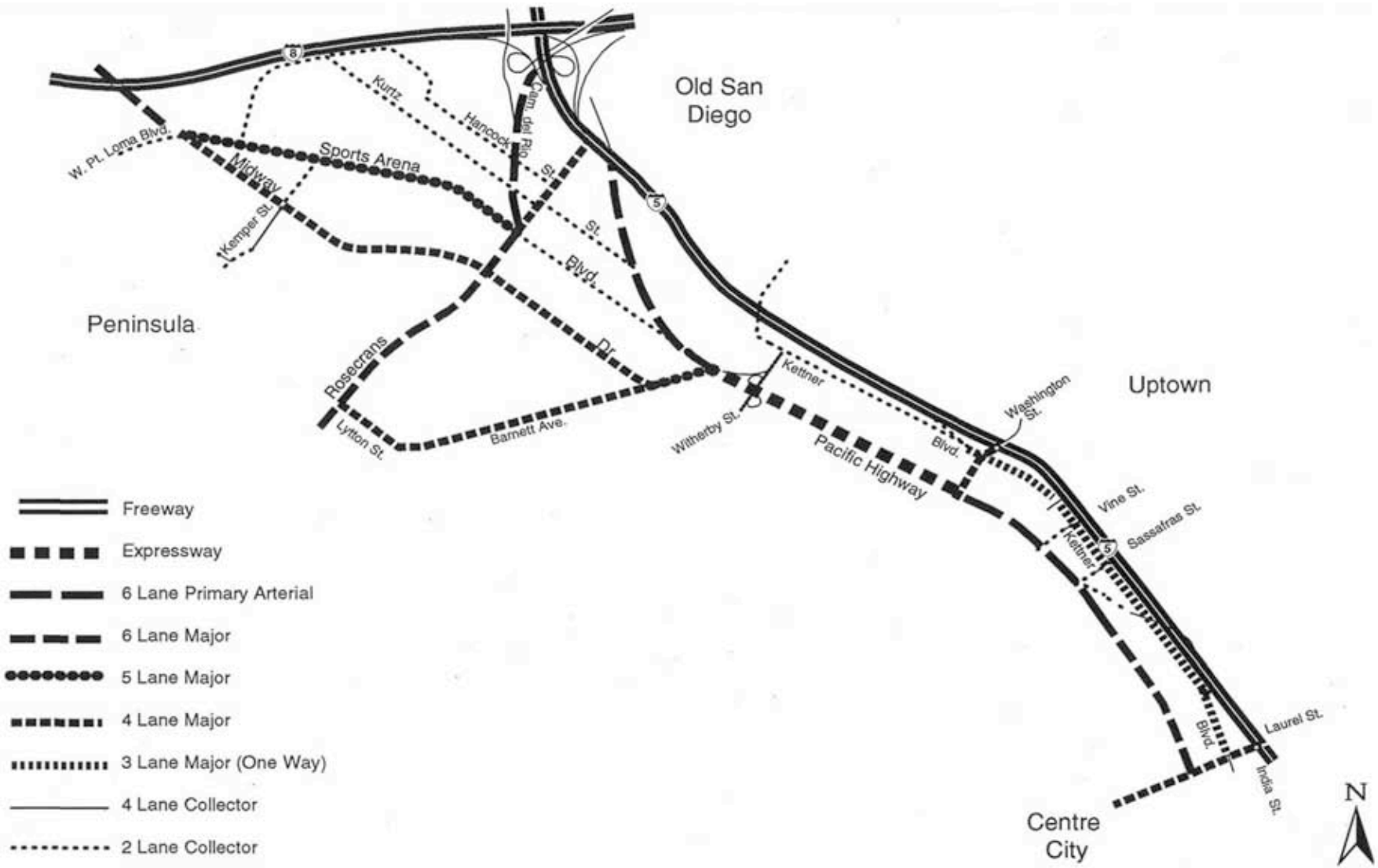
The industrial districts within this community are—by use, location and street pattern—isolated from one another. Some of the industrial portions of this community exhibit the physical and economic characteristics of under-utilization and physical deterioration. The 1970 Midway Community Plan cited many of the same problems which still exist today, such as: physical deterioration, the preemption of industrial zones by non-industrial uses, traffic congestion, parking deficiencies, small lot size, inefficient circulation and land development patterns. In 1978, the Midway Planned District was applied to a major portion of the community. The Planned District Ordinance required minimal landscaping, insufficient parking and minimal development criteria. To date, the Planned District Ordinance has done little to address these problems.

Institutional

A wide variety of institutional, public and semipublic uses occupy land in the Midway/Pacific Highway Corridor community and adjacent areas. Lindbergh Field, which is San Diego's international commercial airport, the U.S. Marine Corps Recruit Depot, and the U.S. Naval Training Center are all located immediately adjacent to the planning area.

Government facilities located within this community include the United States Post Office facility on Midway Drive; the County Health Services complex on Rosecrans Street; the San Diego Unified Port District office building on Sassafras Street; and the City's Fire Station No. 20 on Kemper Street.

Private institutional uses in this area include Sharp-Cabrillo Hospital near Kenyon Street, and the Point Loma Convalescent Hospital on Duke Street.



Functional Street Classifications (Existing)

Midway/Pacific Highway Corridor Community Plan

5
FIGURE

Education facilities located in this community are the San Diego Community College District's Midway Continuing Education Center on Fordham Street, the Dewey Elementary School on Rosecrans Place and the St. Charles Borromeo Academy on Cadiz Street.

Residential

Historically, the residential land use component of this community was larger than it is today. During World War II, the area was the site of numerous wartime housing projects which were designed as temporary quarters for civilian workers. Most of these structures have since been demolished and/or replaced with commercial operations. A majority of the existing multifamily housing in this community was built in the 1960s and 1970s. The 1970 community plan designated all residential areas for a maximum of 75 dwelling units per net acre. However, the existing 30-foot Coastal Zone Height Limitation Ordinance has made it difficult to design multifamily housing projects of that density which contain adequate open space and recreational amenities, and which provide sufficient amounts of light and air.

In September 1987, the City Council modified both the Midway and the Peninsula Community Plan boundaries. The boundary change removed about one-half of the residential acreage from the Midway community planning area and placed it in the Peninsula community area. While the number of residences within the Midway Plan boundary was reduced, residents from surrounding areas continue to rely on services located within the Midway area.

January 1988 population figures indicate that there are approximately 3,398 residents in the community, with almost 97 percent residing in the Midway area (excluding Pacific Highway). The community contains 2,016 private households and 1,223 Navy households. The average household size for this community is 2.3 people per household.

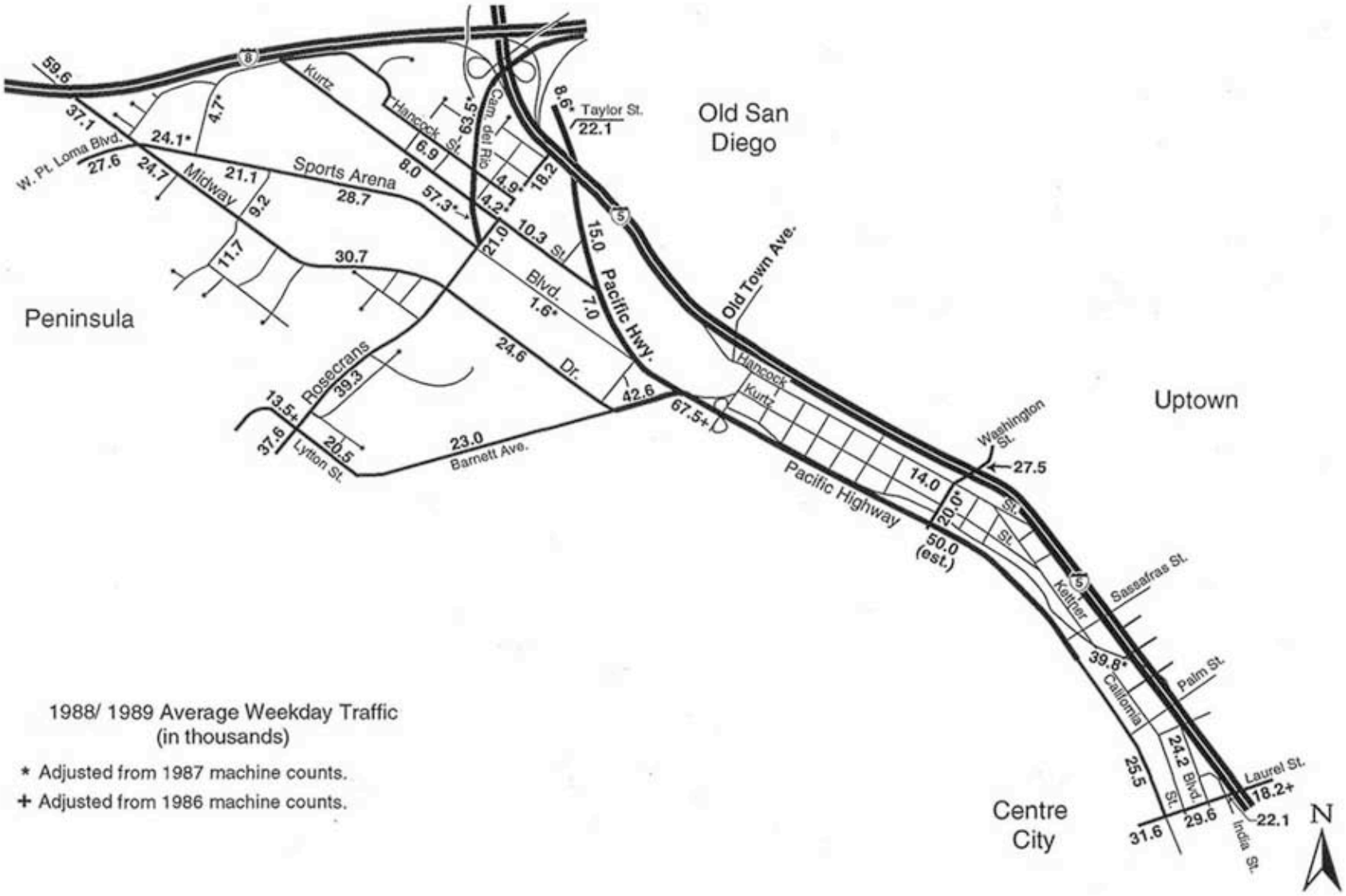
Residential Characteristics

The ethnic composition of residents in this community is well balanced. A large percentage of the residents tend to be renters. Housing costs in this area are generally considered to be below the citywide median. **Table 1** below provides a breakdown of housing types in the community.

TABLE 1
HOUSING TYPES

Number of Single-family Units	Number of Multifamily Units	Private	Navy
238	1,435	890	545

Source: City of San Diego Housing Element Annual Review, 1986-87



1988/ 1989 Average Weekday Traffic
(in thousands)

* Adjusted from 1987 machine counts.

\+ Adjusted from 1986 machine counts.

Existing Weekday Traffic Volumes

Midway/Pacific Highway Corridor Community Plan

6
FIGURE

Circulation

The Midway/Pacific Highway Corridor community is bounded by two major freeways: I-5 on the east and I-8 on the north. State Route 209 (Rosecrans Street) connects the surrounding freeways to the Point Loma area and bisects the central commercial core of the community. **Figure 5** illustrates the existing (1989) street classifications for all major routes in this community.

The community is characterized by its system of wide streets, heavy traffic flows and traffic intersections with non-standard configurations. The existing street pattern has been in place for several decades with little or no modification. Completion of the western extension of I-8 along the northern fringe of the community has been the only major circulation improvement in the community in recent history.

The community has historically experienced traffic congestion problems. Under the 1970 plan and associated zoning, traffic in the community has continued to worsen, not only as a result of intensified development and redevelopment within the planning area, but particularly as a result of the increased pass-through traffic created by limited freeway access and additional development in adjacent communities.

Vehicular Circulation

Traffic circulation problems in the Midway/Pacific Highway community are attributed to various factors: the inadequate circulation system developed in response to rapid community growth in the 1930s and 40s, the location and spacing of curb cuts, and the function that Midway serves as a crossroads for through traffic to and from its surrounding communities. These impediments are most evident on the four major streets in the community: Rosecrans Street, Camino del Rio West, Midway Drive and Sports Arena Boulevard.

Average daily trip (ADT) volumes presently exceed functional street capacities along several major routes including Camino del Rio West, Kurtz Street, Hancock Street, Rosecrans Street, Kemper Boulevard, Barnett Avenue and Pacific Highway. The existing (1989) daily traffic volumes, which have been estimated on the basis of annual counts, are shown on **Figure 6**.

The intersection of Rosecrans Street/Camino del Rio West and Sports Arena Boulevard is a particularly difficult intersection to negotiate for both visitors and local residents. It is likely that additional vehicular trips are generated by the inability of drivers to easily understand and use the circulation system efficiently.

The 1985 Centre City Transportation Action Plan recommended that the Pacific Highway be developed as a major northwest entryway into the City to facilitate access to the bayfront, convention center, airport and Centre City area. Studies are currently being undertaken by Caltrans to further determine the feasibility of locating an additional I-5 off-ramp to connect with the Pacific Highway, as recommended in the **Circulation Element**.

Due to the community's centralized urban location, the established street patterns, the few access points between the Ocean Beach and Peninsula communities and the freeway system, in combination with consumer preference for the private auto, it is unlikely that the future vehicular congestion in this community will be reduced below the maximum functional capacity of the major commercial streets in the foreseeable future.

Public Transit

Commuter Rail Service

Commuter Rail Service between Oceanside and Centre City is anticipated to begin operation by late 1992. The service will utilize the existing Santa Fe Railway right-of-way which runs through the Pacific Highway Corridor. Commuter rail stations will be located nearby in Old Town and Centre City.

Light Rail Transit

The most significant changes in transit service for the Pacific Highway/Corridor area are related to the construction of the Old Town Light Rail Transit Line, parallel to the existing railroad right-of-way which traverses the Pacific Highway area. Completion of the trolley line is anticipated in the early 1990s. Station stops are proposed at Laurel Street, Washington Street, Witherby Street and near the Taylor/Rosecrans Street intersection. The Taylor/ Rosecrans Street station proposed to be located in the Old Town community will include a Transit Center facility which will serve as a major transfer point between commuter rail, trolley and bus service.

Bus Service

The Midway/Pacific Highway Corridor community is served by seven bus routes which operate on a regular schedule seven days a week (**Figure 25**). Five of the bus routes traverse the Midway/Pacific Highway Corridor area while the others skirt the eastern fringe of the community. These routes provide service between the Midway/Pacific Highway Corridor area and the beaches, Mission Bay, San Diego State University, College Grove Center, Southeast San Diego, Old Town, Point Loma, Centre City and cities in the south bay area. Access to other points in the metropolitan area is available through transfers from the Midway area.

Scenic Routes

Since 1964, the City has maintained a 52-mile scenic route extending from Mount Soledad on the north to Cabrillo National Monument on the south and traversing such in-between areas of attraction as Balboa Park and Mission Bay Park. This route was designed to provide scenic views of the San Diego community, as well as to link points of visitor interest.

Sports Arena Boulevard is part of the City-designated scenic route that connects Mission Bay to the Old Town and Presidio Park visitor attractions. Rosecrans Street (State Route 209) is

eligible for scenic highway designation under the provisions of the California State Scenic Highway Program. In 1963, the State Scenic Highway Act was adopted to provide for the protection and enhancement of California's natural scenic beauty. The State Highway Master Plan identifies those portions of the State Highway system, together with the adjacent scenic corridors, which should have special scenic conservation treatment including regulation of grading and land use, as well as guidelines for landscaping and outdoor advertising. Rosecrans Street provides distant views to the east, and numerous coastal and scenic views farther to the south in the Peninsula community.

Parking and Loading Facilities

Commercial retail centers in the Camino del Rio area have experienced parking conflicts when patrons and/or employees park in lots provided by adjacent centers.

The Kurtz Street industrial area has only minimal off-street parking and loading facilities available. Existing (1989) land use regulations have resulted in the pre-emption of on-street parking by retail, commercial office and industrial uses which have, in some cases, developed with less than adequate on-site parking.

Bicycle Access

Bicyclists who travel through this community must share the right-of-way with autos on all major streets. Architectural barriers such as inappropriately placed curb extensions can be found along the Pacific Highway and may exist in other areas of the community. The curb extension along the Pacific Highway at the Witherby Street bridge poses a difficult access point for bicyclists by forcing bikes onto a high-speed traffic lane.

Pedestrian Circulation and Access

Pedestrian obstructions and/or the lack of pedestrian continuity are apparent throughout the community. Some areas lack sidewalks, while other areas have concrete curbs which obstruct bicycle and wheelchair access. Several intersections in the community have wide traffic lanes and minimal pedestrian provisions. The intersections of Camino del Rio/Sports Arena Boulevard/Rosecrans Street, and Midway Drive and Sports Arena Boulevard have continuous moving right-hand turn lanes which effectively obstruct and prevent elderly and handicapped pedestrians from completing desired street crossings.

Community Facilities and Services

Park and Recreation Facilities

Though located in a highly urbanized region, the Midway/Pacific Highway Corridor has an abundance of nearby open space in the form of existing parkland and beaches. Midway is also the location of the San Diego Sports Arena, which draws visitors to the community from throughout the county.

Nearly all of the public parks and recreation facilities used by residents of the Midway/ Pacific Highway Corridor lie outside the boundaries of the Midway/Pacific Highway Corridor community planning area. These facilities include the swimming and surfing beaches of Ocean Beach; ball fields in the Ocean Beach Athletic area; nature trails, view points and tide-pools in the Cabrillo National Monument area; the marine-related recreation facilities of Shelter Island and Mission Bay Park; the Old Town State Historic Park, and the ballfield and recreational facilities of the Old Town community.

This Plan designates land for future residential development that is now either vacant or developed with other uses. Since the residential population will ultimately increase from the existing 3,400 residents to approximately 8,000, additional recreational facilities are recommended by this Plan. The General Plan stipulates that a neighborhood park should be provided for a residential population of 3,500 to 5,000 persons within a half-mile radius. Community facilities should serve 18,000 to 25,000 residents within a one and one-half mile radius.

The City's 1986 CIP budget provided for the establishment of a joint-use park/school site at Dewey Elementary which would serve many of the community's residents within a quarter-mile radius of their neighborhoods. Development of a joint-use at this site would be accomplished pursuant to an agreement between the City and the school district as is done elsewhere in the City.

Schools

Public Schools

Students in the Midway/Pacific Highway Corridor area are served by five elementary schools (Barnard, Dewey, Fremont, Grant and Washington); two junior high schools (Correia and Roosevelt); two high schools (Point Loma and San Diego High Schools); and a continuing education center (Midway Continuing Education Center). Dewey Elementary and the Midway Continuing Education Center are the only public schools located in the planning area. Actual enrollment, enrollment projections and strategies for meeting future educational needs are shown on **Table 2**.

The Dewey Elementary School

The Dewey Elementary School site contains approximately 5.9 net usable acres and is located southeasterly of the intersection of Rosecrans and Sellers Street. The school provides service to families who reside in the immediately adjacent Gateway Village housing complex, as well as other families throughout the Midway and Peninsula communities. The school serves grades kindergarten through sixth grade, and includes a day-care center. The use of portable classrooms may become necessary in order to adequately service future enrollment.

The Midway Continuing Education Center

The Midway Continuing Education Center is under the jurisdiction of the San Diego Community College District and functions as an adult continuing education center. Enrollment for the center for Fall 1988 was approximately 6,000 students with addresses shown from 21 different zip codes.

Private Schools

The St. Charles Borromeo Academy

The St. Charles Borromeo Academy is the only private school located within the planning area. The academy had approximately 185 students enrolled from the Midway area and other communities for the 1987 academic year. The school facility should be allowed to expand to meet the needs of the parochial community.

TABLE 2
SCHOOL FACILITIES SERVING MIDWAY/PACIFIC HIGHWAY CORRIDOR

School	Grade Range	Actual Enrollment 9/28/90	Forecasted 1991-92	1990 Operating Capacity	1991-2000 Recommended Action
Elementary					
Barnard*	K-6	342	314	368	
Dewey	K-6	439	480	448	
Fremont*	K-6	283	289	300	
Grant*	K-6	634	641	660	
Washington*	K-6	326	347	360	Remodel by 1993 to 750 capacity
Junior High					
Correia*	7-8	916	903	983	
Roosevelt*	7-9	1,150	1,127	1,292	
Senior High					
Point Loma*	9-12	1,952	1,951	2,039	Add science wing by 1993
San Diego*		1,553	1,629	1,651	Add 10 classrooms

*Located outside Midway/Pacific Highway Corridor Plan Boundaries
Source: San Diego Unified School District Long-Range Facilities Master Plan – March 1990

Library Facilities

Three San Diego City branch libraries are located within the vicinity of the Midway/Pacific Highway Corridor community. These annexes are located in Point Loma, Ocean Beach and Mission Hills.

The maximum service area for each branch site is a two-mile radius. Most of the residents in this community live within the service area for the nearby Point Loma branch library. The existing population of 3,400 in the Midway/Pacific Highway Corridor community does not warrant the establishment of a branch library at this time. However, at residential buildout of the community, development of a branch library should be considered.

TABLE 3
LIBRARY FACILITIES

Library Facilities	Population Served	Circulation	Square Feet
Ocean Beach	26,000	123,505	4,579
Point Loma	24,700	176,162	4,894
Mission Hills	18,000	116,334	3,850

Water and Sewer Service

Sewer facilities in the Midway area are served by a centrally located 96-inch metropolitan main sewer system which runs north-south through the center of the Midway area passing near the intersection of Rosecrans and Midway Drive. Pump Station No. 40, which is located on Juniper Street, was built in 1953. Pump Station No. 3, located near the intersection of Witherby Street and Pacific Highway, has been abandoned. The community's sewer system is considered to be entirely adequate to meet all redevelopment needs in the Midway/Pacific Highway Corridor area.

The planning area receives its water supply from the City's 24-inch transmission line, located along West Point Loma Boulevard. This is supplemented by a 16-inch cast-iron main, located along Midway Drive.

Gas and Electric Service

Gas and electric service in the community is provided by San Diego Gas & Electric (SDG&E) which operates and maintains gas pipelines and electric power lines throughout the planning area, as well as a gas regulator station and electric substation at Hancock and Witherby Streets, an electric substation at Kettner Boulevard and Vine Street and an electric substation at Kettner Boulevard and Palm Street. The community's gas and electric systems are considered to be adequate to meet all current needs in the Midway/Pacific Highway Corridor area.

Police Protection

Police protection in the Midway/Pacific Highway Corridor is provided by the western area station of the San Diego Police Department, which is located at 5215 Gaines Street in Mission Valley. One officer unit provides service in the community's three beats: Beat 613, which includes the area south of Midway Drive and west of Rosecrans Street; Beat 615, which includes the portion of Pacific Highway Corridor that is south of Vine Street; and Beat 614, which includes all of the remaining portions of the planning area.

The security of residential areas has been enhanced through the active involvement of residents in Neighborhood Watch programs, as well as through the implementation of defensible space techniques, which foster feelings of residential territoriality, enhanced surveillance opportunities and community responsibility. Approximately nine community alert groups are active in the Midway area.

Fire Protection

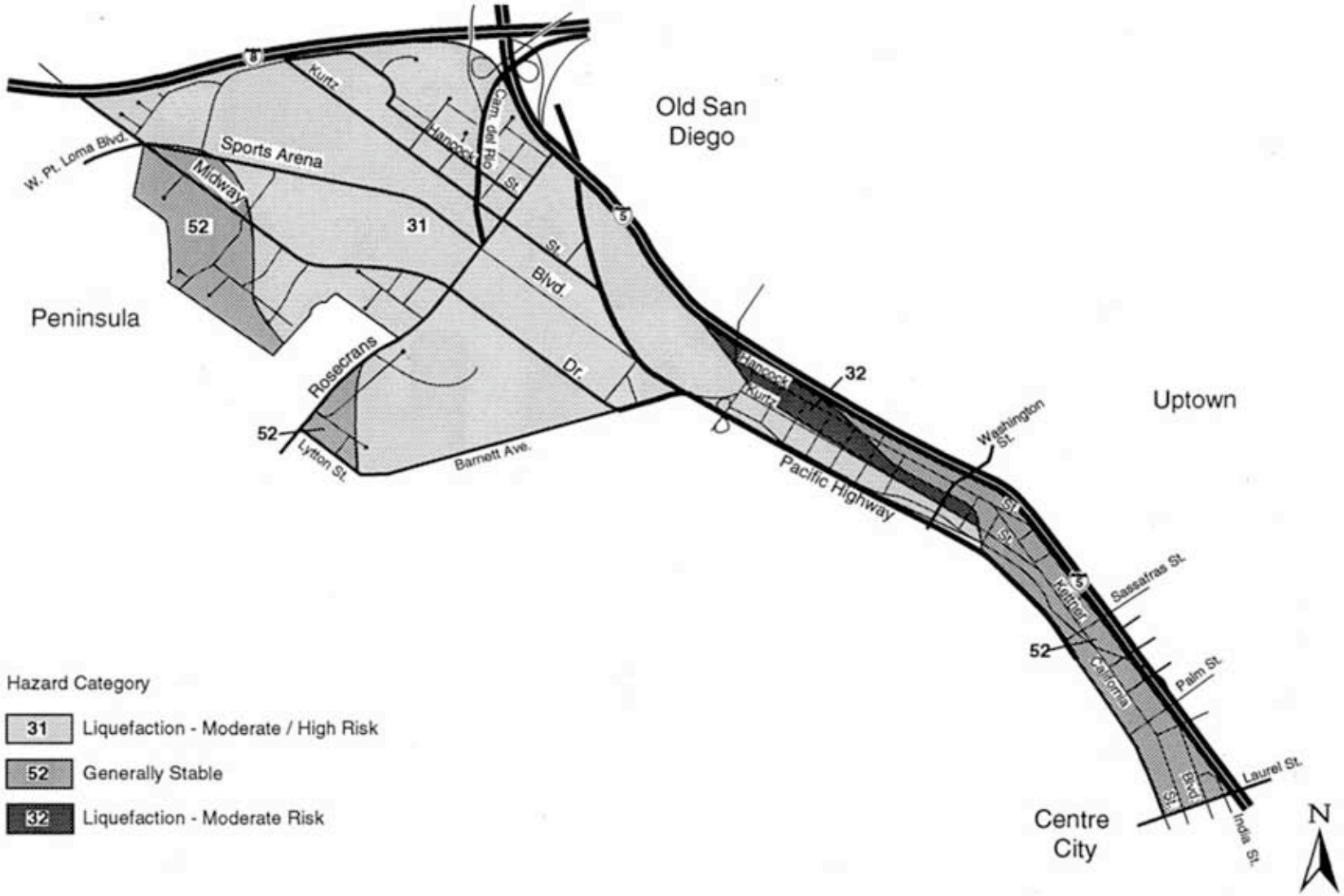
Three fire stations provide protection to the Midway/Pacific Highway Corridor planning area. Station No. 20 is located at 3305 Kemper and contains one engine company and one truck company and serves the general Midway area. Both Station No. 8, located at 3974 Goldfinch and Station No. 3, located at 725 Kalmia, are located outside the planning area and contain one engine company each which serves the Pacific Highway Corridor area. Response times for all three stations serving the community are under the six-minute standard. Fire protection at the Marine Corps Recruit Depot and at Lindbergh Field is provided at stations on the MCRD and the Port District properties. Paramedic services in the Midway area are provided by a unit located at Sharp Cabrillo Hospital. Paramedic services in the Pacific Highway Corridor area are provided by units at Station No. 25 (located in southwestern Clairemont Mesa) and Station No. 1 (located downtown).

Environmentally Sensitive Areas

The Midway area was once part of the river bottom and alluvial flood plain area of the San Diego River. The area is relatively flat with topographic elevations ranging from 35 feet to sea level or below. The community is highly urbanized with virtually no open space or naturally occurring biological resource areas.

Geological Considerations

In 1983, the Leighton and Associates Geotechnical Study conducted for the City of San Diego determined that the existing groundwater table in much of the Midway area was located at a depth of less than 25 feet. The same geotechnical study also showed that a large portion of the central Midway area is subject to a relatively high risk of liquefaction (**Figure 7**). Liquefaction occurs primarily during earthquakes when soil located below the water table is converted to a fluid-like state resulting in soil subsidence or ground failure.



Geological Hazards

7 FIGURE

Midway/Pacific Highway Corridor Community Plan

TABLE 4
HAZARD-RISK ZONE CORRELATION

Geological Constraint Hazard		Feature of Phenomenon	Hazard Category No. (See Geologic Hazards Map)	Land Use Compatibility Map Risk Zone							
				A		B		C		D	
				- Increasing Risk +							
Potential Ground Failure	Liquefaction	Potential Relatively High (Major Alluvial Valleys, Groundwater 25' +)	31						•		
		Potential Relatively Low (Upper Drainage Area of Major Valleys, Groundwater 25' + Fluctuates Seasonally)	32				•				
All Other Terrain Conditions	Generally Stable	All Remaining Level and Sloping Areas (Minor Alluvial Valleys, Low Terraces, Rolling Hillside to Steep Mountainous Terrain)	52		•	•	•	•			

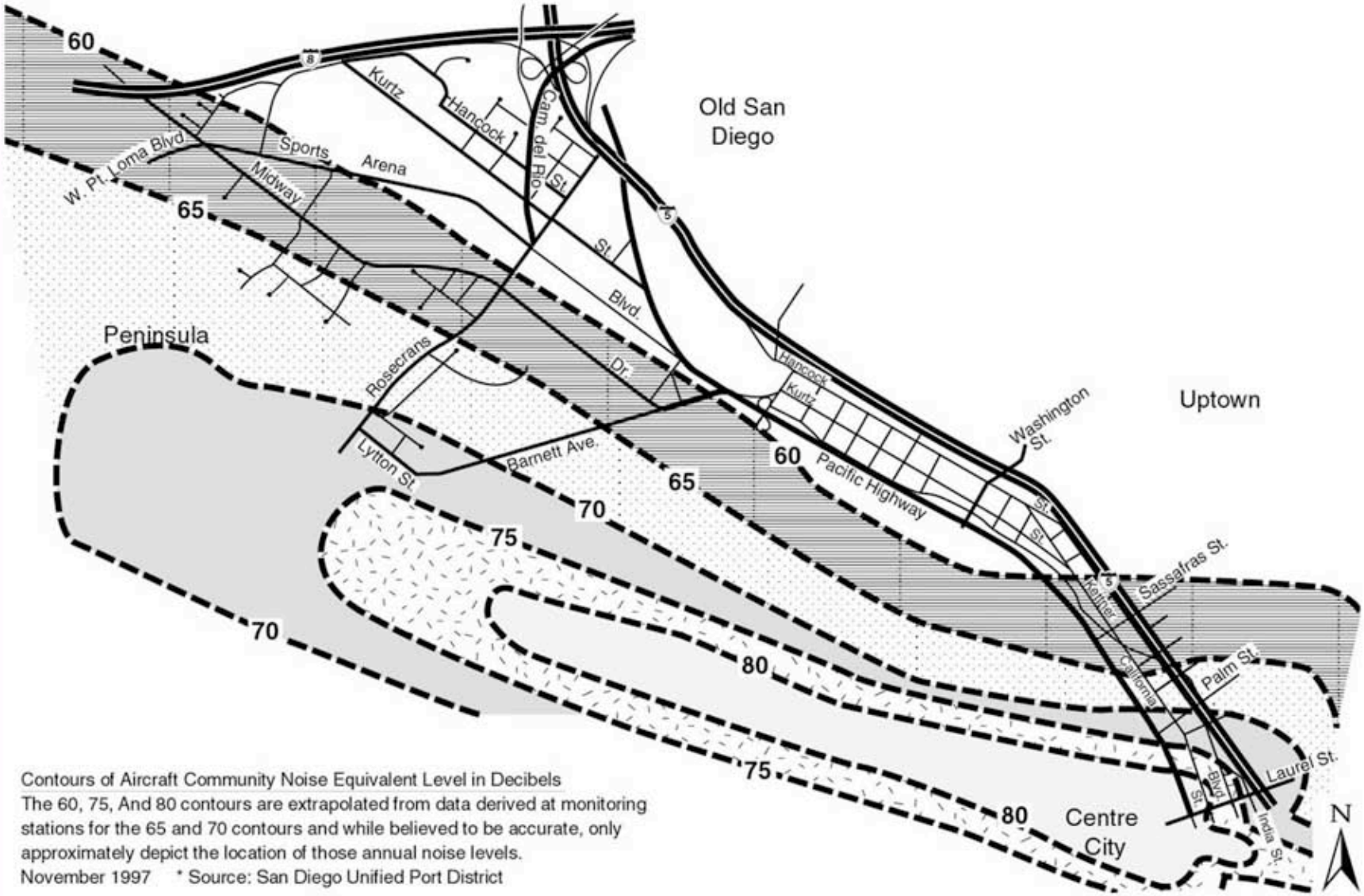
RISK ZONE RATING KEY:
A: Normal, B: Low, D: High
AB, BD, AC – Variable Risk (Hazard Category No. 52 only)

GENERAL NOTES:
All risk zone ratings and hazard area boundaries subject to change, based on new data. Although flood hazard was not specifically evaluated for this study, it is taken into account in a general manner in the risk rating of potential liquefaction. Guidelines used for assigning risk rating within the hazard category No. 52 Rating

1. Mostly developed area, essentially on mesas or within tracts developed by minimal grading ..... AB
2. Generally low slopes adjoining canyon or bay areas may include low nearly flat terraces; graded tracts having low to moderate slope heights .....AB or B
3. Moderate the high annual or graded slopes with no special hazards identified nearby ..... B
4. Mostly moderate to high, locally steep natural or graded slopes; some hazards in adjoining areas or within area .....BC
5. Areas including all the above ..... AC

Multiple risk designations were permitted within a single category No. 52 area, without a line boundary separating them. Where a lesser hazard (e.g., an inactive fault) extended into a confirmed slide, the higher risk predominates; however, the approximately fault location is shown by a dashed boundary.

Source: Leighton & Associates Geotechnical Consultants, June 1983
(Update of Woodward-Gizenski Study, 1974)



Contours of Aircraft Community Noise Equivalent Level in Decibels
The 60, 75, And 80 contours are extrapolated from data derived at monitoring stations for the 65 and 70 contours and while believed to be accurate, only approximately depict the location of those annual noise levels.
November 1997 * Source: San Diego Unified Port District

Community Noise Levels **8** FIGURE

Midway/Pacific Highway Corridor Community Plan

Noise

As shown on **Figure 8**, that portion of the community which is generally located either west of Pacific Highway and Sports Arena Boulevard or south of Bean Street is subject to significant noise levels which range from 65 to 80 decibels CNEL (Community Noise Equivalent Level). The area along the Pacific Highway Corridor which is closest to the airport is subject to the most intense noise impacts. While noise abatement construction techniques can provide some relief from noise in the interior of a structure, outside areas remain heavily impacted.

Noise contours surrounding Lindbergh Field have continued to shrink over recent years as quieter and more advanced aircraft replace the noisier, earlier craft. The revised noise contours (as depicted on **Figure 8**) enable the development of land uses not previously compatible with the community's location relative to the airport because proper noise attenuation becomes more economically feasible.

The Port District has embarked upon an effort to update the Master Plan for the airport. The plan is considering future demand, facility needs, and existing airport capacity in order to develop a plan for the airport, including locations for facilities such as terminals, runways, and airport access. The plan is expected to be completed by the end of 1998, and may affect the proposed land uses and circulation recommendations of this community plan.

The Port of San Diego and the Federal Aviation Administration have conducted a Federal Aviation Regulations Part 150 Study to examine the compatibility between airport noise and surrounding land use activities. A wide range of abatement and/or mitigation measures were identified including: 1) the use of sound-proofing construction techniques designed to mitigate ambient noise levels; 2) the long-range conversion of residential areas to more compatible commercial and industrial land uses; 3) the outright purchase of property occupied by non-compatible land use activities; and 4) the reduction in overall noise levels generated by aircraft at Lindbergh Field.

Final recommendations contained in the report included: 1) the initiation of a program to accelerate the use of quieter aircraft at Lindbergh Field; 2) the implementation of an upgraded noise monitoring system; and 3) the soundproofing of schools, churches, hospitals and residences in the impacted area. The study indicated that the implementation of the recommendations could result in significant reductions in noise throughout the impacted area.

Hillsides

The western edge of the planning area contains the only naturally occurring hillside. This area is located between the Point Loma Towers residential complex in the Peninsula community and the Loma Plaza Shopping Center and Point Loma Convalescent Hospital in the Midway area. The area above the shopping center has been revegetated, while the area above the hospital exhibits a gully-like drainage pattern which is apparently the result of runoff and erosion. The eastern edge of the community is bounded by the heavily landscaped grades abutting I-5.

TABLE 5
LAND USE COMPATIBILITY WITH
ANNUAL COMMUNITY NOISE EQUIVALENT LEVELS

	Annual Community Noise Level Equivalent Level (CNEL) in Decibels				
LAND USE	55	60	65	70	75
1. Outdoor Amphitheaters (may not be suitable for certain types of music)					
2. Schools, Libraries					
3. Hospitals					
4. Nature Preserves, Wildlife Preserves					
5. Residential-Single-family, Multifamily, Mobile Homes, Transient Housing					
6. Retirement Home, Intermediate Care Facilities, Convalescent Homes					
7. Parks, Playgrounds					
8. Office Buildings, Business and Professional					
9. Auditoriums, Concert Halls, Indoor Arenas, Churches					
10. Riding Stables, Water Recreation Facilities					
11. Outdoor Spectator Sports, Golf Courses					
12. Livestock Farming, Animal Breeding					
13. Agriculture (except Livestock), Extractive Industry, Farming					
14. Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters					
15. Commercial-Wholesale, Industrial Manufacturing, Utilities					
16. Cemeteries					
Source: City of San Diego's Progress Guide and General Plan					

COMPATIBLE
The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.

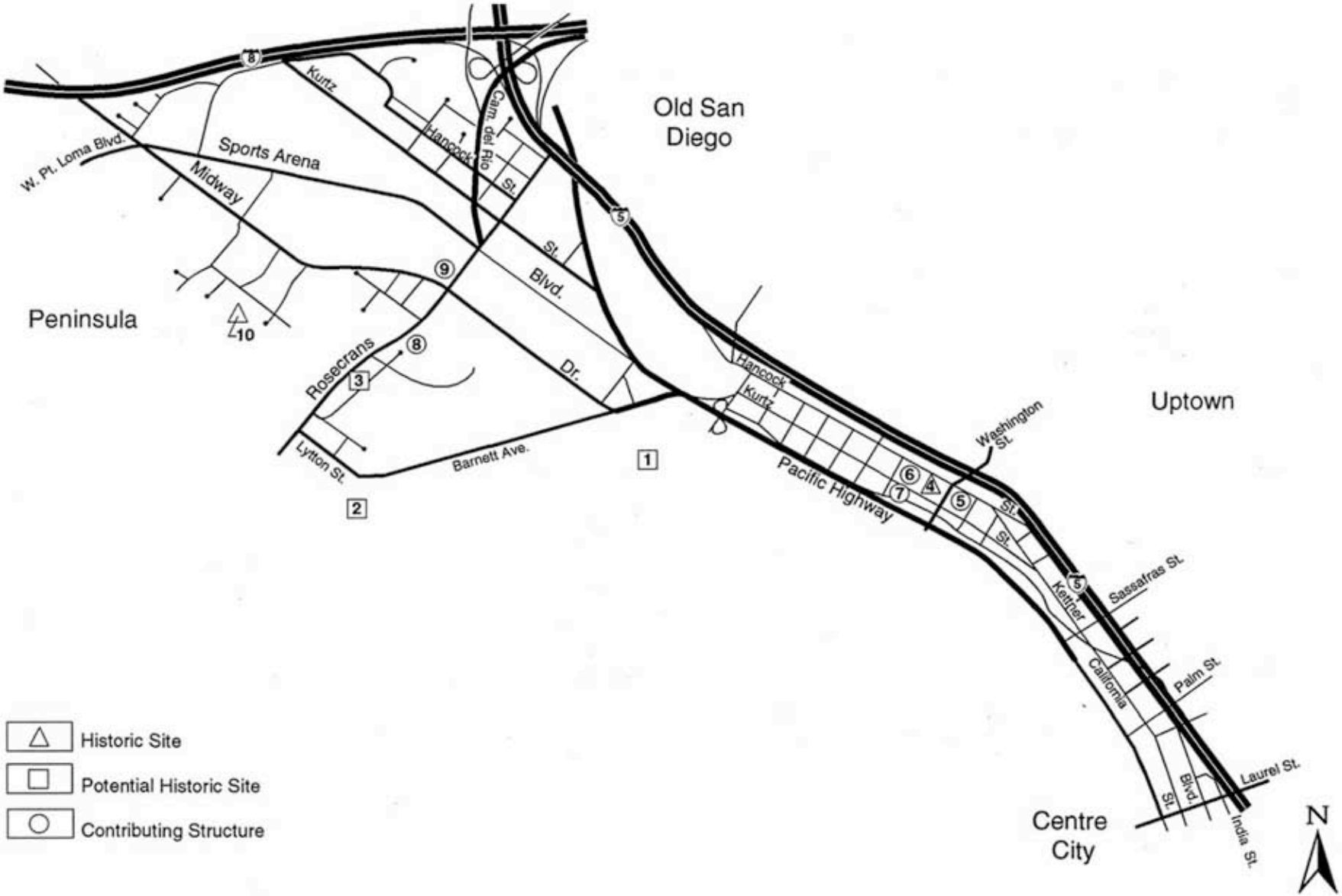
INCOMPATIBLE
The average noise level is so severe that construction costs to make the indoor environmental acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with land use.

Cultural and Heritage Resources

In the late 1800s, the Midway area was little more than a marshy land area containing a few wooden structures and some cattle grazing activities. Early records of the City's history indicate that the Old La Playa Trail traversed the Midway area and connected the Old Town and Point Loma areas. The San Diego River flowed freely through the area until the construction of the dike built in 1853 by a contingent of "...49 Americans and 100 Indians..." under the direction of Lieutenant George Derby of the Topographical Engineers. Around 1870, the dike was damaged and had to be reconstructed. The Midway area was sporadically inundated with standing water and remained virtually undeveloped until the 1930s.

The early history of the area is probably best captured by Winifred Davidson, local author, in her "Loma Lore" articles first published in The Beach News in 1924: "For ages Point Loma was an island cut off from the mainland by the San Diego River which mingled with the bay at high tide and spread over an area of about four square miles. This we sometimes call 'Dutch Flats,' the level space traversed by the Midway trail—a trail of old river sediment mixed with salt sand, where straggle tufts of Australian salt-weed and the hardy native dew-plants... Already we are losing some of the names that lately attested to the island origin of Point Loma. Tide Street (sic Barnett Avenue) has gone... and 'The Dyke' means nothing to the newer generation; but these names are significant and should be recorded and remembered. Only seventy-one years ago, in 1853, the government built the dike that reached from the northern end of Isle Loma to the entrance of Mission Valley. No more than five years since, at high tide we drove on Barnett Street with water flooding to the curbs on both sides. Point Loma was even so late as this sometimes an island; False Bay a continuation of the circle of surrounding waters."

Area historically known as "Five Points" (Washington and Hancock Street)



Cultural Resources **9** FIGURE

Midway/Pacific Highway Corridor Community Plan

TABLE 6
CULTURAL RESOURCES

1. Marine Corps Recruit Depot (c. 1920) Barnett Avenue	Featuring red tile roofs and stucco exteriors, with Spanish-style architectural elements including arcades, colonnades, porticoes, and patios.
2. Naval Training Center Lytton and Rosecrans Streets	Site of one of the first Navy encampments in San Diego.
3. Loma Theater (1945) 3150 Rosecrans Street	Once a commercial theater, this structure features an art deco interior and large internally illuminated marquee reminiscent of the post-war 1940s.
4. American Agar Building* (1913) 1751 Hancock Street	A five-story Mission style industrial building featuring a stucco and brick exterior, arched windows, scalloped parapets, and a pyramidal roof on the central tower. The building was once the site of the Mission Brewing Company and served as a hospital during the 1918 influenza epidemic for the nearby Italian community.
5. Ancillary Building-Mission Brewing Company* (1913) 1747 Hancock Street	A one-story stucco building featuring the same vine-covered, scalloped parapets and arched windows of the adjacent American Agar building.
6. Datagraphix Building 1895 Hancock Street	A one-story industrial building featuring a curved entry façade reminiscent of the 1940s art deco style of architecture.
7. Dorado Growth Industries 3489 Noell Street	A two-story structure featuring a curved façade and staircase entryway.
8. George Dewey Elementary School (c. 1920) 3251 Rosecrans Place	Constructed to serve wartime workers, this structure features a semi-circular second story façade.
9. Rosecrans Street	The approximate location of the Old La Playa Trail which linked Point Loma and Old Town.
10. Hebrew Cemetery Kenyon Street	Designated a Historical Landmark in 1970. In 1973 the remains of those interred were transferred to the Home of Peace Cemetery in Point Loma. The site has since been built on. All historic signs and plaques were removed.

Note: Inclusion in this list does not, by itself, establish a historic site designation, nor does it restrict use or development of a site. An historic site designation may be applied only following a separate review process, independent of this Plan.

* Designated as a historic site

Midway Area

Early development in the Midway area first occurred along portions of Barnett Avenue, Lytton Street and Midway Drive. Buildings with setbacks close to the existing right-of-way and/or exhibiting curvilinear features may have some historic and/or architectural significance. Decorative light standards, installed in the 1940s, are one of the few remaining features linked to the community's early development history.

Pacific Highway Corridor

Archaeological sites have been recorded along the Pacific Highway. Survey records indicate that these sites are probably of little significance.

Decorative light standards and several older industrial structures, dating back to the early 1900s, are located in the Pacific Highway Corridor area.

The American Agar building and the Ancillary Building-Mission Brewing Company are the only designated historic sites in the community. These and other buildings which have potential architectural and/or historic significance, or which contribute to the character of the community, are briefly described on **Table 6** and their locations are shown on **Figure 9**.

Local Coastal Area

The community's coastal zone area consists of a narrow two block area bounded by Sassafras Street on the north, the Atchinson, Topeka and Santa Fe Railroad right-of-way on the east, Laurel Street on the south, and Pacific Highway on the west; and a narrow strip of Pacific Highway and Barnett Avenue right-of-way. Approximately half of this coastal zone area lies west of the mean high tide line and thus falls under Port District jurisdiction.

Although that portion of the planning area which lies within the coastal zone is relatively small, it is situated along a major transportation corridor which is adjacent to Lindbergh Field, San Diego's International Airport, the Centre City area and the Marine Corps Recruit Depot which are all of considerable local and regional significance.

Land uses in this portion of the planning area are primarily airport related. It is anticipated that most of these uses will continue to be both airport related, as well as commercial in nature, for as long as the airport is maintained in its present location. Structures in this small area of the Coastal Zone are also limited by the citywide 30-foot Coastal Zone Height Limitation Ordinance and the City's Airport Approach Zone Overlay which may restrict development in the Lindbergh Field glide path to a height of less than 30 feet. Community Noise Equivalent Levels in this area range from approximately 70 to 80 decibels and represent a significant environmental issue for many land use activities.

TRANSITIONAL AREAS

Portions of the community will transform from their current industrial, retail and storage-based emphasis to water-oriented retail, entertainment, office and residential uses as eventual construction of the bay-to-bay canal is undertaken. Proposed land use regulations and development guidelines focus on the existing and projected trends of transitional areas in this community. Each of the transitional areas in this community is shown on **Figure 10** and is briefly described below:

1. **Pacific Highway Corridor**

   Located between Washington Street and Laurel Street, this area has historically been used for industrial purposes but is now being used increasingly for airport-related commercial land use activities.

2. **Kurtz Street Industrial Area**

   Prior to the adoption of the 1991 community plan update and associated rezones, this area was continuously being encroached upon by commercial retail and office uses. The lack of adequate off-street parking and loading facilities is a continuing problem in this area.

3. **Camino del Rio Commercial Area**

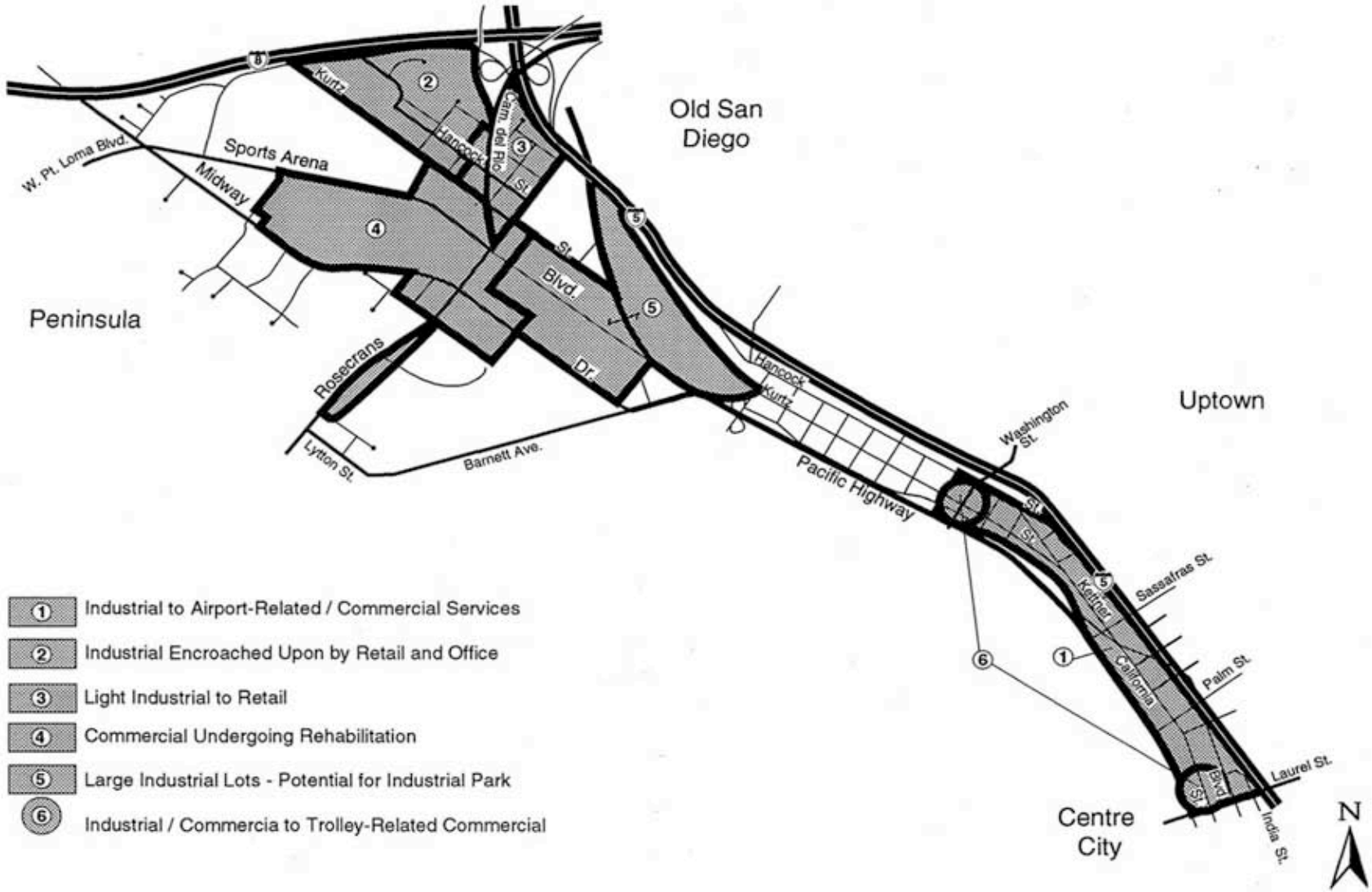
   A gateway to the Point Loma Community and the Cabrillo National Monument, this commercially zoned area (Midway Planned District) contains some older industrial buildings and warehouses. However, land use activities include a commercial strip with auto-oriented sales and service yards, fast food restaurants, retail shops and adult entertainment businesses. The area generally exhibits a lack of landscaping, adequate parking and sign control.

4. **Central Midway Commercial Core**

   The central Midway area has experienced relatively high vacancy rates, particularly in the eastern portion. The newer commercial developments, including the large Vons and Ralphs centers, continue to upgrade. This portion of the community also contains various visitor-serving uses such as motels, restaurants, movie theaters and the City-owned Sports Arena. Redevelopment and revitalization of the entire area is expected to continue through both private and public redevelopment efforts.

5. **The Navy's Old Town Campus (former Plant 19 site and adjacent storage yard)**

   The disposition and eventual rehabilitation and/or redevelopment of these large parcels will depend in large part on the long-range plans of the United States Navy. The size of the parcels, and the area's relatively good access and highly visible location indicate that this may be an appropriate location for office/research and development uses, as part of a mixed-used development that takes advantage of the future bay-to-bay canal.



Transitional Areas **10** FIGURE

Midway/Pacific Highway Corridor Community Plan

6. **Pacific Highway Corridor at Washington and Laurel Streets**

Both of these sites located along the proposed light rail transit line will be served by trolley stations. Retail and other commercial uses are expected to develop further at each site. The Mission Brewery at Washington Street has been renovated and expanded for retail and office use.

COMMUNITY ISSUES

These issue statements have been developed by the community and the Planning Department. The issues have been used to establish goals and recommend actions which are presented within each element of the Plan.

Commercial

- This community contains a wide variety of commercial retail activities which attract a large number of residents from surrounding communities.

- Some commercial areas within this community exhibit symptoms of disorganization and economic decline.

- This community contains a concentration of adult entertainment uses, which exhibit excessive signage and contribute to the occurrence of crime (i.e., prostitution) in the area.

- Many commercial areas developed under the provisions of the Midway Planned District exhibit a general lack of adequate parking, setbacks and landscaping.

Industrial

- The Plant 19 and adjacent storage yard have redevelopment potential as an industrial park or a major institutional use which would need extensive transportation improvements and design control.

- Industrial areas of this community exhibit symptoms of physical and economic decline.

- Redevelopment and rehabilitation in much of the industrial area has been hampered by poor access, odd-sized lots and an alternating pattern of commercial and industrial land uses.

- Access to major transportation routes is needed for the retention of light industrial uses.

- Rooftops and open storage areas are unscreened.

- Commercial activities have preempted the industrial use areas.

Bay-to-Bay Canal

- Development of a canal linking San Diego Bay to Mission Bay via the San Diego River would provide an opportunity for a renewed vitality and upscale image for the Midway/Pacific Highway Corridor community. Before plans for such a canal can be developed and incorporated into the City's Local Coastal Program, the City shall conduct additional environmental assessment of the impacts of such a canal, including but not limited to the impacts to the tidal regimes, biological productivity and water quality of Mission Bay and San Diego Bay. Completion of that assessment will be followed by a request that the Coastal Commission certify amendments to the Midway/Pacific Highway Corridor Land Use Plan and the certified Mission Bay Park Master Plan that reflect the alignment of the canal links to the San Diego River. In addition, if by that time the Coastal Commission has certified a Land Use Plan (LUP) for the former Naval Training Center, such LUP shall also require amendment to reflect linkage of the canal with San Diego Bay.
- An alternative to the bay-to-bay canal is the development of a linear park or waterway without connections to the San Diego Bay or Mission Bay in the Midway/Pacific Highway Corridor community planning area.
- The canal would be an amenity that would provide opportunities for recreation, outdoor dining, entertainment, and an enhanced living and working environment.
- Development of the canal presents challenges for automobile circulation.
- Development of the canal is likely to be a long-term effort, and implementation will occur in phases.

Institutional

- Because of their size and integral role in the community, institutional uses can have either a very significant positive or adverse effect on the neighborhoods in which they are located.
- The institutional designation may not be appropriate if existing uses of institutionally designated sites relocate outside of the community.
- Institutional uses tend to have a significant impact on traffic within the community.

Residential

- Most of the existing single-family units in this community are in need of repair and/or are inappropriately located within commercial and industrial areas.
- The community is subject to significant noise levels which, in some areas, exceed the 65 CNEL threshold for residential use as recommended by the General Plan, thereby limiting new locations and increased intensities for residential development. However, as quieter aircraft are phased in, additional areas become suitable for residential development because proper noise attenuation becomes more economically feasible.
- Most residential open space, park and recreational opportunities exist outside of the community.

Urban Design

- Urban design guidelines are needed to improve the visual character of the community.
- Many commercial projects in this community are physically and visually isolated from the surrounding neighborhood by poor circulation, landscaping and site design.
- Excessive signage and utility lines present a cluttered community image.
- Landscaping along the public right-of-way is minimal or nonexistent.
- The community lacks pedestrian-oriented amenities such as benches at bus stops, definitive pathways, safe lighting and pedestrian-oriented landscaping.

Transportation and Circulation

- Circulation within the community is often congested and confusing.
- Traffic which passes through the community contributes significantly to the congestion of streets in the community.
- Vehicular congestion is expected to increase as traffic volumes rise.
- On- and off-street parking and loading facilities are inadequate in certain areas.
- Excessive curb cuts along major streets have contributed significantly to traffic flow problems, and along industrial streets have removed the opportunity for on-street parking.
- Auto/pedestrian conflicts are apparent throughout the community.
- Lack of sidewalk continuity, as well as physical obstructions, hamper pedestrian and handicap access throughout the community.

Community Facilities

- The community lacks open space and public park and recreation areas.

Environmental

- Airport noise effects the quality of experience for both the residential and business populations.
- Street noise is prevalent along major commercial boulevards and intersections.
- Most of the community has been identified as having a relatively high risk of liquefaction.
- The area may contain significant historic, architectural, and/or archaeological resources which have not yet been identified.

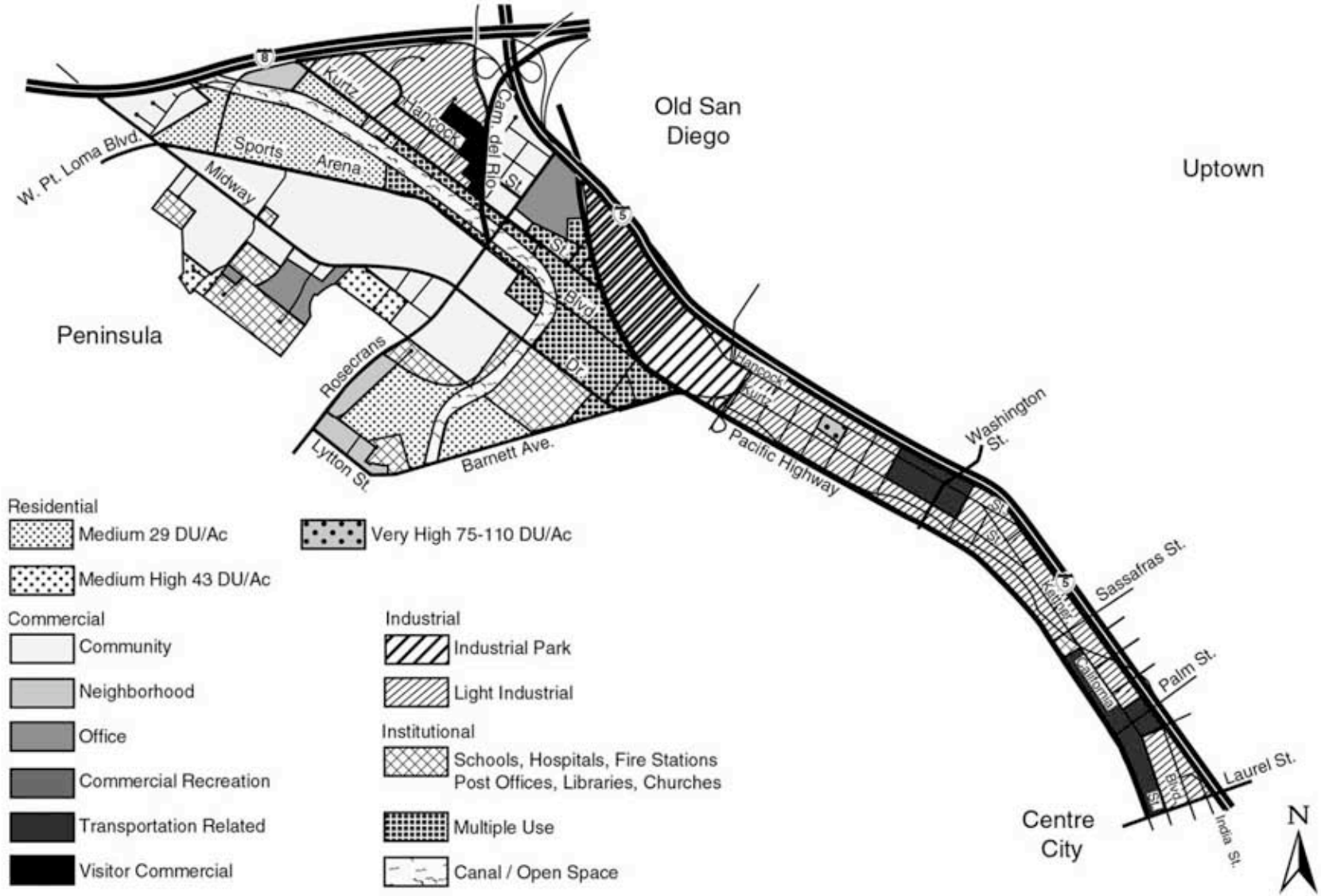
Local Coastal Program

- The portion of this community which lies within the Coastal Zone is located immediately adjacent to the Lindbergh Field runway and is directly beneath the airport glide path.

- Traffic impacts associated with the Marine Corps Recruit Depot and other areas within the jurisdiction of the Port District may impact the Coastal Zone area of the community.

- The Centre City/Pacific Highway Corridor Local Coastal Program requires protection of major public view corridors, improved sign control, and improved landscaping and design where the existing zoning does not address these goals.

Plan Elements



Proposed Land Uses **11** FIGURE

Midway/Pacific Highway Corridor Community Plan

PLAN ELEMENTS

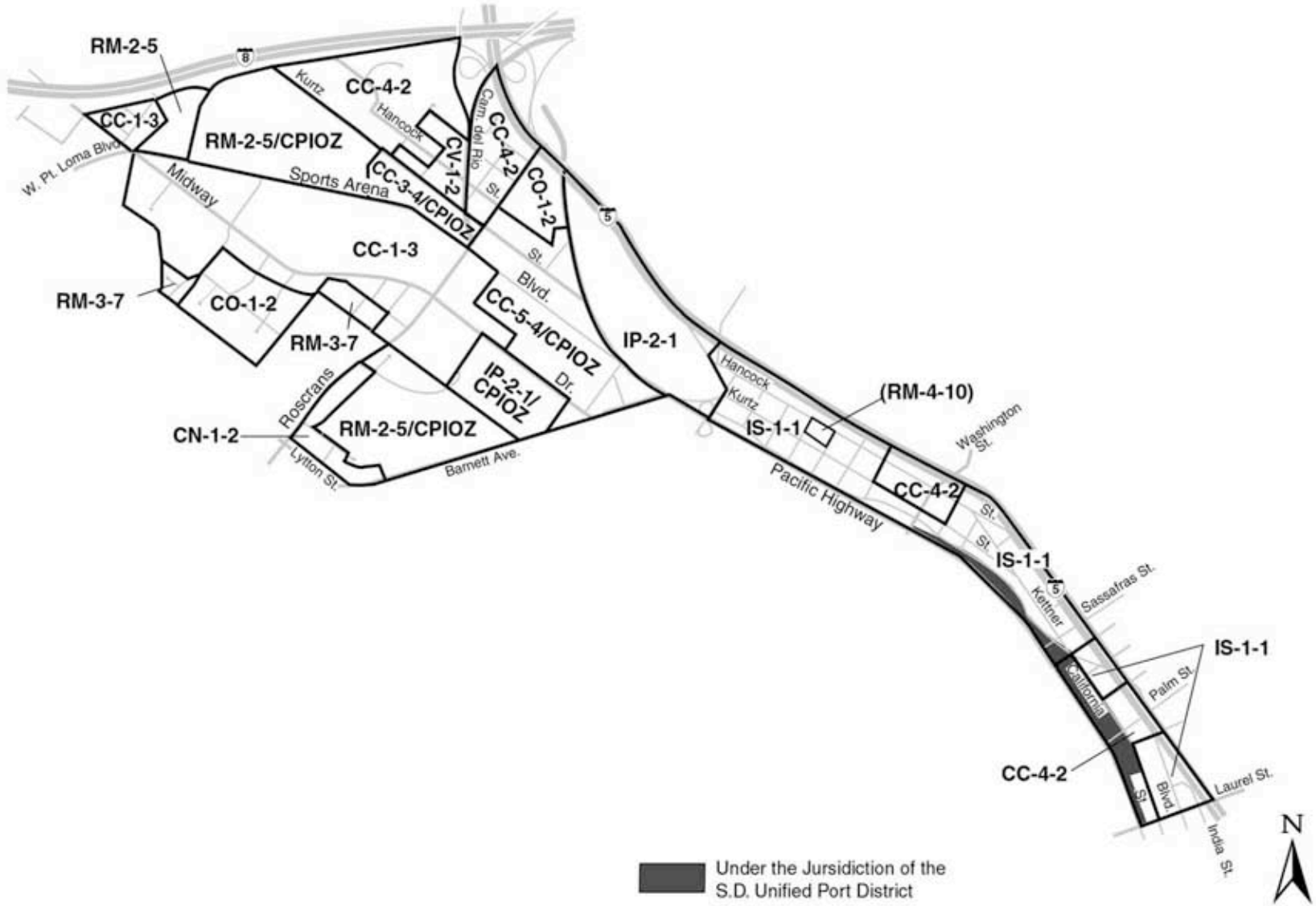
The Midway/Pacific Highway Corridor Community Plan Map, as illustrated (**Figure 11**), is a visual representation of the major land use proposals as set forth in each of the Plan elements.

Table 7, below, is a summary of land use and zoning within the community prior to adoption of the Plan recommendations contained in the elements that follow. The intent of the Plan is to provide comprehensive development standards which will promote the physical and economic well-being of the community as it continues to redevelop. The recommended zoning changes, proposed to implement the Plan, are shown as **Figures 12** and **13**.

TABLE 7
LAND USE AND ZONING PRIOR TO PLAN ADOPTION

	Land Use		Zoning	
Category	**Net Acres**	**Percent of Total**	**Net Acres**	**Percent of Total**
Commercial	273	43	192	30
Industrial	100	16	344.5	54
Residential	77	12	95	15
(Single-family)	(7)	(1)	(5)	(1)
(Multifamily)	(70)	(11)	(90)	(14)
Public and Semi-public	172	27	3.5	1
Vacant	13	2	—	—
Total	**635**	**100**	**635**	**100**

Source: City Planning Department



Proposed Rezonings **12** FIGURE

Midway/Pacific Highway Corridor Community Plan

BAY-TO-BAY CONNECTION

Development of a canal linking San Diego and Mission Bays through the Midway community would be a critical step towards revitalization of the community. The idea of a bay-to-bay link was documented as early as 1926, when the connection was mentioned in the General Plan. The landmark 1974 report *Temporary Paradise?* renewed calls for a water connection between the two bays. However, development of a canal linking San Diego and Mission Bays could result in adverse impacts to endangered species, wetlands and environmentally sensitive habitat areas. Therefore, the canal cannot be constructed without further assessment of environmental impacts and a further amendment of the Local Coastal Program Land Use Plan. Development of this area as a linear park or waterway is a Plan alternative that does not require future amendments to the Local Coastal Program Land Use Plan.

Recently, the closure of the Naval Training Center, re-use of the former Plant 19 site (renamed as the Navy's Old Town Campus) for space and naval warfare research, and the real possibility that the former main post office and the Sports Arena may be relocated or down-sized, have revived interest in the bay-to-bay link as a way of bringing in new and exciting development to the community. A series of public workshops in 1994 resulted in a report recommending that the water link be built. In 1997, the North Bay Revitalization Advisory Committee recommended that the water link be included in future land use plans.

POLICY

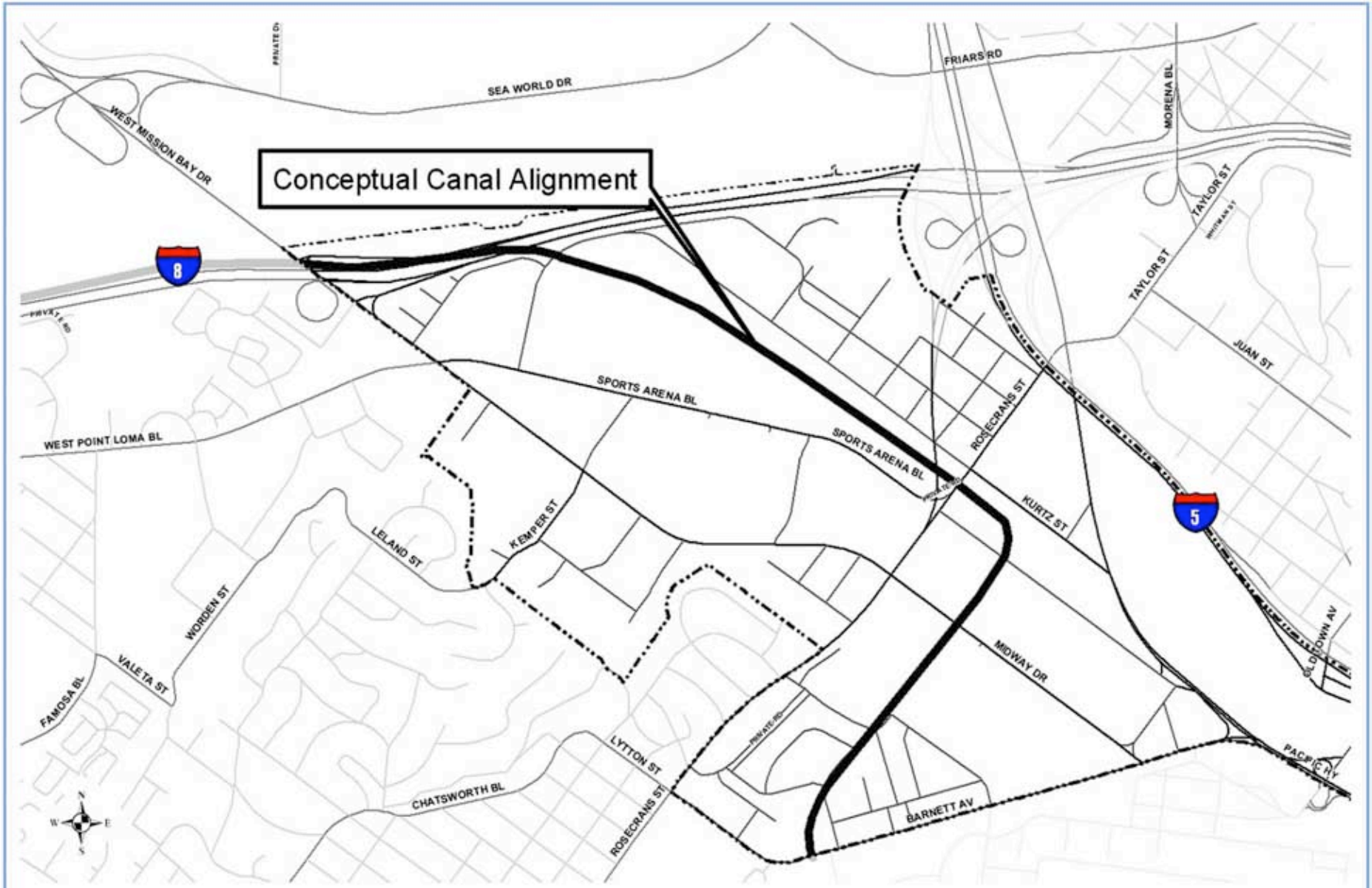
Complete development plans of a bay-to-bay water link through the community as an urban and recreational amenity to improve the image of the community and stimulate revitalization and development. Such a water link would connect San Diego Bay, from the end of the NTC boat channel, to the San Diego River by constructing a canal that can be navigated by small hand-powered and motorized watercraft. Completion of such plans will require further environmental assessment and amendment of the City's certified land use plans. Develop this area as a linear park or waterway if plans for the bay-to-bay water link are not approved.

FURTHER

- Designate the preferred canal alignment as "canal" as a 200-foot wide corridor. Until such time as the canal is constructed, develop the alignment as a greenbelt system, with water features where appropriate, which will serve as a park linkage.

- Ensure that the design of the potential bay-to-bay canal is the least environmentally damaging alternative and that environmental impacts to sensitive resources are avoided and/or minimized consistent with the habitat protection policies of the Coastal Act. Feasible mitigation measures shall be incorporated to minimize impacts to sensitive resources.

- Identify a 400-foot wide "canal influence area" within which appropriate uses may occur.



Conceptual Canal Alignment **12a**

Midway/Pacific Highway Corridor Community Plan FIGURE

- Develop appropriate uses within the canal influence area adjacent to the canal, including a mix of passive, park-like amenities, walking and bicycling paths, as well as hotel, retail and other uses that can take advantage of this unique amenity.

- Ensure that development adjacent to the canal sets aside the appropriate right-of-way to accommodate the canal, is oriented to the water and is pedestrian-friendly in its design.

- Link the bay-to-bay canal to other open spaces, including Presidio Park in Old Town, the La Playa area in Point Loma, linear greenways in Centre City and the San Diego River corridor in Mission Valley.

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Conduct detailed engineering studies to evaluate alignment and specific dimensions of canal linking San Diego and Mission Bays		●		Various City Departments	City	Specific Recommendations/ Canal Alignment and Canal Design
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	Development Standards **Figure 13**

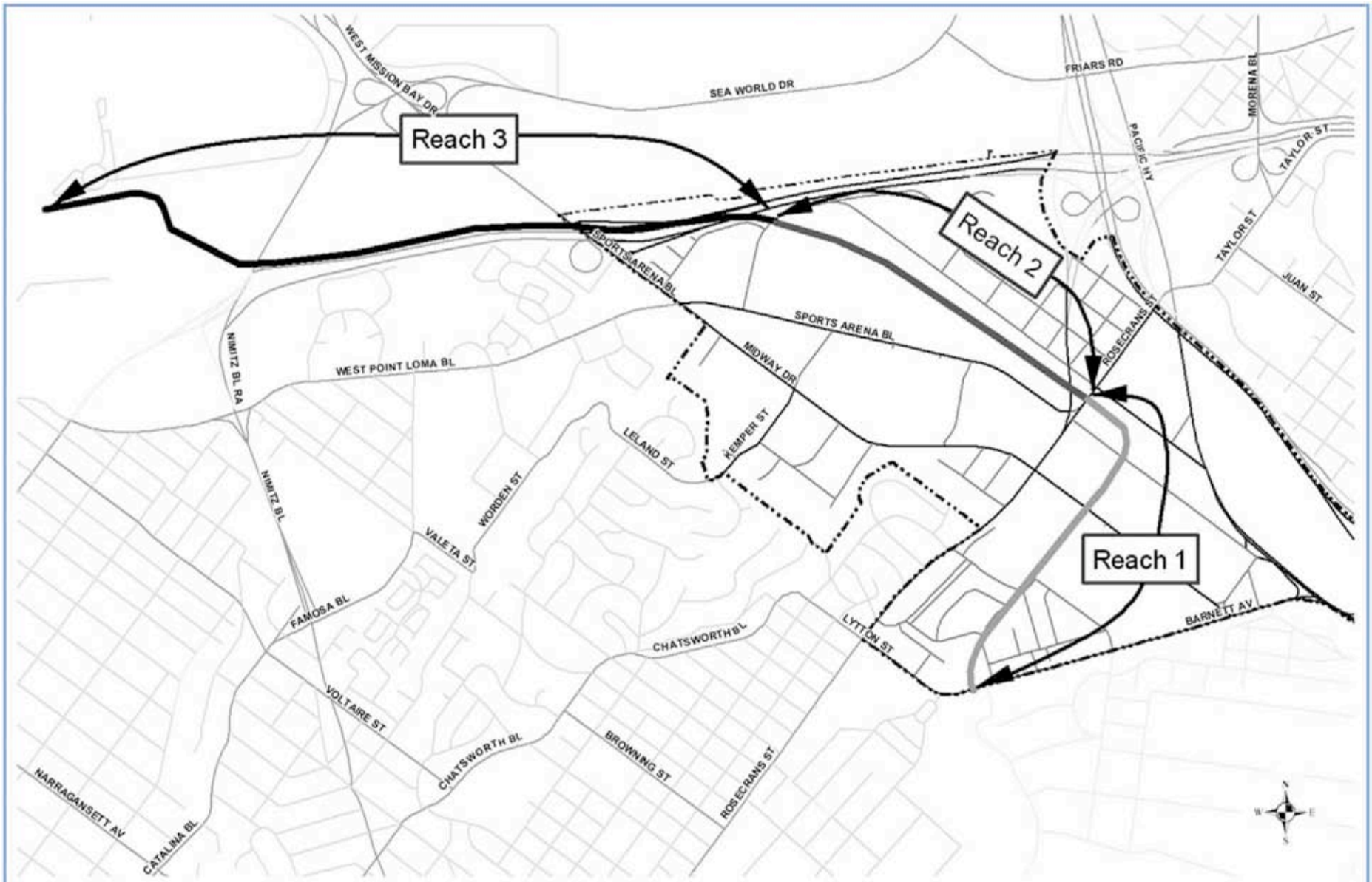
SPECIFIC RECOMMENDATIONS

Canal Alignment

The canal alignment is conceptual at this time and subject to further environmental assessment and amendments to the City's certified land use plans. The most likely alignment is shown on the following figure. However, there are potential variations, particularly in Reach 1 (from the NTC channel to Rosecrans Street).

Reach 1

From its terminus in NTC, the canal would exit the base and cross Barnett Street in the vicinity of Gate 1. Crossing Barnett, the canal would then run through the Gateway Village Housing site, with new housing built on the remainder of the parcel around the canal. From here, the canal runs through the paved parking/storage area on the north side of the U.S. Post



Canal Segments **12b**

Midway/Pacific Highway Corridor Community Plan FIGURE

Office parcel, and then through a portion of the western parcel of the Navy's Old Town Campus (former Plant 19 parking lot), north of the warehouse currently under construction.

A variation of this alignment would keep the canal running through the Marine Corps Recruitment Depot parallel to Barnett Street, then running through the post office's south parking lot, and then through a portion of the western parcel of the Navy's Old Town Campus. This alignment is somewhat less likely, because traversing MCRD appears incompatible with Marine operations at this time. Either alignment ends, for this segment, at Rosecrans Street north of Sports Arena Boulevard. Both the preferred alignment and the variation take advantage of existing publicly-owned land and keep the canal at a relatively low and even elevation.

Reach 2

Reach 2 brings the canal from Rosecrans Street to I-8. Alignment options in this reach are few. The conceptual alignment is from Rosecrans Street, between Sports Arena Boulevard and Kurtz Street, which contains existing private commercial facilities, and then the City-owned Glasshouse Square retail area, Sports Arena and Red Lobster retail centers. The canal would exit the community by flowing under I-8 west of the Sports Arena. Since the parcels involved are, for the most part, large sites with numerous development possibilities, the canal can be sited anywhere within those parcels to best suit planned development.

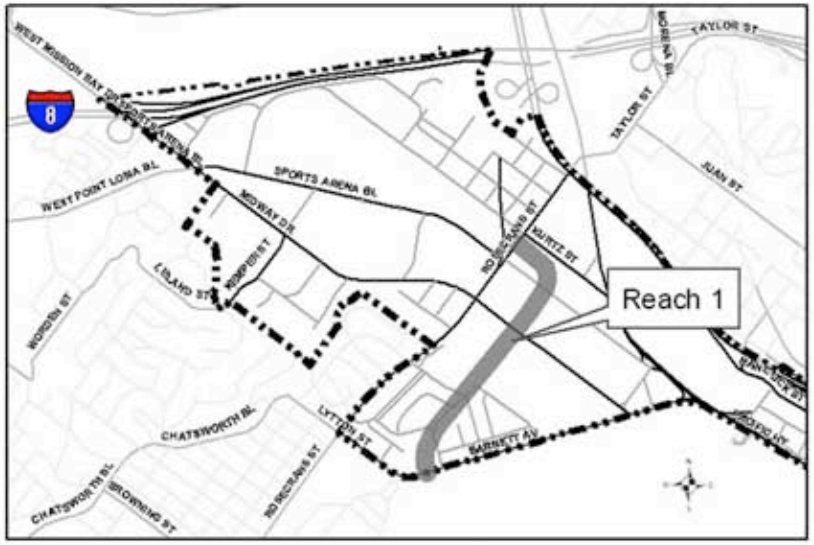
Reach 3

In developing plans for this segment, the goal is to locate this segment in the San Diego River flood control channel. The bay-to-bay canal would be constructed as a separate facility within the flood control channel; a jetty separating the two channels would be required. The bay-to-bay canal would likely parallel the flood control channel along the southern rock jetty, and then cross north to enable watercraft to exit the channel to the Pacific Ocean and/or Mission Bay. A gate or lock would probably be needed to protect the bay-to-bay canal from flooding during storm events. However, until further environmental studies are completed, the canal connecting San Diego and Mission Bays cannot be constructed.

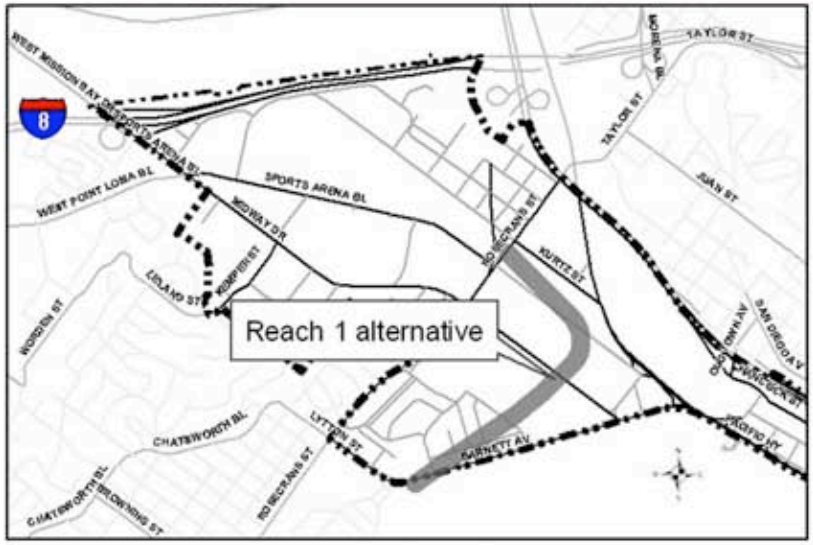
Canal Dimensions

The bay-to-bay canal is envisioned as a waterway navigable by small hand-powered watercraft (e.g., kayaks, canoes, outriggers) and by small motor craft (water taxis, trailer-able boats). Wind-powered boats could traverse the canal only with sailing masts retracted. This design feature will lower the costs of canal construction (water depth can be reduced) and of bridge construction (clearance can be reduced). The depth of the canal need not exceed ten feet at low tide, and the bridge clearance need not exceed ten feet at high tide.

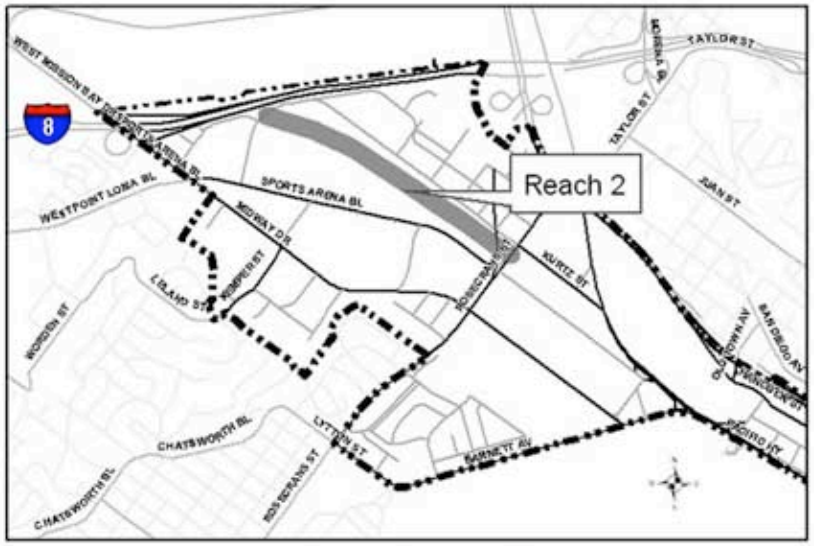
The conceptual canal design calls for a 200-foot-wide canal and associated open space throughout its alignment, although variations in width are expected. These dimensions include a 75 to 100-foot-wide waterway, zero to 75 feet for canal sides, which may be either sloped back and lined with rip-rap or straight-sided concrete, and 25 to 50 feet of sidewalk,



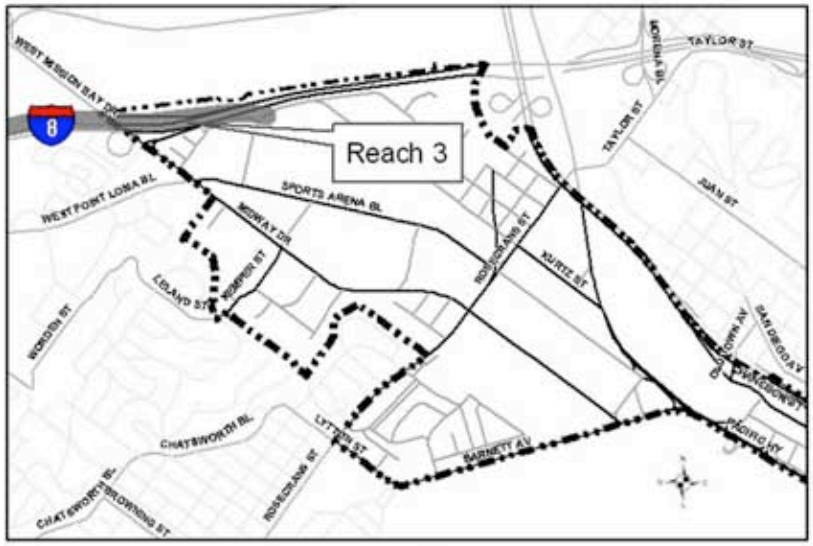
Prefered Alignment - Reach 1



Alignment Variation - Reach 1



Alignment - Reach 2



Alignment - Reach 3

Alignment, Reach 1, 2 & 3

12c FIGURE

Midway/Pacific Highway Corridor Community Plan

bike path, and landscaping on one or both sides. Reductions in the width of the canal should be considered when existing development precludes a wider canal; when finger canals or offshoots bring water elements into adjacent areas; and for small parcels where the full right-of-way would preclude reasonable development. The width of the canal will also be re-evaluated following more detailed engineering studies.

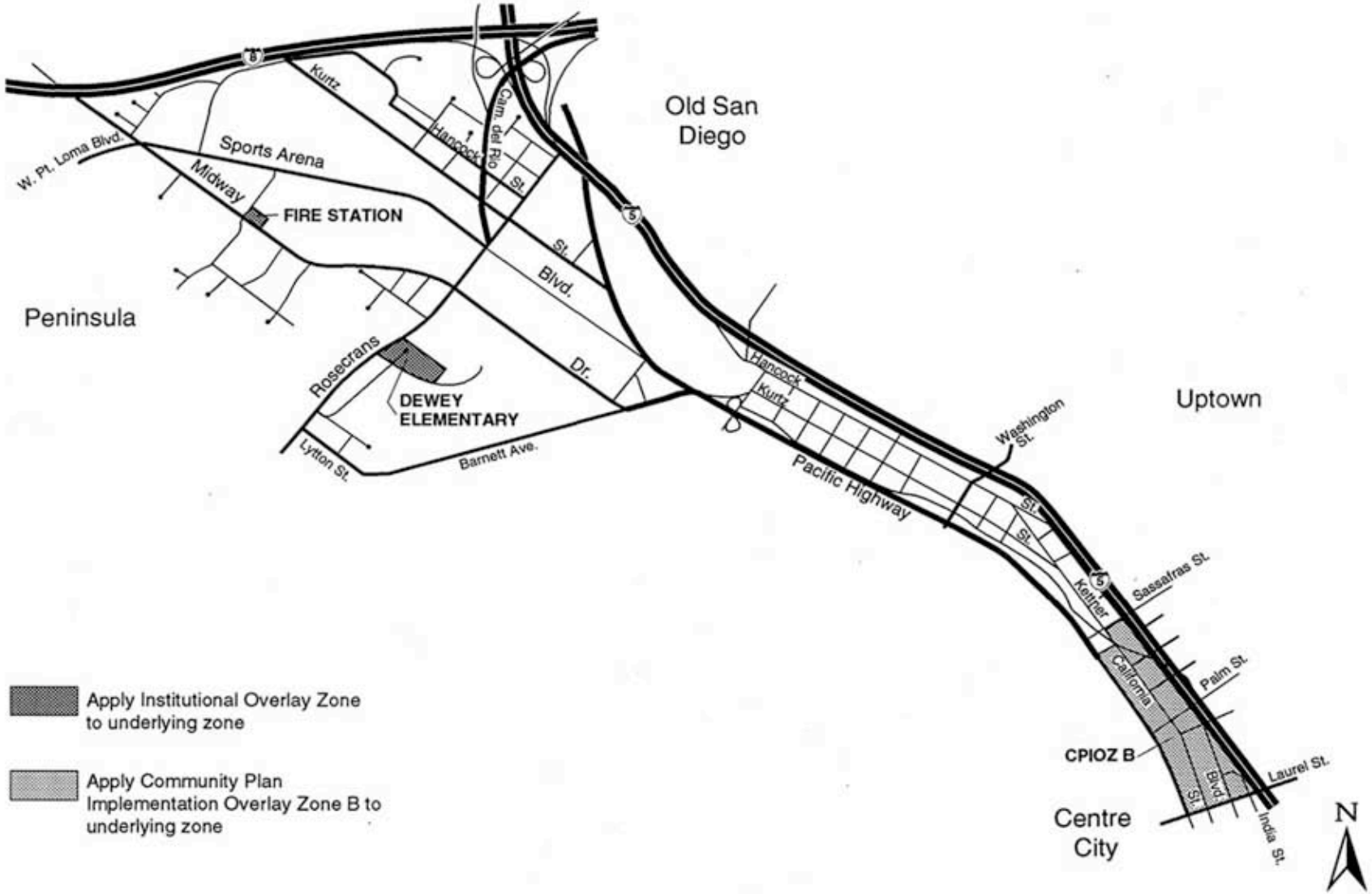
Canal Design

The bay-to-bay canal would be designed as a tidal canal connecting two tidal bodies of water. It is anticipated that the canal would ebb and flow with the daily tides. The canal would be designed as a 200-foot-wide facility because a narrow canal would have ditch-like appearance at low tide. However, a detailed engineering study is needed to analyze currents, sediment transport and amplitude differences between the two water bodies. The study would recommend the optimal canal cross-sections and roughness, and evaluate the need for remedial structures, such as locks or gates, to avoid flooding, sedimentation and currents within the canal. The engineering study will evaluate whether a canal with locks would be more cost effective than a tidal canal. Advantages to the lock system are that the width of the canal could be reduced, the depth may be reduced if the water level is trapped at a higher tide situation, and flooding may be easier to control. The disadvantages are the cost of installing the locks and the difficulty of providing continuous access to the two water bodies through the lock system. Additional studies are needed to assess the impact of the canal on wetlands, and the tidal regimes and water quality of Mission Bay and San Diego Bay. Any properties along the proposed canal alignment that redevelop before the engineering study and other environmental assessment are complete must comply with the conceptual design recommended by this Plan.

Ultimate design and construction of the canal shall ensure that environmental impacts to sensitive resources are avoided and/or minimized consistent with the habitat protection policies of the Coastal Act and that any necessary mitigation will occur as close to the area of impact as possible. The City will work closely with the United States Fish and Wildlife Service, United States Army Corps of Engineers, California Department of Fish and Game, California Coastal Commission, as well as other governmental agencies and organizations, in assessing environmental and engineering feasibility and in designing the canal to achieve the best design possible to minimize identified impacts. Should the canal be designed as a linear park or waterway without connections to San Diego or Mission Bay, such that it is located outside the Coastal Zone, consultation with the California Coastal Commission is not necessary.

Development Standards

Apply the Community Plan Implementation Overlay Zone (CPIOZ)—Type B to properties adjacent to the canal influence area to facilitate the dedication of the necessary right-of-way and comprehensive review of overall site design to implement the supplemental development regulations identified in this Plan.



Recommended Overlay Zones

Midway/Pacific Highway Corridor Community Plan

13 FIGURE

A. Require pedestrian-friendly and water-oriented design features next to the canal.

1. Sidewalks are required adjacent to the canal. The sidewalk should be at least ten feet wide, flanked by a row of broad canopy trees.

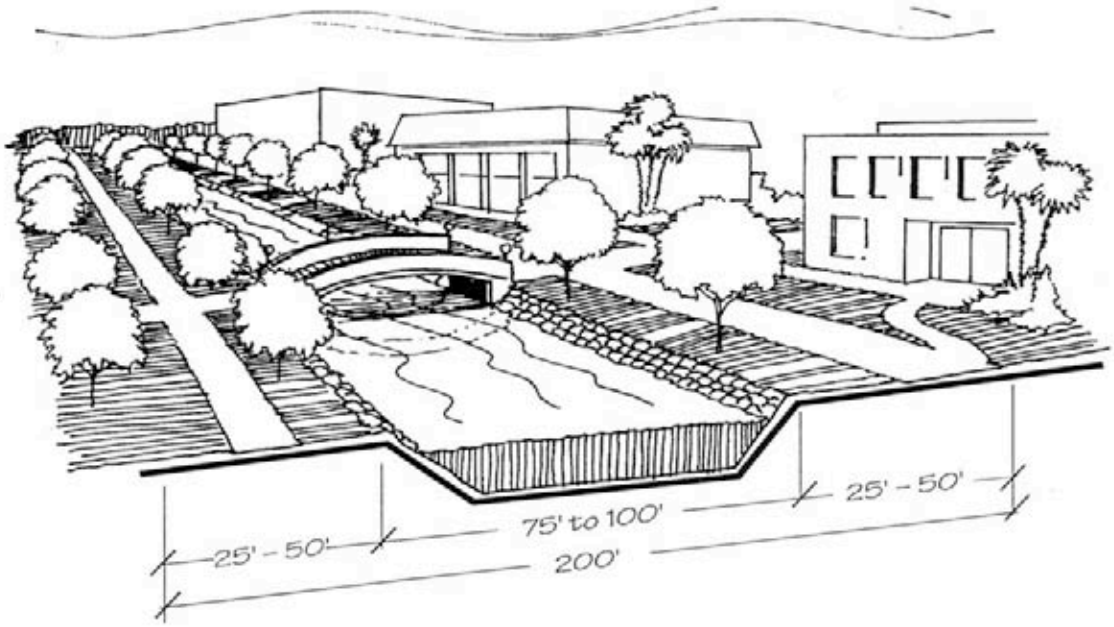
2. Buildings should front on the canal, or at least have secondary entrances onto the canal.Facades fronting the canal should have a minimum 50 percent transparency on the ground floor.

3. Outdoor seating, retail and other uses conducive to a pedestrian environment are strongly encouraged to locate immediately adjacent to the canal in the areas designated for commercial and multiple use.

B. Require that the canal right-of-way be set aside at the time that redevelopment of affected parcels occurs. The right-of-way shall be improved as parkland, leading to the development of a linear park as an interim amenity until the canal itself can be constructed. Water features are strongly encouraged as part of the park design, including self-contained lakes that will eventually be incorporated into the canal.

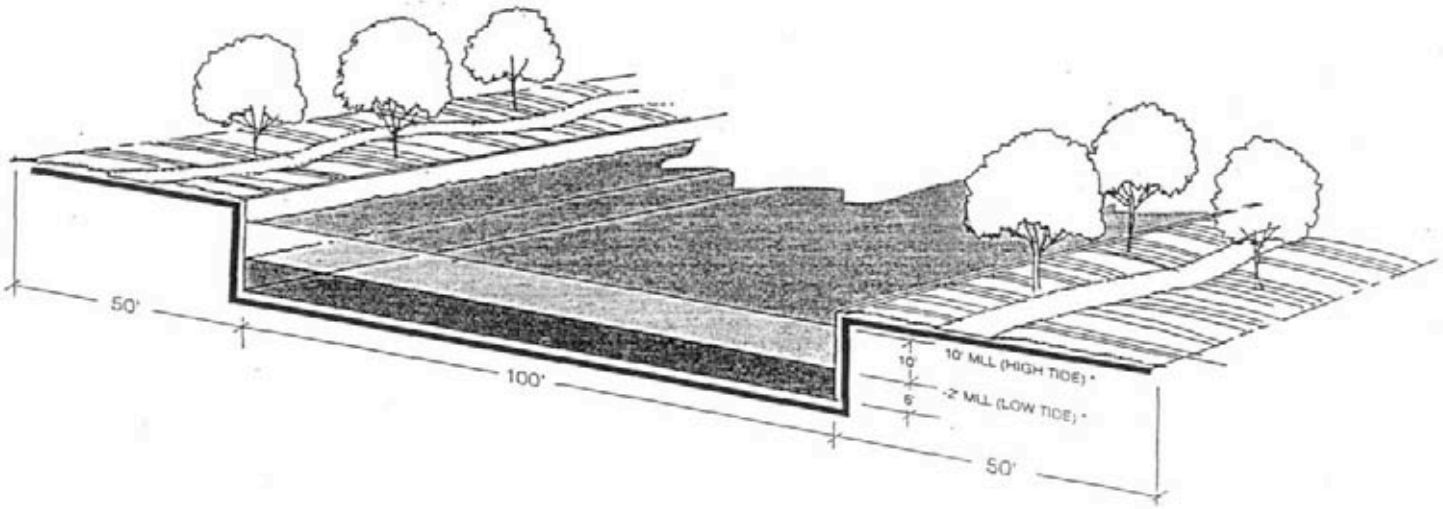
C. In exchange for reservation of the canal right-of-way, the City should consider variances for building setbacks and floor area ratio.

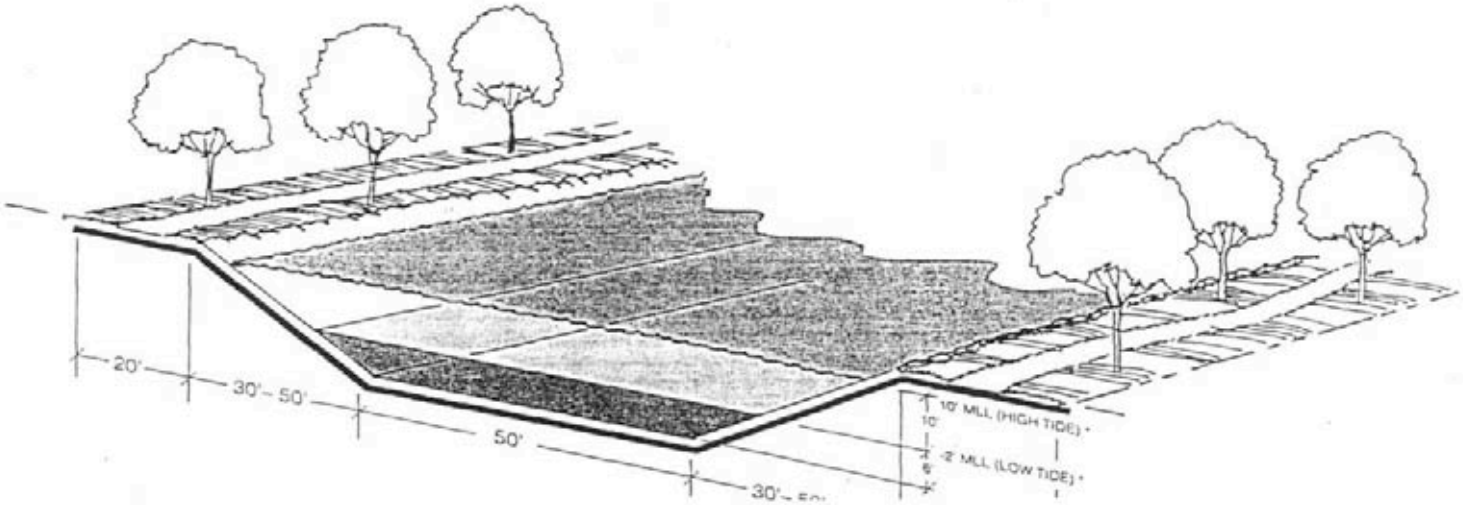
D. Building heights adjacent to the canal may exceed the Proposition D 30-foot height limit, provided the exception results in a superior site design and subject to voter approval.



Canal Dimensions

Canal Dimensions and Perspective





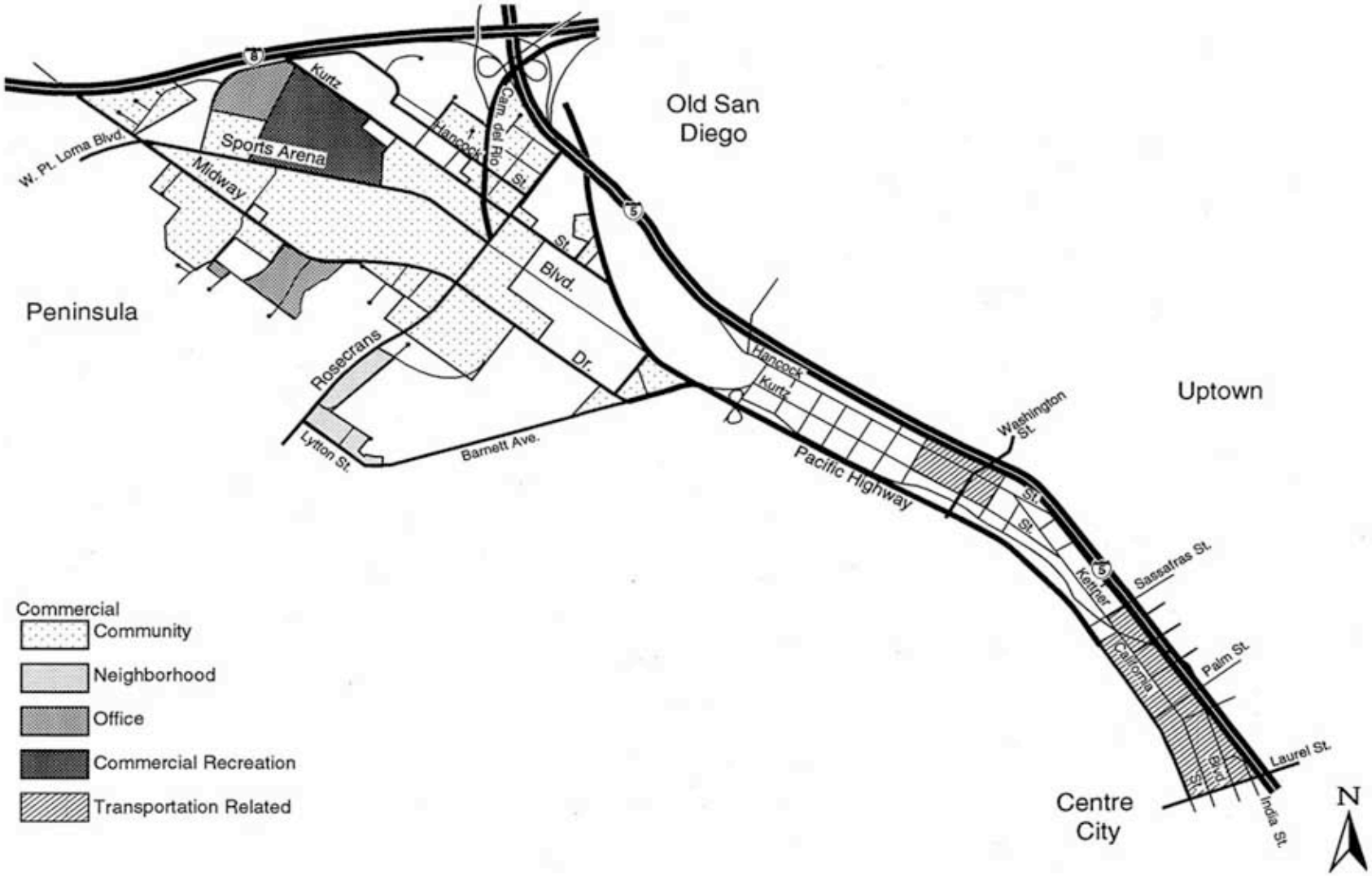
COMMERCIAL LAND USE

POLICY

Stimulate the physical rehabilitation and economic revitalization of commercial areas within the Midway/Pacific Highway Corridor community, and promote a mixture of commercial uses within the community to meet a variety of needs for both the existing and future resident and visitor populations.

FURTHER

- Improve the aesthetic and functional qualities of commercial areas.
- Develop comprehensively planned commercial areas on adequately sized sites rather than strip commercial development and isolated freestanding stores.
- Consolidate lots where feasible to improve project design and traffic circulation.
- Unify the streetscape throughout the community with the installation of landscaping in commercial areas and along the public right-of-way.
- Reduce visual clutter in the community and control excessive or unnecessary signage.
- Provide and maintain setback and view corridors from the public right-of-way.
- Separate retail and specialized commercial uses from areas appropriate for medical and professional office use.
- Require pedestrian-oriented features to improve and safeguard pedestrian safety, access and ease of circulation throughout the commercial area.
- Ensure that commercial developments provide adequate off-street parking.
- Retain and upgrade areas adjacent to existing residential neighborhoods for neighborhood commercial use.
- Provide zoning and land use designations for airport-related commercial uses in areas that are most impacted by flight operations.
- Develop trolley-supported commercial uses adjacent to the proposed Washington Street and Laurel Street light rail transit stations.
- Promote mixed residential/commercial development in commercial areas that are not in conflict with General Plan and San Diego Association of Government (SANDAG) noise compatibility standards.



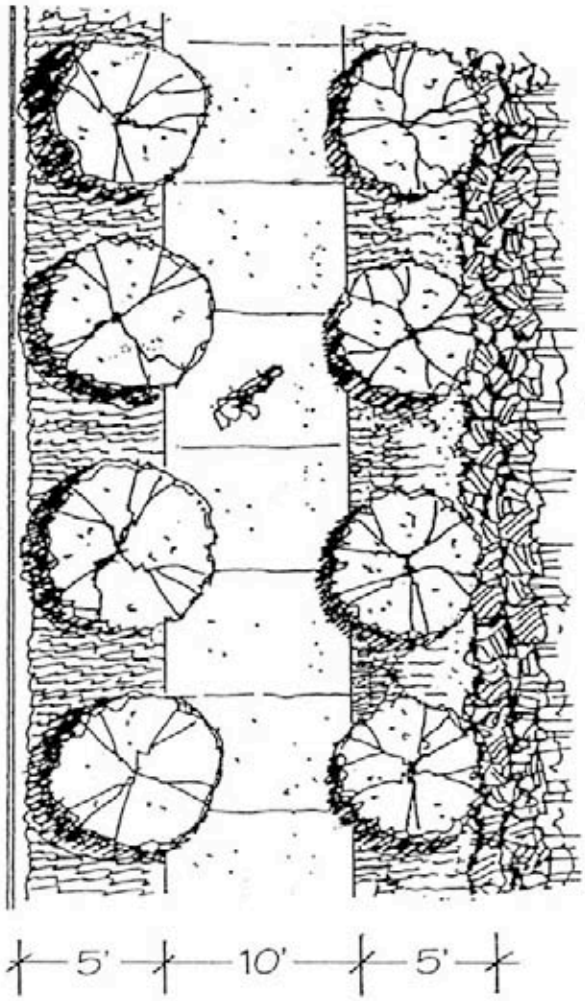
Commercial Land Use Designations

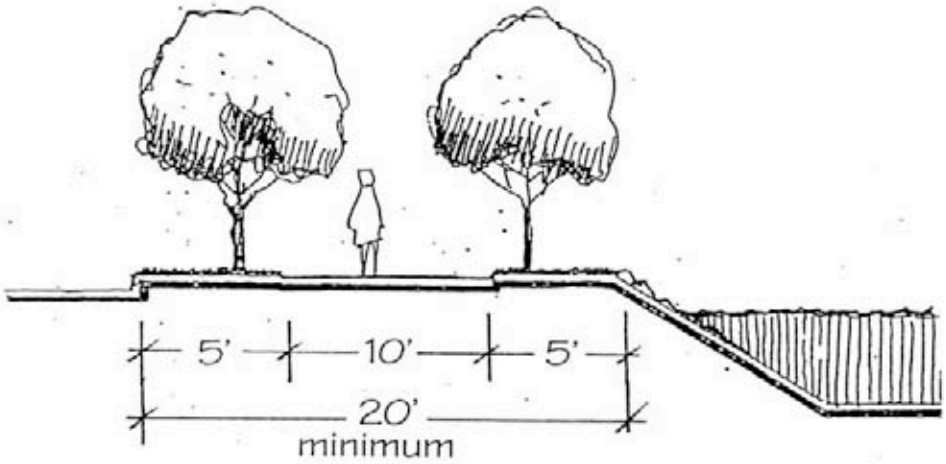
Midway/Pacific Highway Corridor Community Plan

14 FIGURE

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Apply commercial zoning as described in the Specific Recommendations of this element and as shown on Figure 12	●			City Council	N/A	Specific Recommendations A-K, **Figure 12**
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	**Figure 13**
Permit residential density bonus up to 43 dwelling units per acre through the PCD permit process		●	●	Planning Commission and City Council	Private	Development Criteria #3
Require projects to follow the streetscape criteria of this Plan and the citywide Landscape Ordinance		●	●	Planning Department, Caltrans, Park and Recreation Department and Private Action	Private and Caltrans	**Appendix B**
Increase sign code enforcement and require projects to follow the development and urban design guidelines of this element		●	●	Planning Department	City, Reimbursable	Urban Design Guidelines pp. 65-68





Pedestrian walkway concepts along canal

SPECIFIC RECOMMENDATIONS

A. Redesignate the Sports Arena/Midway Shopping Center and adjacent area from Regional Commercial to Community Commercial. Rezone this area from the industrial zone M-1A to area shopping center (CA), which is a more appropriate zone for a commercial shopping center. Future rehabilitation should include landscaping of all parking areas and the retention of existing eucalyptus trees.

B. The commercial strip area located adjacent to the Midway/Sports Arena Boulevard shopping center should be rehabilitated and/or redeveloped. The orientation of buildings, landscaping and pathways should continue to be toward Midway Drive. Rezone this area from M-1A and General Commercial (C) to CA.

C. Retain the Community Commercial designation of the Loma Square Shopping Center, support the continued upgrading rehabilitation of the site, including the provision of adequate parking, extensive landscaping along the public right-of-way, and improved pedestrian access and circulation. All signage should be part of a comprehensive sign plan.

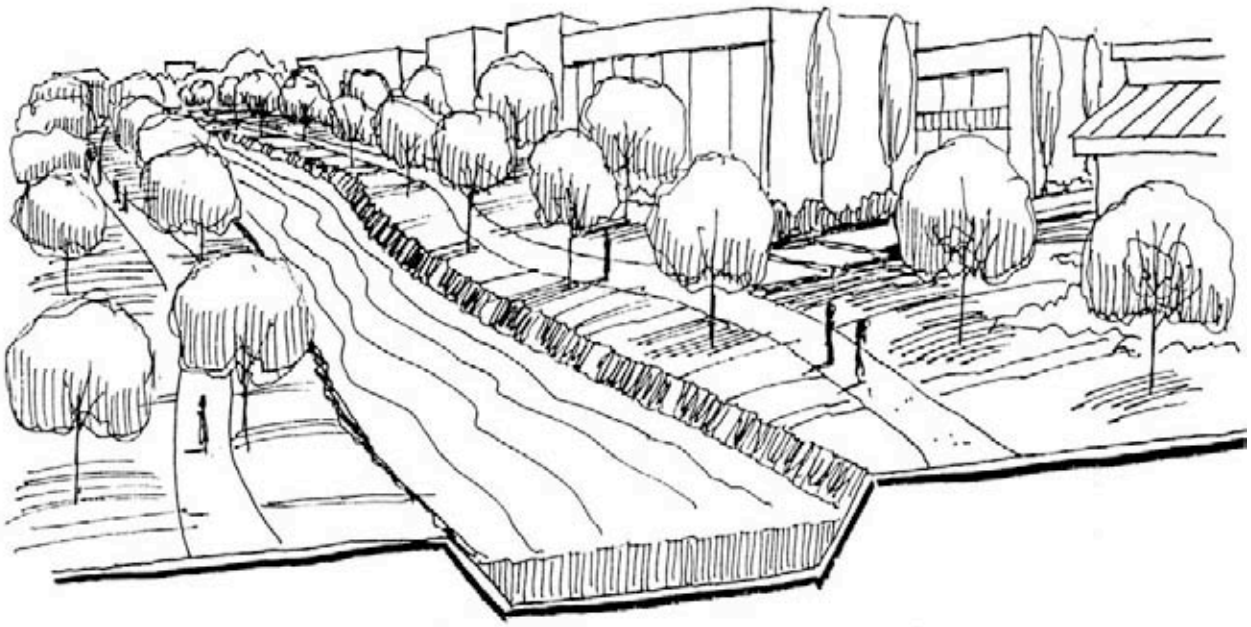
D. Redesignate the central Rosecrans corridor to Community Commercial, with attention given to its dual role as a community commercial area and as a visitor-serving area convenient to the airport, Old Town, the beaches, Cabrillo Monument and other features.

E. The Rosecrans Shopping Center is a new retail center located on the northeast corner of the Midway Drive and Rosecrans intersection. Rezone the site to CA, as the development standards of the Midway Planned District and the "C" zone are inappropriate for a commercial shopping center.

F. Due to its close proximity to residential neighborhoods, retain the Neighborhood Commercial designation of the Lytton Street area, and rezone that portion of the site which is zoned C to Neighborhood Commercial (CN). Replace the Multifamily Residential (R-400) zoning applied to lots fronting Cadiz Street with CN zoning as well.

G. The Rosecrans Street/Place Commercial Island should include provisions for pedestrian amenities, control of excessive signage, improved pedestrian and vehicular access, and all lighting should be directed away from the adjacent residential area. Redevelopment and/or rehabilitation of the property should also include extensive landscaping along the public right-of-way to include street trees and landscaped medians as required in the **Urban Design Element** of this Plan.

H. The area currently occupied by business and professional offices in the vicinity of the Sharp Cabrillo Hospital and the Kaiser Permanente clinic should be designated for Commercial Office use. This area represents a vital resource to the community, as well as a regional serving area, and medical uses should continue to locate here. All discretionary permits should contain provisions for adequate parking, extensive landscaping and architectural compatibility to the surrounding neighborhood. Signs should be attractively designed and architecturally integrated into the project.



Research and Development Office design concepts along canal

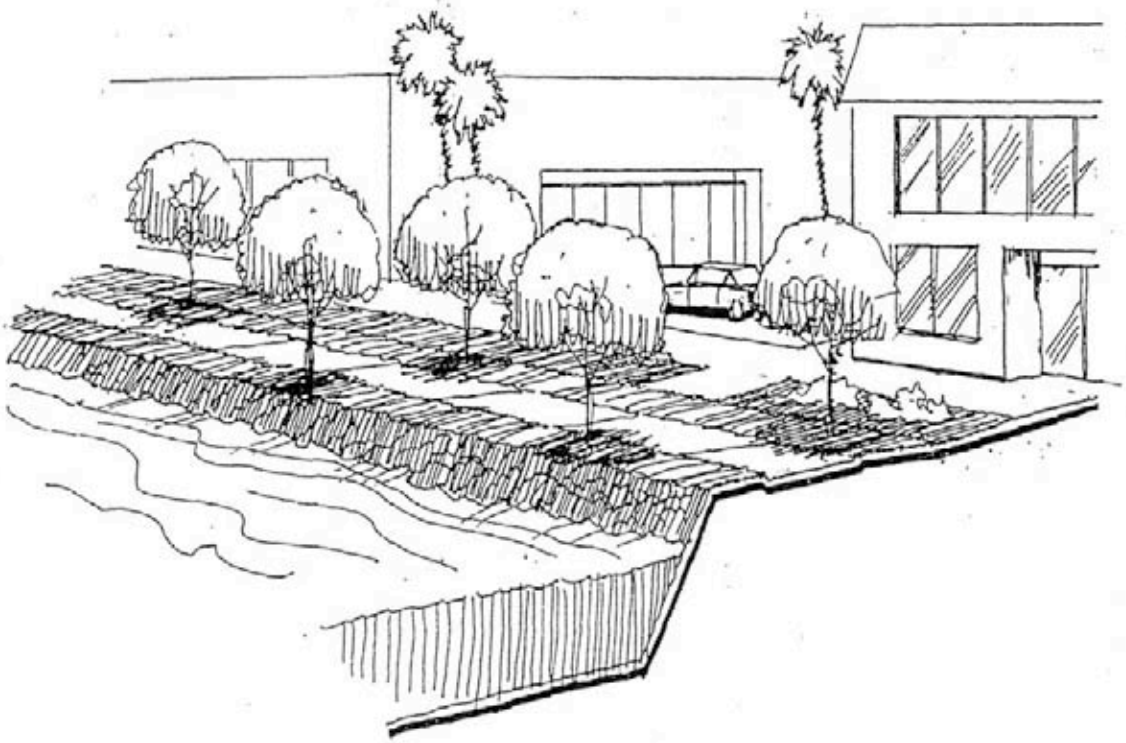
I. The Sports Arena site represents a major recreational facility and, although redesignated for multifamily residential use, should remain in commercial recreation use until such time that the property is comprehensively redeveloped by the City. The monumental size of the building and the barren nature of the surrounding parking lot imposes an automobile-oriented "asphalt and concrete" image on the community which should be remedied by the implementation of the approved Master Landscape Plan.

J. The existing swap meet is a retail activity that should continue to be closely monitored through the Conditional Use Permit conditions with respect to visual appearance, litter, traffic generation, parking and signage. Pedestrian circulation should be improved by the addition of attractively designed crosswalks between the Sports Arena facility and its off-site parking facility on Kemper Street. Curbs and street medians should be reconfigured to allow handicap access. Entrances and exits should be visually identified and reinforced through the use of landscape elements.

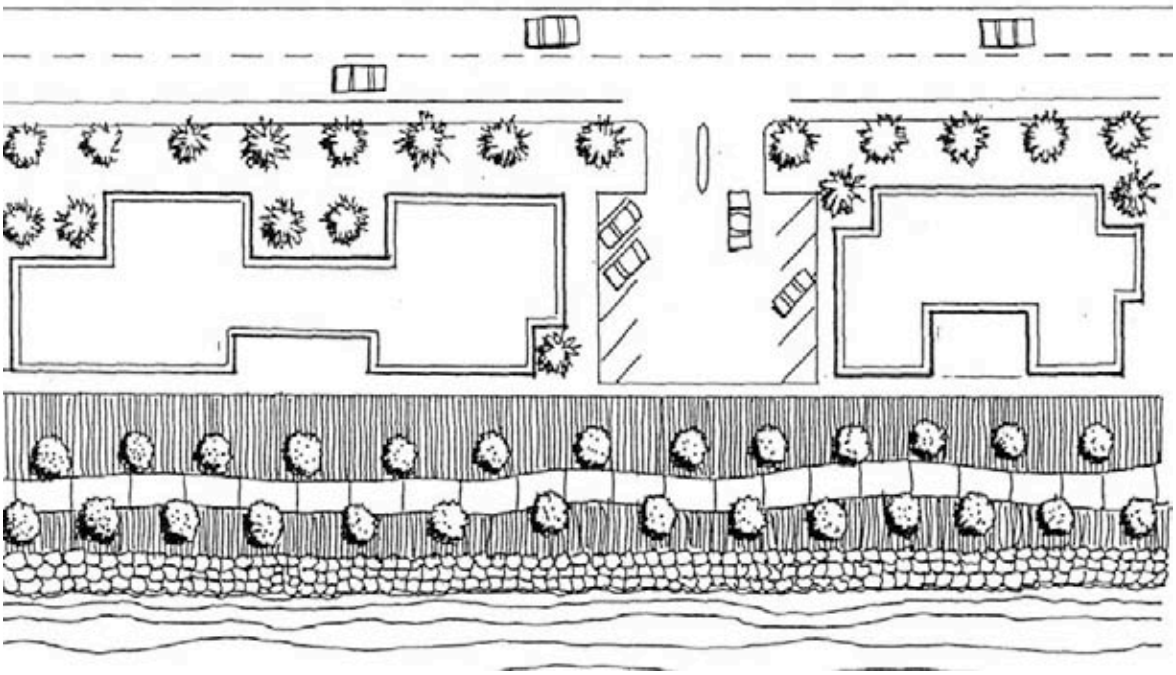
K. Once the Sports Arena ceases operation at this site, redevelopment of the property will require a Planned Development Permit and a series of public hearings to address uses, site design, canal and roadway improvements, as well as conformance with the design standards of the residential and bay-to-bay elements, so that the new development will be exemplary not just in and of itself, but in terms of its contribution to the circulation improvements and design standards of the Midway area as a whole. Upon redevelopment of the Sports Arena site, consider re-designating some of the industrial area north of Kurtz Street to Visitor Commercial uses.

L. The Barnett Avenue Commercial Center should be rehabilitated to include adequate parking and extensive landscaping along the public right-of-way. Any discretionary permit should include the provision for removal of all pole signs and the applicant should obtain a comprehensive sign plan. Rezone this site from C-1 to a community commercial zone that allows a mixture of commercial and limited industrial and residential uses with a residential orientation to the citywide Commercial C-l zone. The removal of billboards in this area is also strongly encouraged.

M. Apply the commercial development criteria of the underlying high-intensity, strip commercial zoning allowing heavy commercial and residential uses, and the urban design criteria of this element to the Pacific Highway Corridor between Sassafras Street and Laurel Street, as well as those areas immediately adjacent to the Washington Street trolley station, to help improve the visual appearance of the area and the visitor and airport-related image of the City, in conformance with the Local Coastal Program. Application of the CPIOZ in conjunction with the C-l zone will ensure maintenance of view corridors to the waterfront, incorporation of pedestrian-oriented features and landscaping of visible parking structures, while promoting airport-related uses.



Research and Development Office design concepts along canal



Development Criteria

The following additional guidelines apply to all commercial areas of the community:

1. If desired by property owners, a business improvement district or other neighborhood association should be formed to facilitate the economic and physical revitalization of the community. Future studies should examine the appropriateness of establishing a redevelopment project area along the Pacific Highway Corridor area.

2. No additional rezonings to commercial use should be permitted except: 1) if an institutional use is leaving and the proposed zone is consistent with the alternate land use designation provided by this Plan; or 2) if it is clearly necessary for the development of mixed-use commercial/residential projects.

3. Mixed-use residential development may occur in appropriate commercial areas in conformance with General Plan noise compatibility standards at a medium high density (43 dwelling units per acre) when developed through the Planned Commercial Development (PCD) Permit Process. The PCD permit process will ensure adequate parking, landscaping and other design considerations. Mixed-use projects should be limited to sites which can meet the residential urban design provisions of this Plan, and which can provide a portion of the usable open space in the proposed development as public urban space (e.g., a plaza, playground, fountain, tables and benches, or other open space amenity).

4. Projects locating in commercially zoned areas adjacent to trolley station stops should devote a majority of ground floor development to commercial uses, in order to promote pedestrian activity and interest.

5. Commercial redevelopment projects located along the Pacific Highway Corridor should not obstruct scenic vistas and/or should provide and maintain view corridors from all public right-of-ways.

6. In the event that commercial relocations occur, designated historic sites should be rehabilitated for reuse under a discretionary review process.

7. All commercial shopping centers should also adhere to the following development criteria:

    a. Applicants should obtain a sign plan which controls excessive or unnecessary signage such as pole signs, billboards and freeway-oriented signs.

    b. Commercial projects should incorporate urban open space areas and pedestrian circulation plans.

    c. If parking is considered inadequate, applicant should provide a parking needs study and submit a proposed parking plan which incorporates shared and/or joint-use measures to adequately meet the present, as well as future parking needs of the project.

    d. The recommendations of the **Circulation Element** of this Plan should be incorporated into the design of commercial projects.

Urban Design Guidelines

The following urban design criteria have been developed to integrate building setbacks and landscaping while allowing flexibility in architectural style and site design. Strict adherence to the citywide sign code ordinance, as well as an increase in sign code enforcement, may also help to reduce the visual clutter in the community.

1. Transitions in scale should be used to add visual interest and create a sense of enclosure for the pedestrian.

2. Commercial projects are encouraged to articulate and vary the height of facades. All mechanical equipment and other appurtenances should be screened and/or attractively incorporated into the overall architectural design of the project.

4. Commercial projects should incorporate urban open areas such as plazas, courtyards, arcades, water features, fountains, and/or table or bench areas with shade trees or overhead trellises.

5. Pedestrian paths and activity areas should be reinforced by providing benches, tables, overhead sun trellis, fountains and decorative paving. Large unbroken areas of concrete or paving should be avoided; patterned paving related to architectural elements should be used to break up monotonous areas. Pedestrian linkages should be provided throughout and between shopping areas, parking lots, and all public right-of-ways.

4. On-site signs should enhance the character of the commercial area and should help to unify the architectural theme of the project, rather than simply be used as a means of identifying various tenants. Center identification signage should be used to minimize the need for multiple tenant identification signs.

Decorative graphics which do not advertise a specific product may be used if they are compatible with neighborhood character.

Internally illuminated, multi-tenant panel directories which impart neither character or architectural style are strongly discouraged, as are tall pole signs. Sign plans should limit the color and typeface of signage to no more than three colors and three designs.

Signs should not be located along local streets leading to residential areas nor should they be installed in the public right-of-way or in areas that may conflict with landscaping and/or signage on adjacent parcels. Monument signs may be located within the setback area if they include exemplary landscaping and pedestrian-oriented design details, and meet the requirements of the citywide sign regulations.

5. Commercial lighting and signage should not impinge on, nor should they be visible from, adjacent residential areas. The existing street lamp theme along Midway Drive between Sports Arena Boulevard and Rosecrans Street should be retained and incorporated into the design of commercial projects in the area.

6. Unify the streetscape system by providing street trees and landscaping as recommended in the general streetscape recommendations **Appendix B**. Commercial projects occupying a corner lot should wrap streetscape treatments onto local connector streets.

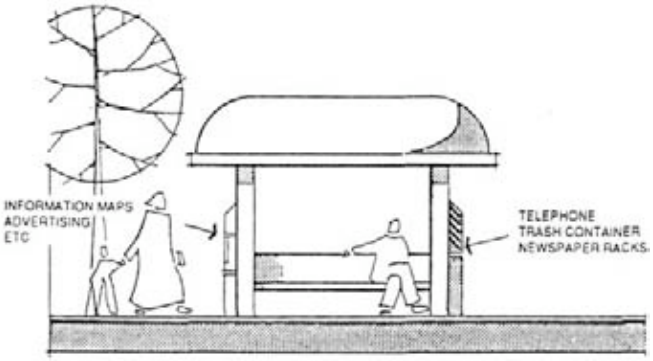
7. Off-street parking, including large parking structures, must be amply landscaped or screened from the public right-of-way and should be located towards the rear half of the lot and/or placed underground.

8. All trash enclosures and utility boxes should be attractively designed and screened so as not to obstruct access and/or the successful implementation of proposed architectural and landscape designs.

   Storage and loading areas that are visible from the public right-of-way should be screened with a combination of decorative fencing and landscaping.

9. If retail or restaurant use is included in a commercial project, bike racks should be provided and maintained for public use.

10. Attractively designed and well-lit public bus shelters and benches should be provided wherever an existing bus stop exists.



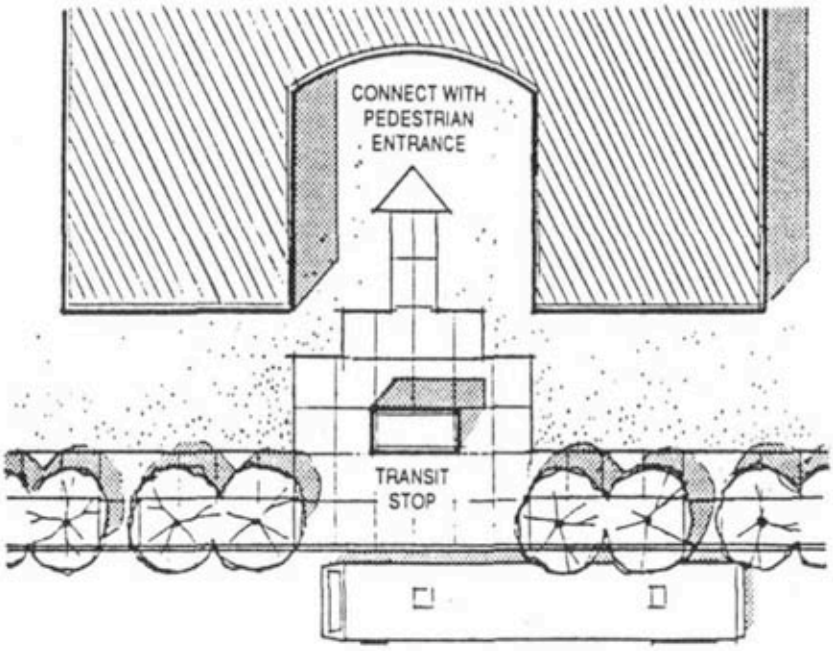
Components of primary transit stops.

11. Community Plan Implementation Overlay Zone—Type B: In addition to the design criteria provided above, the following guidelines should apply to developments in the area of the Pacific Highway Corridor between Sassafras Street and Laurel Street:

    a. Preserve scenic vistas to the bay and other coastal areas with new development. Provide flexibility in interior setbacks and step back the taller portions of those buildings located along view corridors to enhance views to the waterfront from public rights-of-way.

    b. Promote pedestrian activity by incorporating pedestrian-oriented landscaping, such as street trees and shrub buffers, and architectural features, such as courtyards, window displays and awnings, into the project design of new buildings.

    c. Provide landscaping for parking structures, such as cascading vines, along the edges of each deck and rooftop landscaping when visible from the public right-of-way.



Detached transit stops.

INDUSTRIAL LAND USE

The 1970 Midway Community Plan designated two areas for industrial use: 1) the 35-acre area bounded by Kurtz and Camino del Rio West; and 2) the 50-acre Plant 19 Site located between Pacific Highway and I-5.

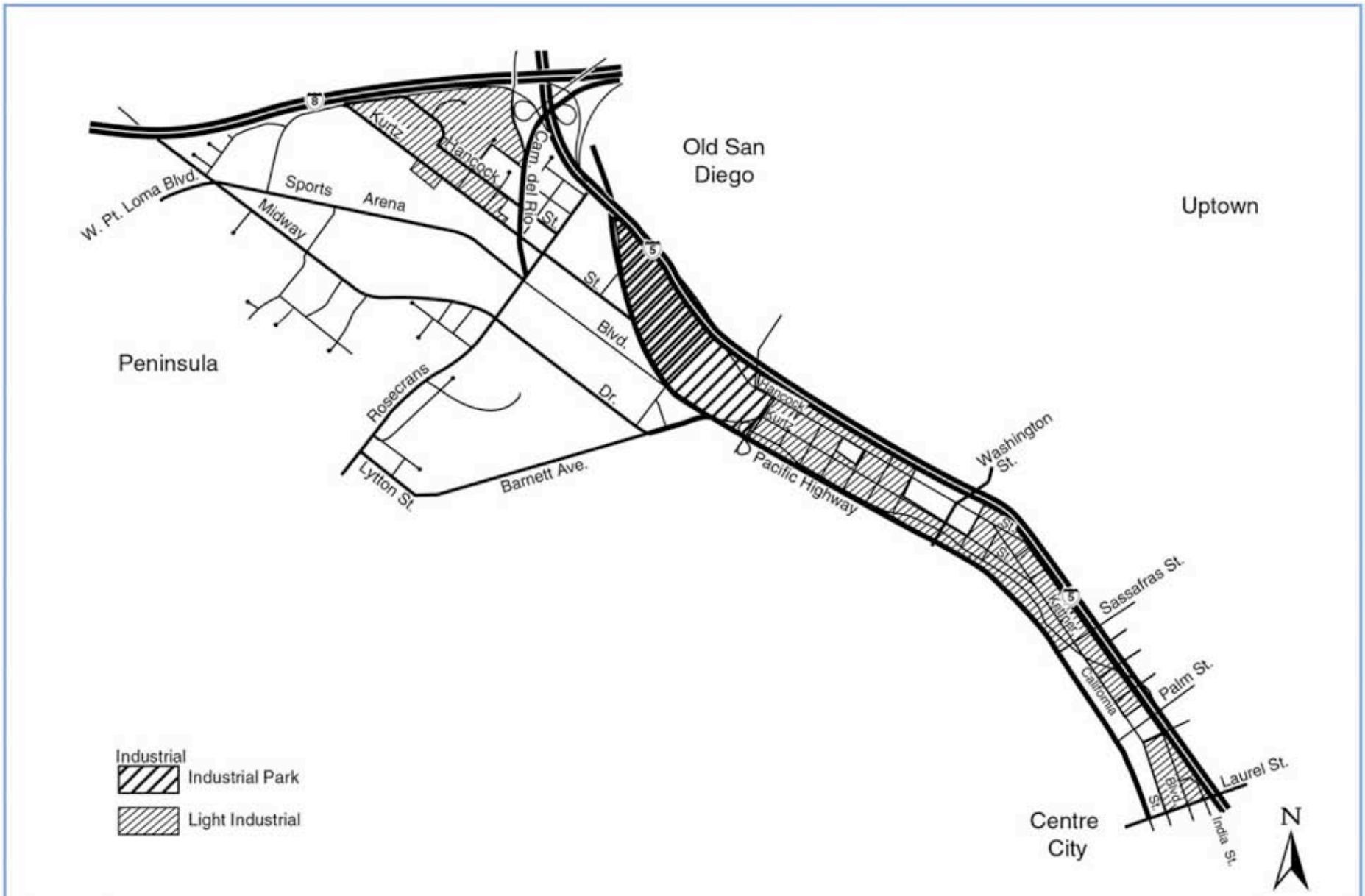
The Pacific Highway Corridor, located between I-5, the Pacific Highway, Witherby Street and Laurel Street, has not previously been included in an adopted community plan. The area is, however, designated for light industrial use by the General Plan. Historically, the Pacific Highway Corridor was associated with the Middletown and Uptown communities. Upon the construction of I-5, the area became physically isolated from those communities and is now linked only by a few pedestrian and auto underpasses and one pedestrian bridge which spans I-5 at Redwood Street.

POLICY

Preserve the existing industrial areas for industrial use, develop additional industrial areas where appropriate, and provide for the physical rehabilitation and economic revitalization of industrial areas through both public and private efforts.

FURTHER

- Upgrade the physical environment and visual appearance of industrial areas.
- Prevent further encroachment into industrial areas by unrestricted commercial uses.
- Provide, where appropriate, adequately sized sites for industrial park development.
- Design and locate industrial development so that negative impacts such as air, noise and visual pollution, traffic congestion and circulation conflicts will be minimized.
- Ensure adequate transportation and enhance circulation and access throughout the industrial areas.
- Redevelop the Pacific Highway Corridor in a manner that complements the proposed trolley extension.
- Protect and preserve San Diego's cultural heritage through the adaptive reuse of industrial buildings with historical and/or architectural significance.
- Consolidate and redevelop small parcels.



Industrial Land Use Designations

15 FIGURE

Midway/Pacific Highway Corridor Community Plan

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Apply industrial zoning as described in the Specific Recommendations of this element and as shown on Figure 12	●			City Council	N/A	Specific Recommendations A and B, **Figure 12**
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	**Figure 13**
Increase sign code enforcement and require projects to follow the development and urban design guidelines of this element		●	●	Planning Department	City, Reimbursable	Development Criteria and Urban Design Guidelines pp. 72-74

SPECIFIC RECOMMENDATIONS

A. Light Industrial

The application of the light industrial land use designation in the Kurtz Street area and the Pacific Highway area between Washington and Witherby will provide for the continued operation of industrial use. Apply the Manufacturing-Small Industry (M-SI) Zone to restrict inappropriate commercial uses and ensure the retention of this area for industrial uses.

B. Industrial Park

Should the Air Force relocate and/or sell the Plant 19 site and/or the adjacent parking/storage area, the Industrial Park land use designation is intended to provide development criteria for redevelopment of these large lot parcels which are highly visible from two major entranceways into the City. Rezone these sites from Midway Planned District, the Industrial (M-l), and the General Commercial (C) Zones to the Manufacturing-Industrial Park (M-IP) Zone.

In anticipation of future re-use, the single-user regional post office facility should also be rezoned to the M-IP Zone.

Development Criteria

1. Require adequate off-street parking and loading facilities to serve all industrial activities.

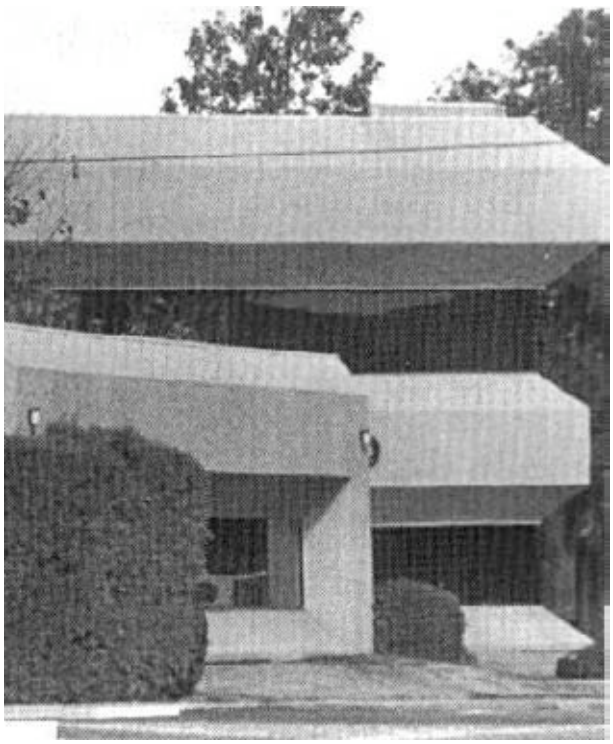
2. The underground installation of overhead utility lines should be implemented in a timely and coordinated manner.

3. In the event that industrial relocations occur, all designated historic sites should be rehabilitated for reuse under a discretionary review process.

4. Utilize the City's Transportation Demand Management (TDM) program to consider a parking reduction for those projects which provide and maintain transit transportation incentives for employees, i.e., bus or trolley transit subsidy; company sponsored car-pooling programs; staggered work hours; and/or similar programs.

5. Consolidate curb cuts as properties redevelop, as recommended in the **Circulation Element** of this Plan.

Urban Design Guidelines



1. Articulate and vary the height of facades on industrial buildings, and provide transitions in scale. Building colors should be light earth tones, pastels, white, or cool gray. Exceptionally bright colors should be avoided as they often create cluttered, harsh, and inharmonious environments and tend to fade exceptionally fast, resulting in unattractive hues.

   Decorative graphics may be used to enhance certain buildings by breaking up long expanses of wall surface—provided that specific products are not advertised.

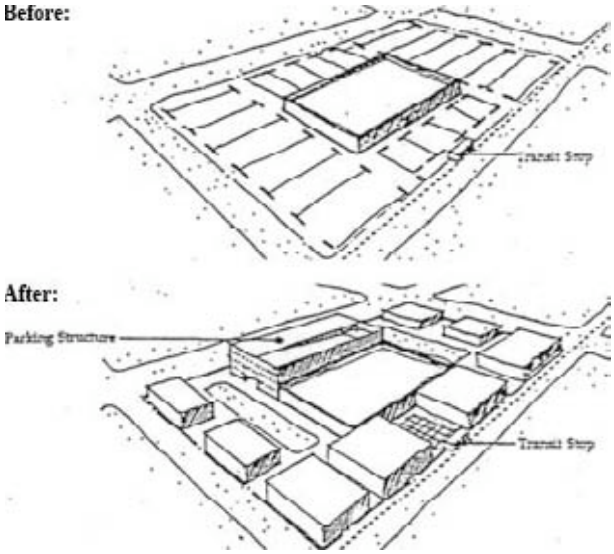
C. Incorporate pedestrian sidewalks and access ways, bikeways, trolley stations, and auto circulation considerations into the design of the project, thereby establishing physical linkages between project and community circulation systems.

D. Parking areas should be located toward the rear half of the lot, between buildings, in structures, or placed underground if feasible.

E. If the proposed industrial use is located at an existing bus stop, a well-lit bench or bus shelter should be provided for public use and the design of the structure should facilitate the use of public transportation.

F. Incorporate bicycle storage facilities and an appropriately sized employee recreational area into the design of each project.

G. All commercial and industrial projects should provide sufficient landscaping as required by the citywide Landscape Ordinance. Street trees placed in parkways, sidewalk grates or planter boxes are encouraged. If the citywide landscaping and/or parking standards are infeasible, then the project should be developed through a discretionary review process in order to employ alternative means for achieving site design standards.



7. Storage yards, parking areas and outdoor assemblage areas which are visible from the public right-of-way should be screened. Solid walls or facades should be broken up with recesses and visually softened by landscaping. If feasible, landscaped areas should be placed between the fence and the sidewalk.

8. All rooftop appurtenances and mechanical equipment which are visible from the public right-of-way and other public places should be treated as architectural design elements and/or visually screened. Prohibit rooftop storage.

9. All sign plans must meet the following guidelines and standards:

   a. Limit colors and typefaces to two.

   b. Freeway-facing wall signs shall be flush with the building facade.

   c. Utilize monument signs rather than pole signs.

   d. Total amount of signage shall not exceed the citywide Sign Ordinance.

MULTIPLE USE

POLICY

Promote a variety of uses along the alignment of the bay-to-bay connection which would be compatible with the proposed development of a canal, promote redevelopment and revitalization of the area, and support the activities of the SPAWAR redevelopment at the Navy's Old Town Campus (former Plant 19 site). Appropriate uses include retail and visitor-serving commercial uses, offices, multifamily residential and limited research and development uses. As a general guideline, with the exception of the Sports Arena site, no single type of use should represent more than 50 percent of the total available square footage of the area designated for multiple use.

FURTHER

- Process and evaluate multiple use projects through a discretionary process, such as a site development permit or Planned Commercial Development Permit to ensure implementation of the policies and recommendations of this plan.

- Develop comprehensively planned projects which provide a mixture of revenue producing uses.

- Ensure functional and physical integration of the various uses within the multi-use project and between adjacent uses or projects, as well as to the canal influence area.

- Encourage uses within a multiple use project to create a 24-hour cycle of activity.

- Require pedestrian- and transit-oriented features in multiple use projects to improve pedestrian safety, access and ease of circulation of the canal/open space area and throughout the community.

- Unify the streetscape in the community and strengthen the visual connections to and along the canal, utilizing landscaping and other streetscape features along the public rights-of way as indicated in the streetscape recommendations of this Plan.

- Promote mixed-use projects consisting of residential and commercial development in multiple use areas which are not in conflict with the General Plan and SANDAG noise compatibility standards.

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Apply commercial zoning as described in the Specific Recommendations of this element and as shown on Figure 12	●			City Council	N/A	Specific Recommendation A, **Figure 12**
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	Specific Recommendation B, **Figure 13**

SPECIFIC RECOMMENDATIONS

A. Apply commercial zoning that allows a mix of community-serving commercial uses and residential uses which will accommodate development with a pedestrian orientation.

B. Apply the CPIOZ to properties adjacent to the canal influence area to implement the supplemental development regulations identified in this Plan.

INSTITUTIONAL LAND USE

POLICY

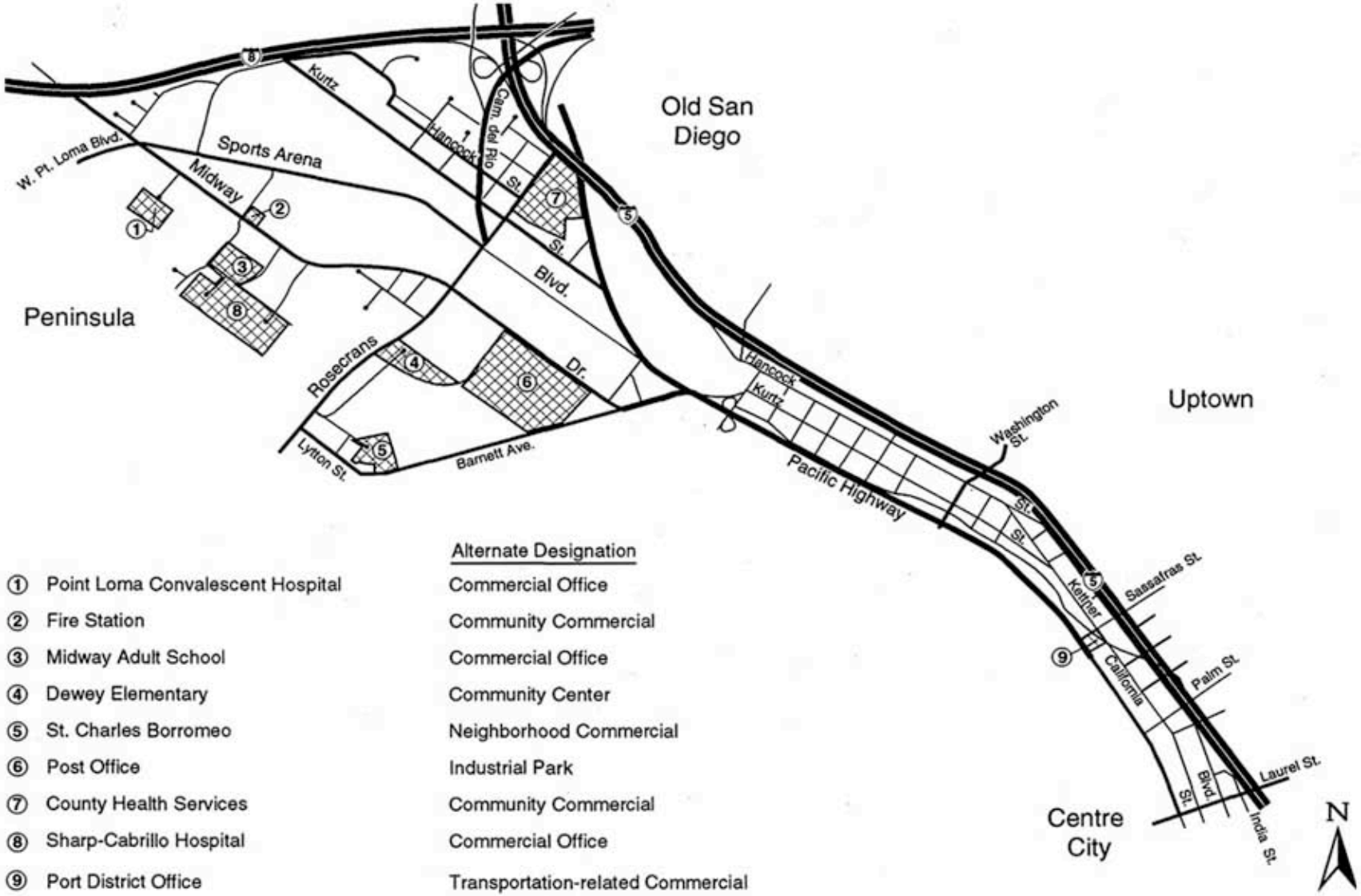
Provide for the continued operation of institutional uses and ensure that new uses on previously designated institutional sites will be compatible with the surrounding neighborhood.

FURTHER

- Ensure that the community will have ample opportunity to guide long-term uses of publicly owned community serving facilities.
- Designate alternative land uses for existing institutional sites in the event that relocations occur.
- Provide institutional facilities with suggested methods of achieving visual and physical compatibility with the surrounding community.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Require Planned Development projects to follow the development and urban design guidelines of this element		●	●	Planning Department	Reimbursable	Development Criteria and Urban Design Guidelines pp. 81-82



		Alternate Designation
①	Point Loma Convalescent Hospital	Commercial Office
②	Fire Station	Community Commercial
③	Midway Adult School	Commercial Office
④	Dewey Elementary	Community Center
⑤	St. Charles Borromeo	Neighborhood Commercial
⑥	Post Office	Industrial Park
⑦	County Health Services	Community Commercial
⑧	Sharp-Cabrillo Hospital	Commercial Office
⑨	Port District Office	Transportation-related Commercial

Institutional Land Use Designations

Midway/Pacific Highway Corridor Community Plan

16 FIGURE

SPECIFIC RECOMMENDATIONS

In 1987, the Institutional Overlay Zone was adopted by the City Council for the expressed purpose of ensuring that publicly owned facilities are preserved and enhanced until an alternative long-term use is determined, as appropriate, through a General Plan and/or community plan amendment and a rezone.

The institutional land use designation and the following recommendations apply to each of the institutional sites listed below:

A. Point Loma Convalescent Hospital

Should the hospital relocate, the site should be used for residential development at a maximum of 29 dwelling units per net acre, if noise levels are reduced to a compatible level. If compatible levels are not achieved, the site should be developed with commercial offices. Retain the Single-family Residential Rl-5000 Zone on the property until relocation occurs. Any future rezone or redevelopment of the property should include a discretionary permit to address noise, parking, and landscaping considerations. The steep slope located between this site and the Loma Towers residential complex, on Marquette Place in the Peninsula community, should be revegetated to prevent erosion.

B. Fire Station No. 20

Should the Fire Station relocate, this site may be an appropriate location for a community center. Apply the Institutional Overlay Zone and rezone the site, along with the adjacent properties, from Commercial (C) and Industrial (Ml-A) to the Area Shopping Center (CA) Zone which will provide adequate development standards in the future. Future rehabilitation of the fire station should include additional landscaping and street trees as provided in the **Urban Design Element** of this Plan.

C. Midway Continuing Education Center

The site should continue to be used for educational purposes. If the center should relocate, however, the site should be used for commercial office use. Rezone this site from the Residential R-3000 and Rl-5000 Zones to Commercial Office (CO).

Existing buildings at the Midway Continuing Education Center are dilapidated and unable to meet the educational needs of the community. Due to the lack of public funds for the construction of new centers, the San Diego Community College District has sought to lease a portion of the site to a grocery store in order to finance construction of a new 50,000-square-foot education facility. This use, on an interim basis, shall be permitted as authorized by the Planned Commercial Development Permit for the project. Permanent reuse of the property, should the education center relocate, shall continue to be restricted to commercial office.

Any change in the grocery store use, other than the reversion to educational use, will require further discretionary action including an amendment to the Plan and/or an amendment to the Planned Commercial Development Permit. The retail signage shall be limited to the three wall signs that are proposed with the possible exception of an additional monument sign on Kemper Street in conformance with the City's sign ordinance.

Any rehabilitation or redevelopment of the site should also include retention of the existing large canopied trees where possible, and the placement of additional landscaping along the perimeter of the site along Kemper Street.

D. Dewey Elementary School

If the school relocates, this site should be considered for use as a community center and/or recreational facility. The development of a community center or recreational facility should include workshops with neighborhood residents to determine appropriate use and development of the facility. Until redevelopment occurs, the site should remain in the R-3000 Zone. Rezone the portion of the site along Rosecrans Street from RI-5000 to R-3000, to match the existing zoning on the remainder of the site. If development of a community center and/or recreational use is infeasible, the site should include public open space and be developed through the discretionary review process. If existing noise levels decrease to a compatible level, residential development may become appropriate at some time in the site and should include a landscaped buffer between this site and the surrounding residential development. A pedestrian accessway through or along the perimeter of the site from the Gateway Housing residential development to Rosecrans Street should also be provided.

E. St. Charles Borromeo Church, Convent, and Academy

In the event that the school and church relocate, this site should be used for neighborhood commercial use. Residential development on this site may not be compatible due to excessive noise levels. The Neighborhood Commercial designation is recommended as the alternate designation to ensure that any redevelopment or rehabilitation will be compatible with the adjacent residential development. Rezone the portion of the site zoned C to CN. Any future rezoning of the area currently zoned R-3000 to CN should be accompanied by a Planned Commercial Development Permit.

F. The U.S. Post Office

The post office currently occupies the center portion of this 27-acre parcel, with a small surface parking lot on the southern end and a larger parking lot along with truck storage on the north portion of the site. The bay-to-bay canal may traverse the northern parking lot of this parcel. Should this occur, development of structured parking would probably be needed to serve the facility. In the event of the relocation of the post office, this site should be developed with research and development/office uses sited along the canal with an industrial park designation as the alternative designation to institutional use. Further development of the post office site should include a landscaped buffer such as a berm or landscaped wall along the full length of the southeastern property line, adjacent to the existing military housing. Parking areas should be screened by landscaping and the existing street light and tree theme should be continued in future rehabilitation plans.

Pedestrian and auto circulation considerations should be incorporated into development plans, and public bus shelters should be located at each bus stop adjacent to the site. Mitigation of additional traffic associated with any expansion should be provided and may include the location of a traffic light on Barnett Avenue.

G. County Health Services Complex

Rezone this site from the CA Zone to a commercial office zone, which allows for commercial office uses and apartments and provides adequate commercial development standards. Should the County Department of Health relocate, development of the site should be consistent with the Office Commercial designation.

H. Sharp Cabrillo Hospital

Rezone the portions of this site zoned R-1000 to CO. Should the hospital relocate, the site should be used for commercial office or residential development at a maximum of 29 dwelling units per net acre. Any future development of the portion of this site which abuts Shadowlawn Street should be compatible with the scale and character of the surrounding residential development.

I. The San Diego Unified Port District Office Building

Designate this site for transportation-related commercial, consistent with the surrounding properties. Rezone the site, along with the adjacent area, from the Industrial M-1 Zone to the Commercial C-1 Zone which, with other controls, will improve landscaping throughout the area and provide adequate commercial development criteria for airport-related land use activities.

In order to have a positive and complimentary effect upon the community, institutional uses should comply with the provisions of the following sections of this element.

<u>Development Criteria</u>

1. Institutional uses should provide adequate parking for current, as well as future needs.

2. All facilities located in areas which exceed the 65 Community Noise Equivalent Level should mitigate noise to an appropriate level as provided for in the General Plan and in the San Diego Association of Governments Airport Noise/Land Use Compatibility Matrix.

3. Institutional uses should examine existing, as well as predicted increases in, traffic and pedestrian circulation and should provide physical and operational improvements to the community circulation system and/or other transit programs which will reduce vehicular congestion and promote public and employee access.

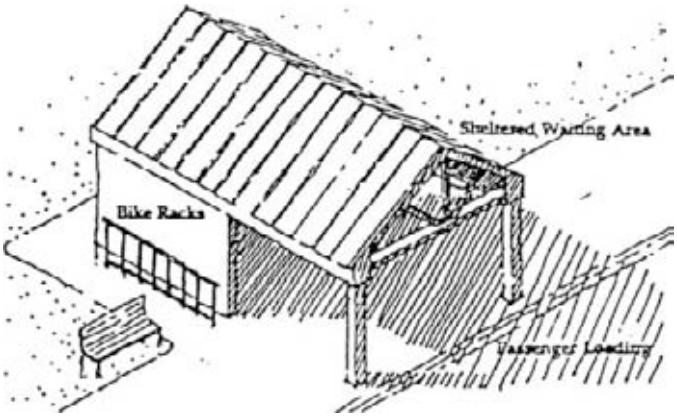
4. A parking reduction should be considered for large institutional uses which provide and maintain a mass transit transportation incentive program for employees, i.e., bus or trolley subsidy, company-sponsored carpooling, and/or similar program.

Urban Design Guidelines

1. Stagger building forms to create usable outdoor spaces as well as visual interest. Flat facades should be broken up with recesses in order to give the building depth and rhythm.

2. Screen parking areas that are visible from the public right-of-way, and/or place underground or in structures if feasible. Screening methods may include the use of landscaping, decorative fences, textured or landscaped walls, and/or other attractive methods of screening. In order to screen parking areas and soften the visual effect of heavy facades, all parking structures should incorporate landscaping on the edges of each deck level: vines, trees and shrubbery are recommended.

3. In order to ensure future compatibility, provide needed public urban space, and help beautify the community, incorporate public open space such as urban plazas, benches, fountains, pedestrian concourses and parkways into the design of institutional facilities.



4. In an effort to reduce traffic congestion and automobile trips, institutional uses should incorporate bicycle storage facilities and an employee recreational area with amenities such as tables, cafeteria, jogging trail or pedestrian parkway concourse. Site and design buildings to invite access to public transportation.

5. If located near existing bus stops, provide bus shelters and/or benches for public use.

RESIDENTIAL LAND USE

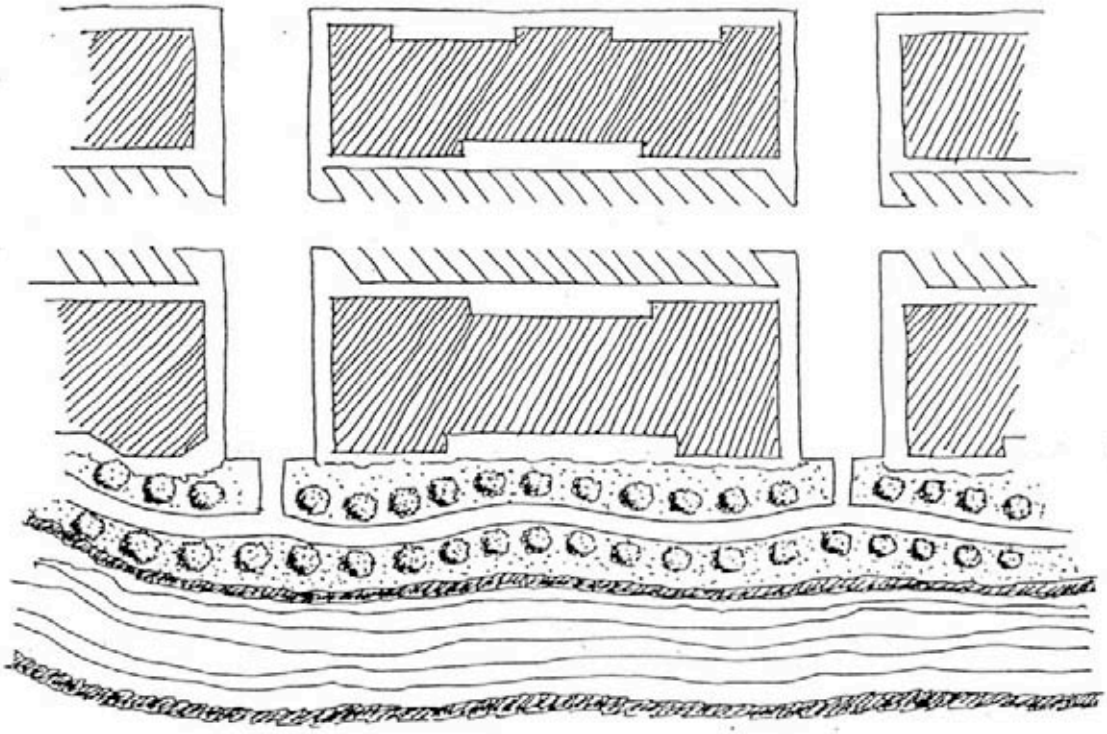
POLICY

Provide a variety of housing opportunities for persons of all ages and income levels, and retain and enhance the physical conditions of existing neighborhoods through rehabilitation and/or redevelopment.

FURTHER

- Preserve and upgrade existing residential areas which have developed at medium and medium-high densities.
- Promote the availability of low- and moderate-income housing units within market rate residential projects.
- Promote the development of housing which will help meet the special needs of people such as the elderly, the handicapped, those requiring nursing care needs, low-income persons and the homeless.
- Increase home ownership opportunities.
- Discourage the continuation of isolated single-family residential uses in the midst of commercial and industrial areas.
- Minimize negative impacts resulting from more intensive land use activities.
- Limit the intensity of residential development in those areas subject to high community noise levels.
- Require new residential projects to provide adequate recreational opportunities for residents.

Character Sketch



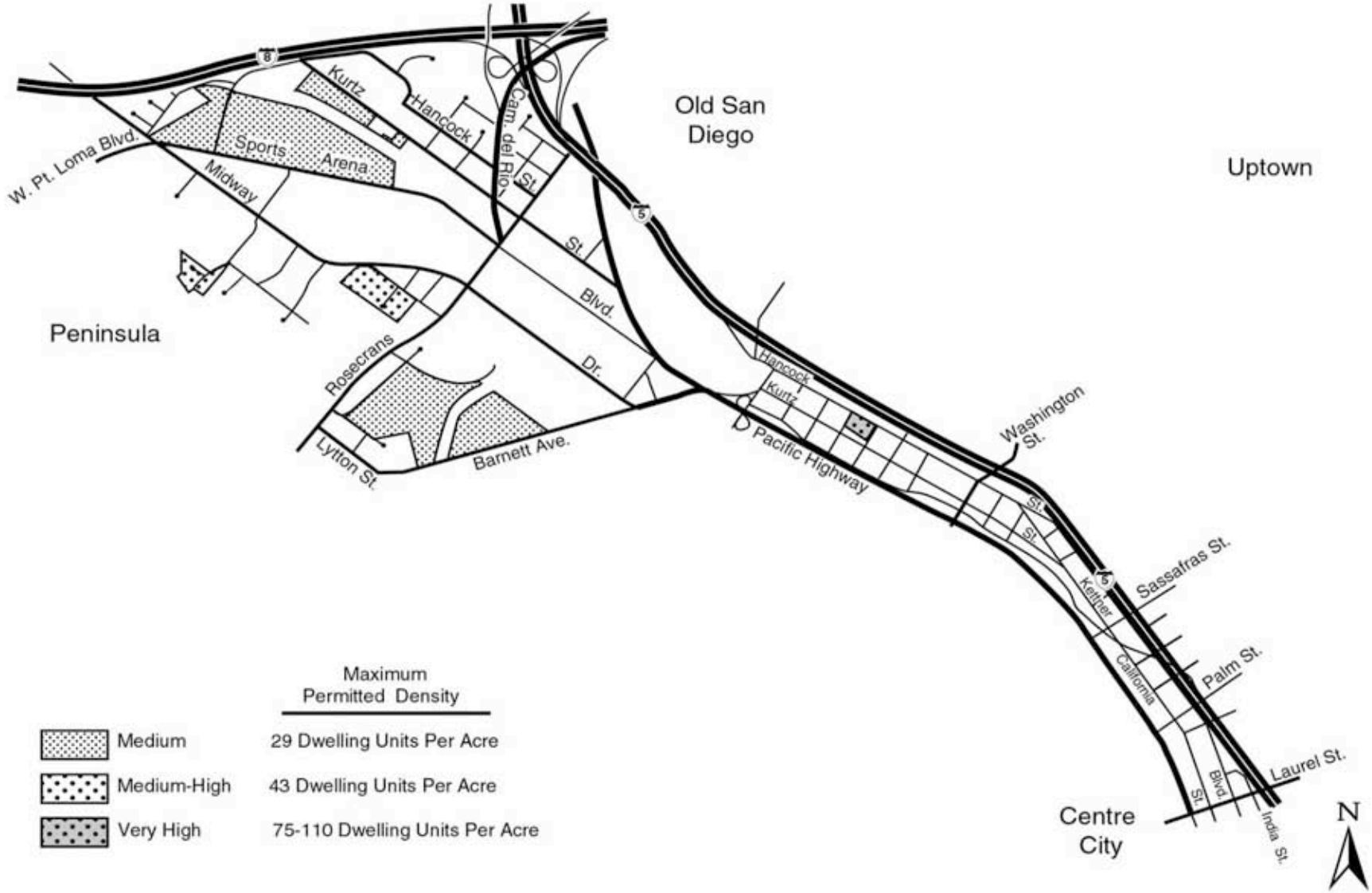
Development Pattern for Multiple Use
Retail, Entertainment and Hotel uses

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Apply residential zoning as described in the Specific Recommendations of this element and as shown on Figure 12	●			City Council	N/A	Specific Recommendations A-K, Figure 13
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	Development Standards
Use City's residential density bonus programs and federal (HUD) subsidy programs to develop elderly housing and low and moderate-income housing		●	●	Planning Department, Housing Commission, HUD and Private Action	Housing Commission, HUD,CDBG and Private	
Require Planned Residential Developments to follow development and urban design guidelines of this element		●	●	Planning Department	Reimbursable	Development Criteria and Urban Design Guidelines pp. 92-93

SPECIFIC RECOMMENDATIONS

Residential construction in the community is affected by noise levels from Lindbergh Field, with residential uses generally considered incompatible with Community Noise Equivalent Levels exceeding 65 decibels, due to the high cost of construction to mitigate noise impacts. Noise generated from traffic on major streets is also a limiting factor which will likely require additional attenuation. Airport noise contours have shrunk considerably over the last ten years due to the production of quieter aircraft, making noise attenuation more feasible in parts of the community. New residential development will bring additional vitality to the area.



Residential Land Use Designations **17**

Midway/Pacific Highway Corridor Community Plan FIGURE

In general, it is recommended that the residential areas be zoned as recommended below and indicated on **Figure 17**, so as not to conflict with the standards and criteria for review of projects in the Lindbergh Field Airport Influence area, established by the San Diego Association of Governments.

A. Medium-Density

Rezone areas designated for medium-density residential use to a multifamily residential zone which permits a maximum of 29 dwelling units per net residential area.

Rezone the **Orchard Apartment** area from Commercial (C-l) to R-1500. Although the Orchard Apartment complex has a higher density as a senior housing project, the base density of the C-l Zone currently applied to the property is 29 units to an acre.

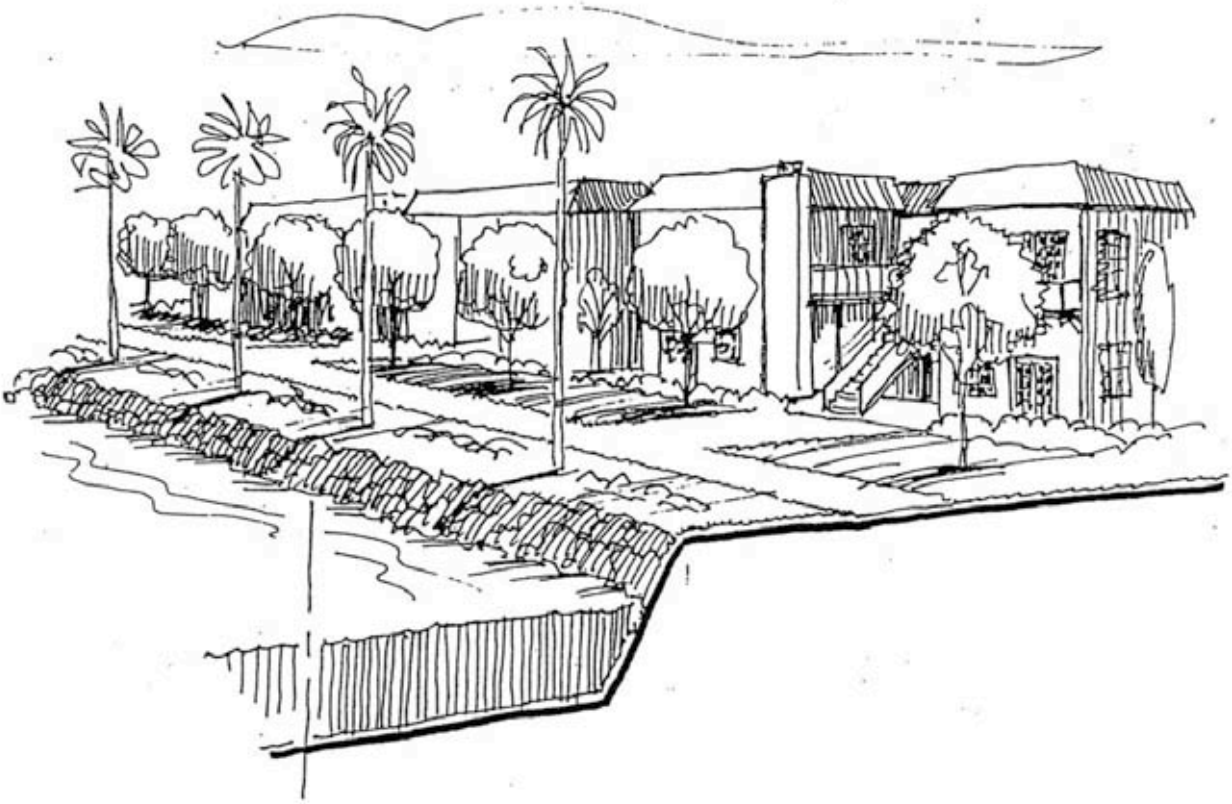
Rezone the Gateway Village complex to multifamily residential zone which permits a maximum of 29 dwelling units per net residential acre, to allow for a medium-density residential project to be built adjacent to the future canal.

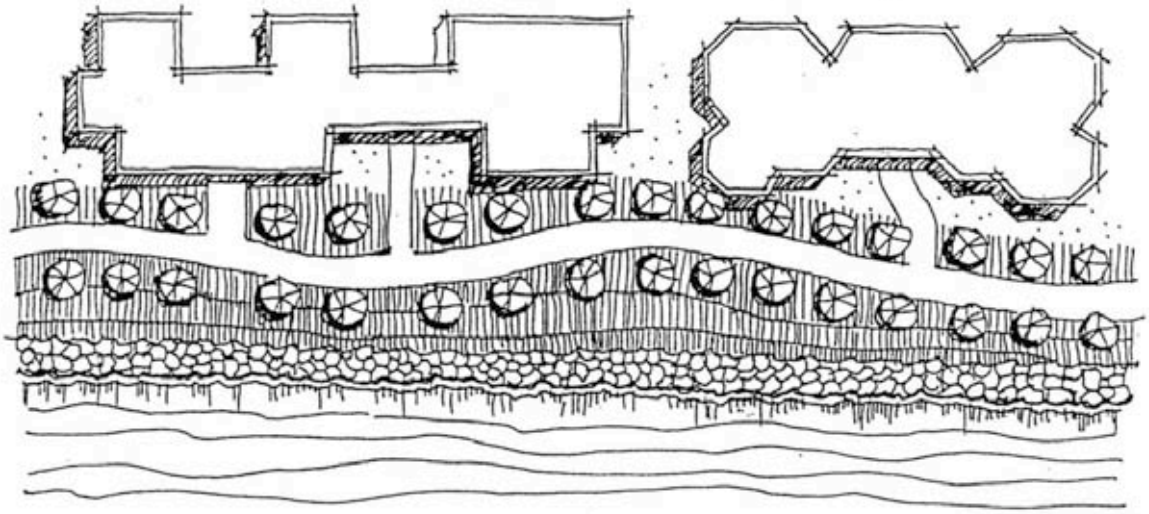
Apply a medium-density designation to the Sports Arena site, including surrounding City-owned land (approximately 69 acres total), to provide for a residential community to be built following eventual relocation of the Sports Arena. Designation of the properties to the north of the Sports Arena site and the three privately-owned Sports Arena outparcels (approximately three acres) for residential use should be re-evaluated upon redevelopment of the Sports Arena site and in consideration of the pending Lindbergh Field Master Plan. Also apply the CPIOZ—Type B to ensure that the property is redeveloped as an exemplary, comprehensive project that provides quality residential development which conforms to the design recommendations of this community plan. Application of CPIOZ—Type B will also facilitate the dedication of the necessary right-of-way and comprehensive review of overall site design to accommodate: (1) the bay-to-bay canal; (2) a school site in accordance with standards of the San Diego Unified School District; and (3) the integration of ancillary neighborhood commercial development, either as vertical mixed-used consisting of up to 100,000 commercial square feet, or as one or two neighborhood commercial centers encompassing up to three acres, as needed to support the residential development.

As part of the comprehensive redevelopment process described above, and concurrent with approval of any development project(s), the Sports Arena site and all surrounding residentially designated properties should be rezoned to a multifamily residential zone which permits a maximum of 29 dwelling units per net residential acre.

B. Medium-High Density

Apply a multifamily residential zone which permits a maximum of 43 dwelling units per net residential acre to areas designated as suitable for medium-high density. Designate the following areas for medium-high density residential use:





Medium density Multi-Family Residential design concepts along canal, Sports Arena Site

The **Cauby Street** area is currently zoned R-400 and R-1000. The properties in this area are developed at or close to the maximum allowable density within the R-1000 Zone.

Retain the R-1000 Zone and medium-high designation of the **Kemper Court** area.

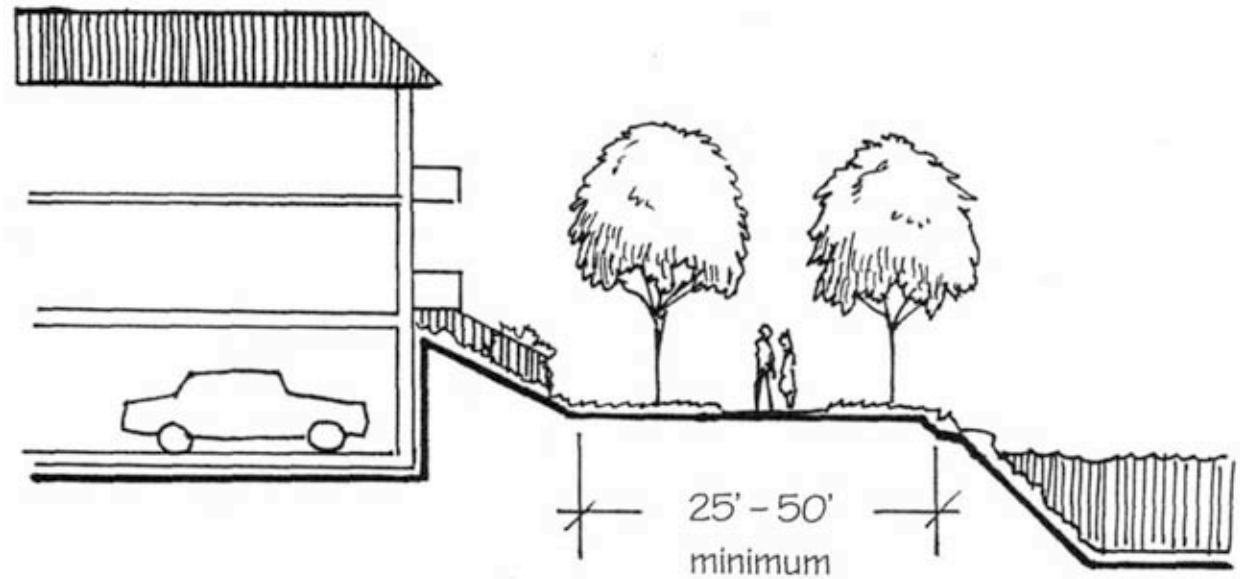
This element also establishes development guidelines for any new residential development, the rehabilitation of existing structures, and the possible development of mixed-use projects. The following guidelines have been developed with special emphasis on the aesthetic and functional qualities of individual projects. Improvement in the quality of individual residential projects will promote a desirable living environment for residents and contribute to the overall improvement of the community.

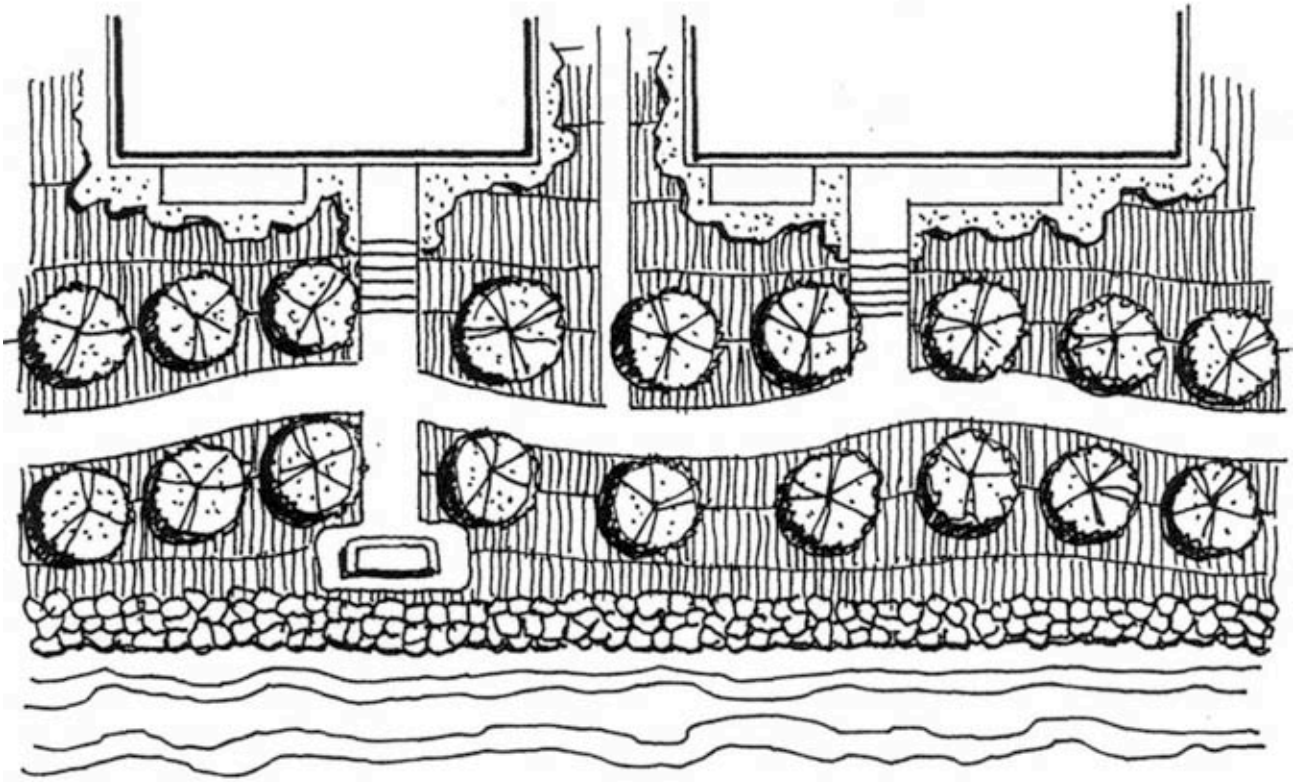
C. Very-High Density

Apply this designation to the 0.89-acre site located at 2015 Hancock Street. Replace the the IS-1-1 zoning with the RM-4-10, which is consistent with this designation.

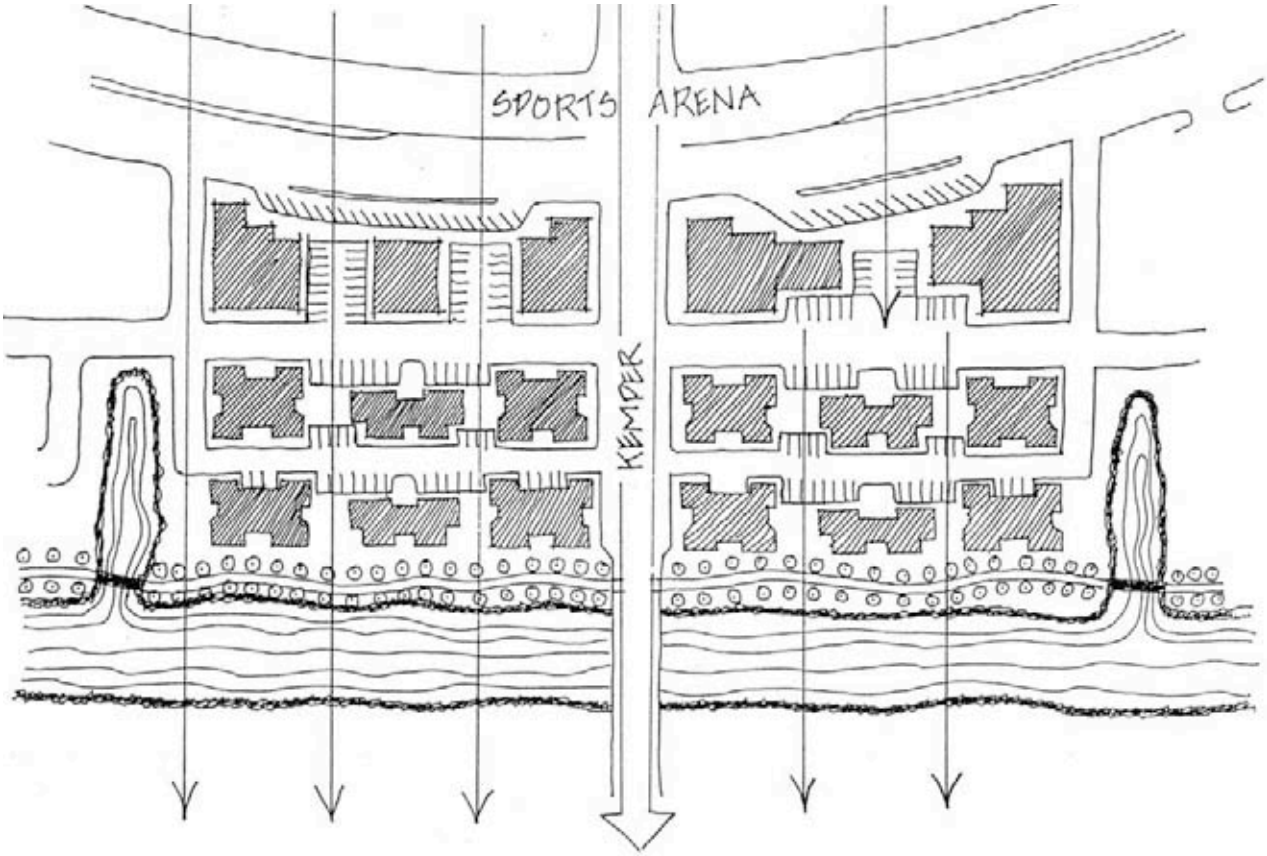
ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Conduct detailed engineering studies to evaluate alignment and specific dimensions of canal linking San Diego and Mission Bays		●		Various City Departments	City	Specific Recommendations/ Canal Alignment and Canal Design
Apply the Community Plan Implementation Overlay Zone—Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards	●			City Council	Reimbursable	Development Standards, **Figure 13**





High density Residential connection to canal model



Multi-Family Residential along canal
with view corridors

Development Criteria

A. Rehabilitation of existing housing should be encouraged and accomplished through private and/or any available City, state, or federal subsidy programs.

B. Promote pride of ownership and the spirit of neighborhood revitalization efforts by encouraging the development of cooperative housing projects, neighborhood associations and homeowner organizations.

C. Maintain and repair existing rentals and owner occupied housing units through private efforts, as well as public programs administered through the Housing Commission, such as Community Development Block Grants and Housing and Urban Development Funds.

D. Isolated substandard residential uses in heavy commercial and industrial areas should be redeveloped with appropriate uses as designated by this plan.

E. Mixed-use commercial with residential development should be permitted to develop in commercial areas as specified in the **Commercial Element** of this Plan.

Urban Design Guidelines

1. Incorporate defensible space techniques into the design of multifamily projects by providing architectural detailing and individual unit features which will promote pride of ownership and delineate public, semiprivate and private space. The visual and spatial orientation of recreational and open space areas should be linked to specific residential units within the project.

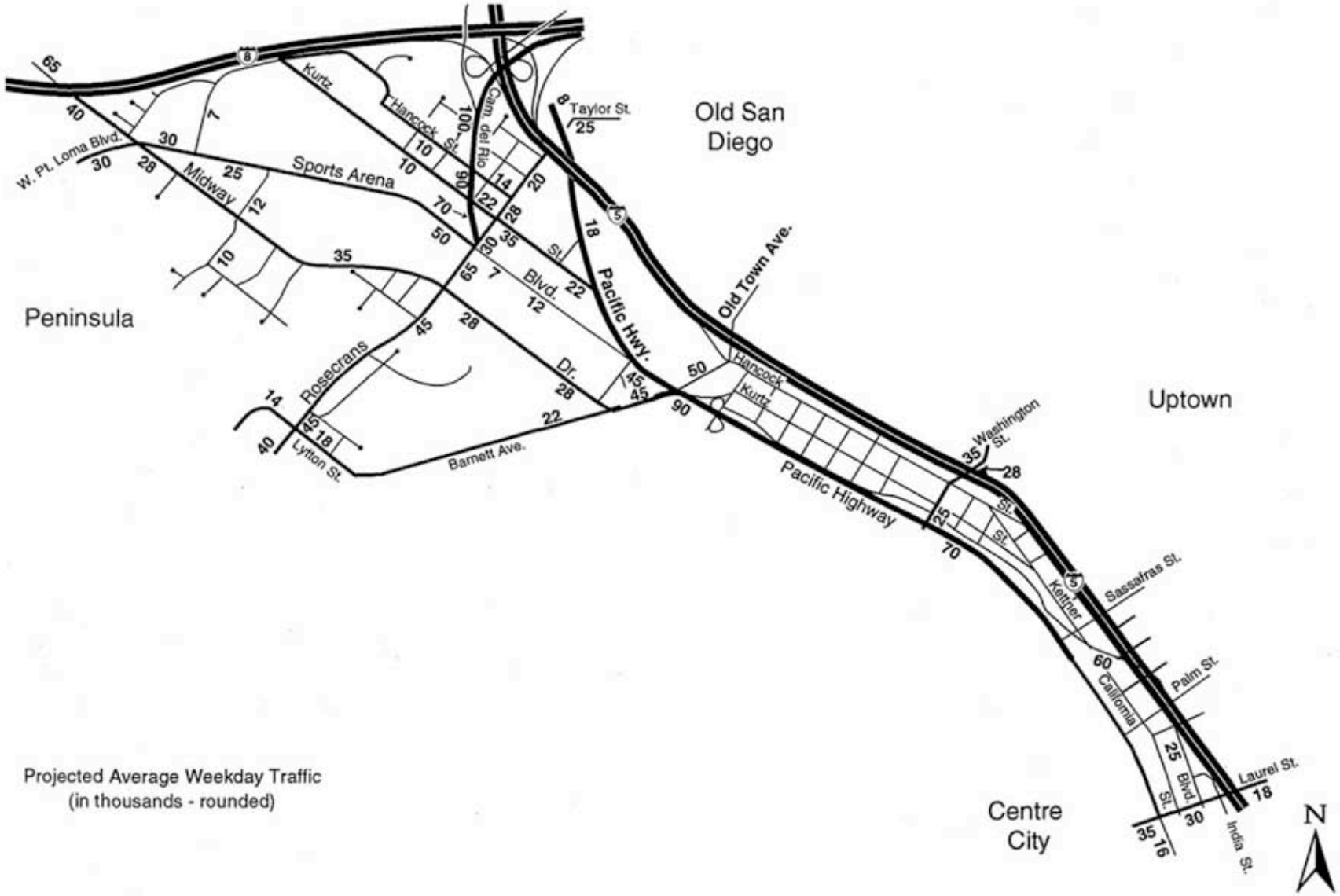
   Projects should provide adequate lighting in all areas, avoid hidden "pockets" within landscaped areas, and eliminate long, narrow hallways or passageways. Parking areas, pedestrian pathways and entrances should be well-marked and open to visual surveillance.

2. Provide recreational facilities specifically designed for the residents of the project, e.g., playgrounds, benches, pools, Jacuzzis, barbecue areas, passive recreational areas and recreational meeting rooms. Recreational design features should focus on the usability and functionality of the space provided, i.e., benches facing interesting street scenes for the elderly, secure play areas or tot lots in housing which accommodates families with young children, etc.

3. Discretionary permits should limit the amount of signage visible from the public right-of-way. Signs should readily identify the project, incorporate landscaping, and be architecturally integrated into the scale and style of the surrounding neighborhood.

4. Improve neighborhood streetscapes by preserving significant street trees and landscape patterns. If a street tree pattern does not exist, new trees should be located between the sidewalk and the curb.

5. Development of housing on and around the Sports Arena site should be designed around off-shoots or “finger” canals to maximize the amount of waterfront property and make the canal amenity available to many residents. The main channel should be designed as described in the bay-to-bay element (as a navigable link), but the off-shoots may be narrower and shallower. Dwelling unit types that are permitted in this area are townhouses, row houses, courtyard buildings and apartments. Buildings should orient to the streets or around central courtyards, with entrances on the street side and garages internal. Parking should be underground or structured. Parking lots, driveways and garage doors are not permitted along the canal. Pedestrian access to the canal should be frequent, convenient and well-defined. Streets shall be designed as numerous small facilities, rather than major streets and cul-de-sacs. A grid system should be designed, and all streets shall be public. Individual residential projects should incorporate private recreational facilities to serve the needs of residents.



Projected Weekday Traffic Volumes

Midway/Pacific Highway Corridor Community Plan

18 FIGURE

CIRCULATION

Appropriate street design improvements, in concert with logical building placement, site access and rhythmic landscape patterns, can help to delineate and define circulation routes for vehicles, pedestrians and bicyclists. When properly developed, streetscapes can assist travelers in quickly developing a sense of orientation which enables them to make correct and efficient decisions about direction and mode of travel. Realignment and/or bridging of some streets, such as Camino del Rio West and Rosecrans, can be expected to accommodate the future canal, upon its implementation.

POLICY

Improve vehicular circulation and reduce traffic congestion, while promoting access, safety and ease of circulation throughout the community for autos, public transit, pedestrians and bicyclists.

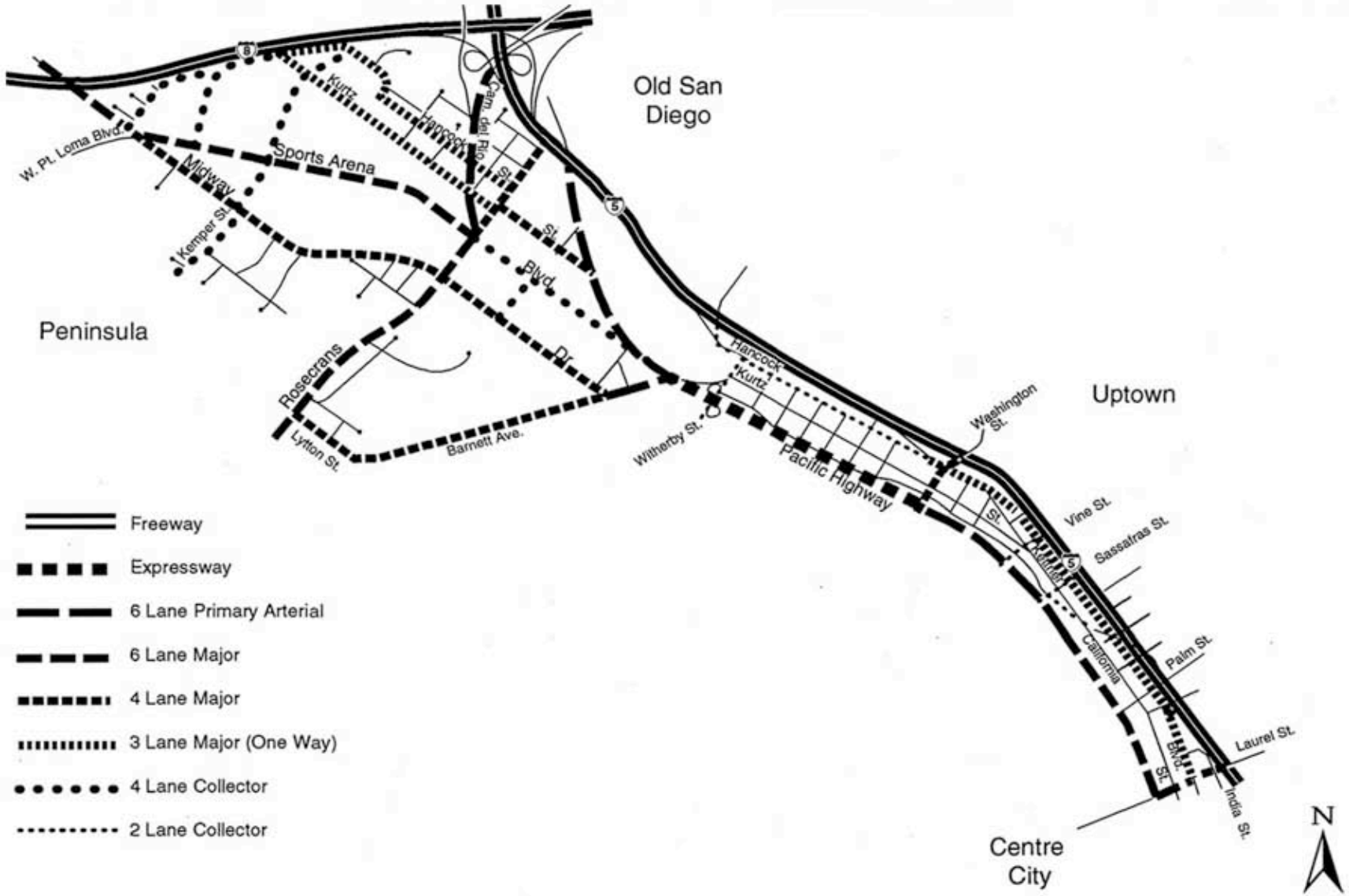
FURTHER

- Actively promote and provide a variety of opportunities from which residents and visitors may choose a convenient and appropriate method of transport.

- Balance public roadway improvements for the automobile with improvements which will promote and simplify access for pedestrians, bicyclists and disabled persons.

- Link community circulation patterns with light rail transit, bus service and regional bicycle and freeway systems.

- Improve the visual qualities of the existing roadway system.



Functional Street Classifications (Proposed)

Midway/Pacific Highway Corridor Community Plan

19 FIGURE

VEHICULAR CIRCULATION

POLICY

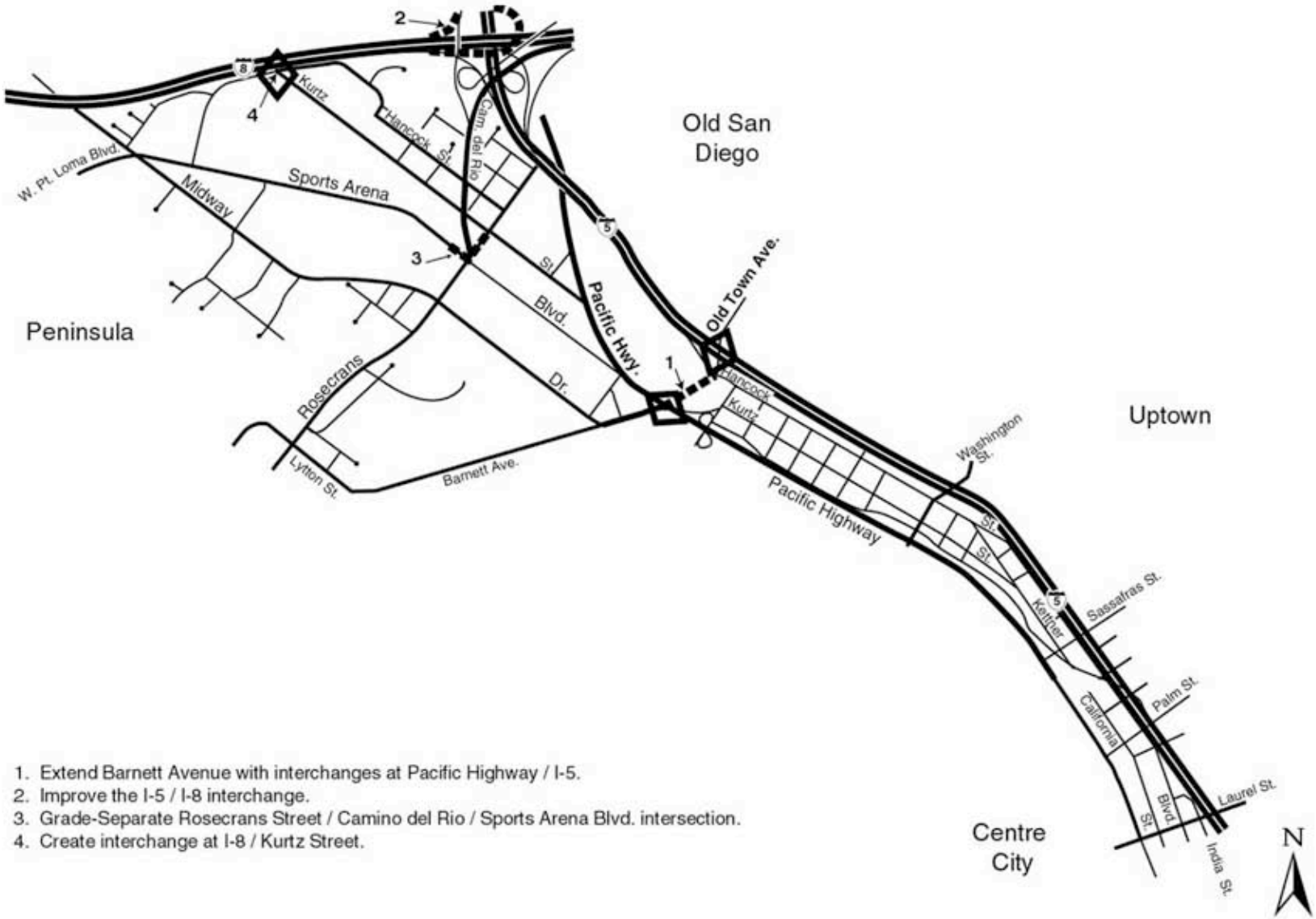
Pursue internal circulation improvements with an emphasis on regional transportation improvements and alternatives to transportation via the private automobile.

FURTHER

- Designate appropriate street classifications for all streets in this community.
- Provide physical and operational improvements to the circulation system—including signalization improvements, restriping and median modification—to assist in meeting the existing and projected vehicular circulation needs.
- Improve freeway access and pursue other alternatives to through traffic.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Provide the major regional improvements as recommended in this element of the Plan		●	●	City Manager, Engineering and Development Dept.	City, state, and federal Programs	Specific Recommendation B
Provide circulation improvements as recommended in this element of the Plan		●	●	City Manager, Engineering and Development Dept.	City, state and federal Programs	Specific Recommendations B & C
Develop a phasing and funding schedule of operational and roadway improvements	●			City Manager, Engineering and Development Dept.	City, Private Development	



1. Extend Barnett Avenue with interchanges at Pacific Highway / I-5.
2. Improve the I-5 / I-8 interchange.
3. Grade-Separate Rosecrans Street / Camino del Rio / Sports Arena Blvd. intersection.
4. Create interchange at I-8 / Kurtz Street.

Locations of Major Improvements

Midway/Pacific Highway Corridor Community Plan

20 FIGURE

SPECIFIC RECOMMENDATIONS

It is anticipated that as auto congestion levels rise, pass-through traffic will logically divert to more convenient freeway routes as they become available. Access to and from areas in or near the community will be augmented with transportation options such as trolley, bus, bicycle and pedestrian walkways. The following recommendations have been developed to provide the Midway/Pacific Highway Corridor community with additional and viable transportation opportunities as properties redevelop.

A. Consolidate and reduce the number of curb cuts to the absolute minimum necessary (preferably one per property), unless precluded for safety reasons, in order to improve traffic flow. Adjacent properties are encouraged to further consolidate driveways through shared access easements.

   Design projects to avoid access from major streets where possible.

   Consolidate lots where feasible to facilitate parking and on-site circulation improvements.

   All projects should examine existing, as well as predicted increases in vehicular and pedestrian circulation, and should provide public improvements where necessary.

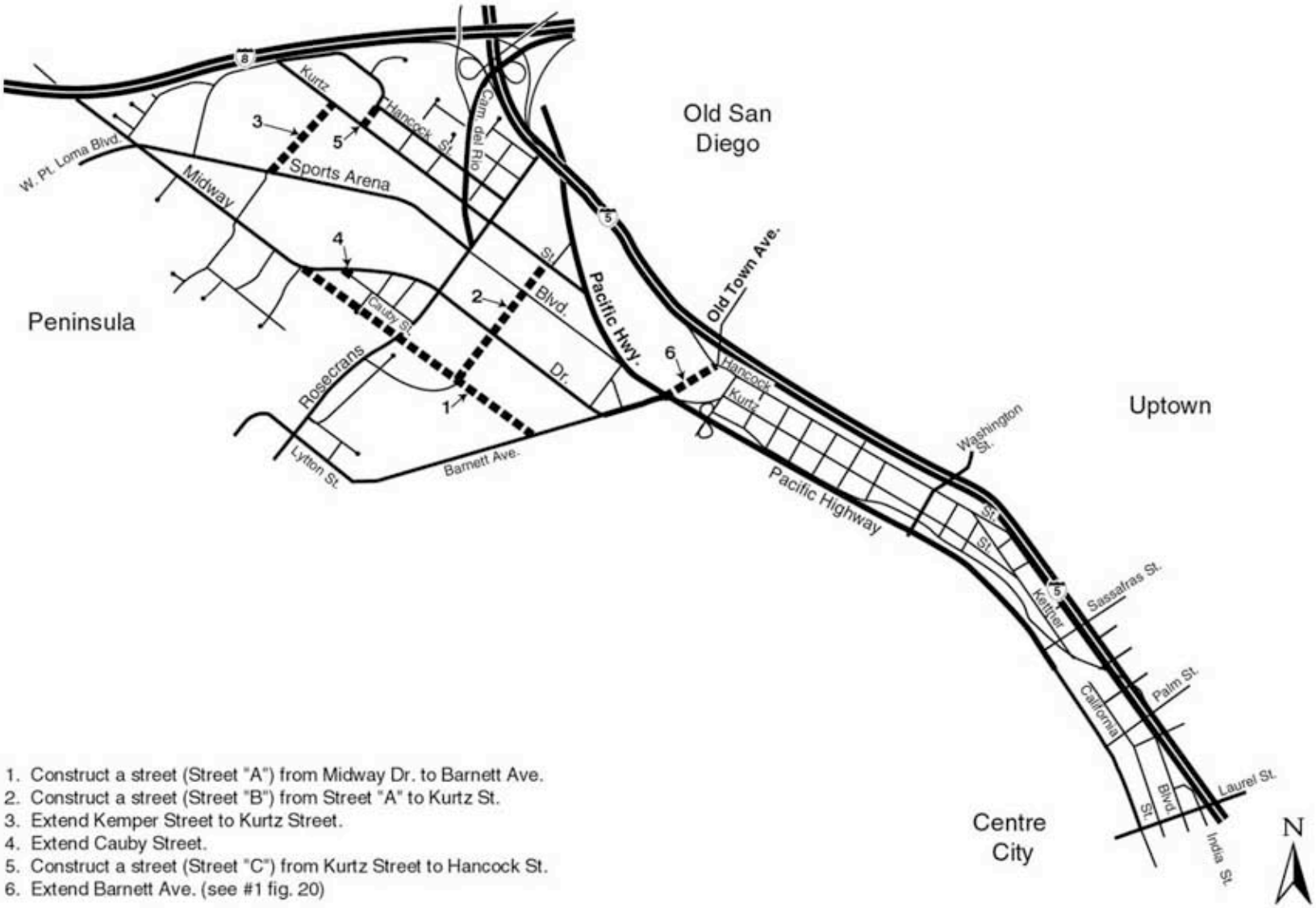
B. The following street improvements are recommended and are shown on **Figures 20** through **23**:

   Major Regional Improvements—Long Range (5-20 Years)

   Extend **Barnett Avenue** to Old Town Avenue with full interchanges at Pacific Highway and I-5. Reconstruct the existing interchange to current standards, including the widening of Pacific Highway to six lanes at Barnett Avenue. This extension would open up a freeway access corridor at the southern boundary of the community. It would also make Pacific Highway more attractive as a gateway to Centre City.

   Improve the **I-5/I-8 Interchange** by constructing ramps to provide the missing east-to-north and south-to-west moves. The construction of ramps will help to divert traffic from Ocean Beach and Point Loma around the Midway community. All the travelers with origins and destinations that are along the I-5 corridor north of I-8, and along the I-8 corridor west of I-5 will benefit from these new ramps.

   Grade separate **Camino del Rio West** at the intersection of Rosecrans Street and Sports Arena Boulevard. As part of this intersection improvement, evaluate transportation alternatives with input from the community to eliminate the confusing five-point intersection. Prior to grade separation, improve the intersection by adding a southbound through lane. Also widen **Rosecrans Street** to add a shared northbound through lane along Rosecrans Street and westbound right turn lane to Sports Arena Boulevard (see **Figure 23**, No. 1). The grade separation in the form of a bridge or flyover shall only be made when needed to accommodate the canal improvements. In order to avoid the negative impacts that the grade separation could have on the community's character, construction should conform with the design guidelines provided in this element.



1. Construct a street (Street "A") from Midway Dr. to Barnett Ave.
2. Construct a street (Street "B") from Street "A" to Kurtz St.
3. Extend Kemper Street to Kurtz Street.
4. Extend Cauby Street.
5. Construct a street (Street "C") from Kurtz Street to Hancock St.
6. Extend Barnett Ave. (see #1 fig. 20)

Proposed New Streets **21 FIGURE**

Midway/Pacific Highway Corridor Community Plan

Work with CALTRANS to reevaluate the provision of an interchange at **Kurtz Street/Hancock Street/I-8** to improve access to the community. This long-range improvement may also necessitate reclassifying and widening **Kurtz Street** to a four-lane major street.

New Streets—Long-Range

Construct a new four-lane collector street (Street "A") from **Midway Drive to Barnett Avenue** north of Dewey Elementary and the Gateway Village Housing development which would functionally serve as a straightened extension of Midway Drive, and construct another new four lane collector street (Street "B") between this Street and **Kurtz** Street, crossing Midway Drive and Sports Arena Boulevard, east of Rosecrans Street as property redevelops. Alignment options include extensions of Bagley Drive or Smith Street, or opposite the post office. Local circulation will improve as a result of these east-west and north-south access roads.

Construct a new four-lane street (Street "C") from **Sports Arena Boulevard to Hancock Street** west of Sherman Street to improve circulation. Alignment options include an extension of Kemper Street or an improvement of Houston Street.

Extend **Cauby Street** to Midway Drive to improve local circulation.

Widen **Rosecrans Street** between Camino del Rio West and Lytton Street to eight lanes, as adjacent properties redevelop.

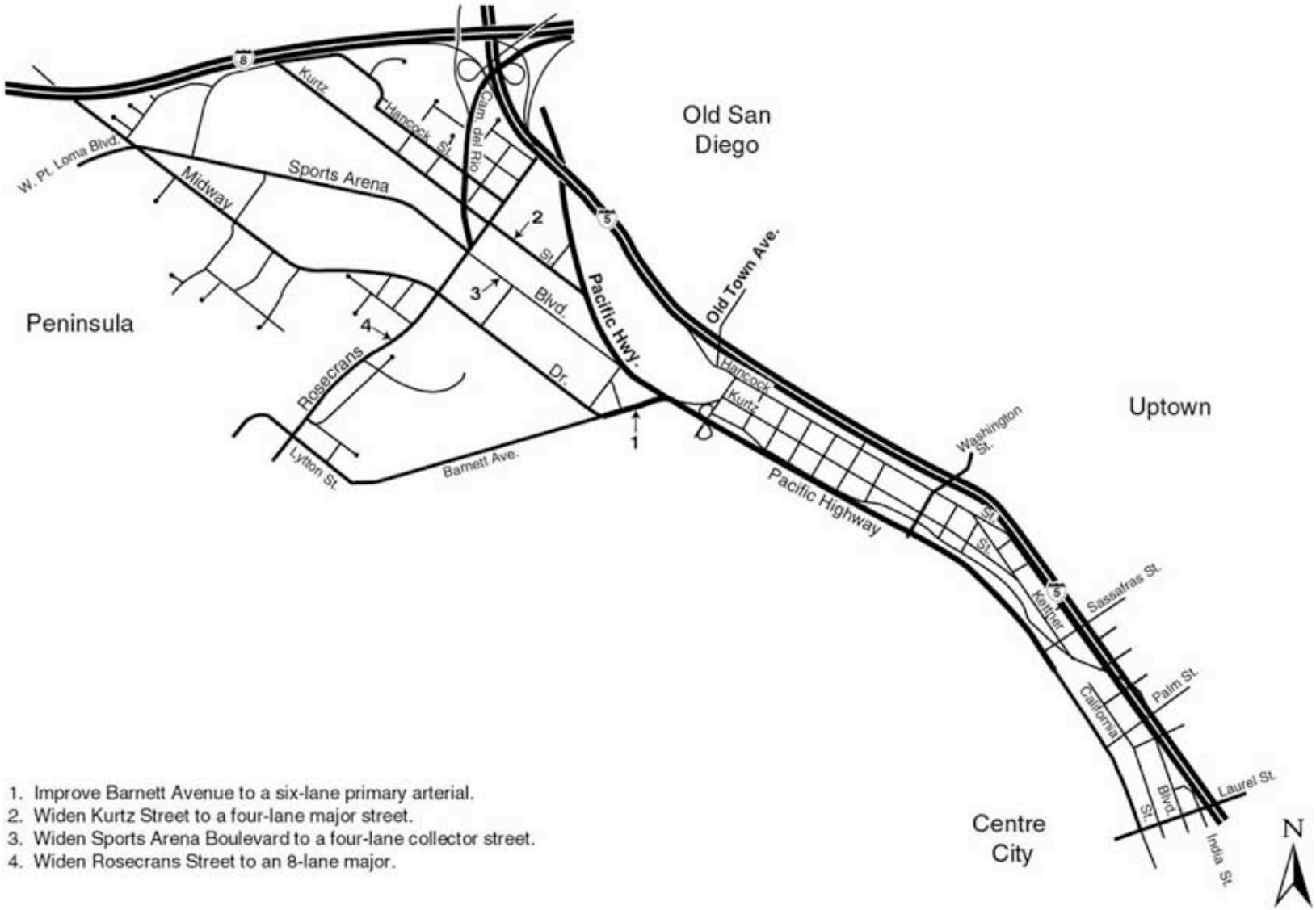
Extend **Kemper Street** to Hancock Street as a four-lane major if the Sports Arena site is redeveloped. The extension is required to provide better access to and from the Sports Arena site.

Street Widenings—Long Range

Improve **Barnett Avenue** to a six-lane primary arterial with Class II bike lanes from Midway Drive to Pacific Highway. The added capacity is needed to accommodate 50,000 forecasted average daily trips (ADT) if Barnett Avenue is extended to Old Town Avenue.

Widen **Kurtz Street** between Rosecrans Street and Pacific Highway to four-lane major street standards as adjacent properties redevelop. The widening is needed to accommodate the 22,000 to 35,000 ADT forecast for this segment of Kurtz Street.

Widen **Sports Arena Boulevard** to a four-lane collector, with Class II bike lanes between Rosecrans Street and Pacific Highway, as property redevelops. Modification of the intersections at both Rosecrans Street and Pacific Highway will be required. The eastbound traffic on Sports Arena Boulevard will be able to continue to travel eastbound through the intersection, thus improving the traffic circulation.



1. Improve Barnett Avenue to a six-lane primary arterial.
2. Widen Kurtz Street to a four-lane major street.
3. Widen Sports Arena Boulevard to a four-lane collector street.
4. Widen Rosecrans Street to an 8-lane major.

Street Widenings **22** FIGURE

Midway/Pacific Highway Corridor Community Plan

Intersection Improvements—Long-Range

Widen the west leg of **Midway Drive** at the intersection with Rosecrans Street by adding an eastbound through lane. Widen the north leg of **Rosecrans Street** at Midway Drive to add one southbound to westbound right-turn lane, and widen the south leg to add one northbound through lane and one northbound to eastbound right-turn lane (see **Figure 23**, No. 2)

Widen tbe north leg of **Sports Arena Boulevard** at the intersection of West Point Loma Boulevard and Midway Drive to add one southbound to eastbound left-turn lane. Widen **Midway Drive** at this intersection to add two northbound through lanes to Sports Arena Boulevard and one northbound to westbound left-turn lane to West Point Loma Boulevard (see **Figure 23**, No. 3)

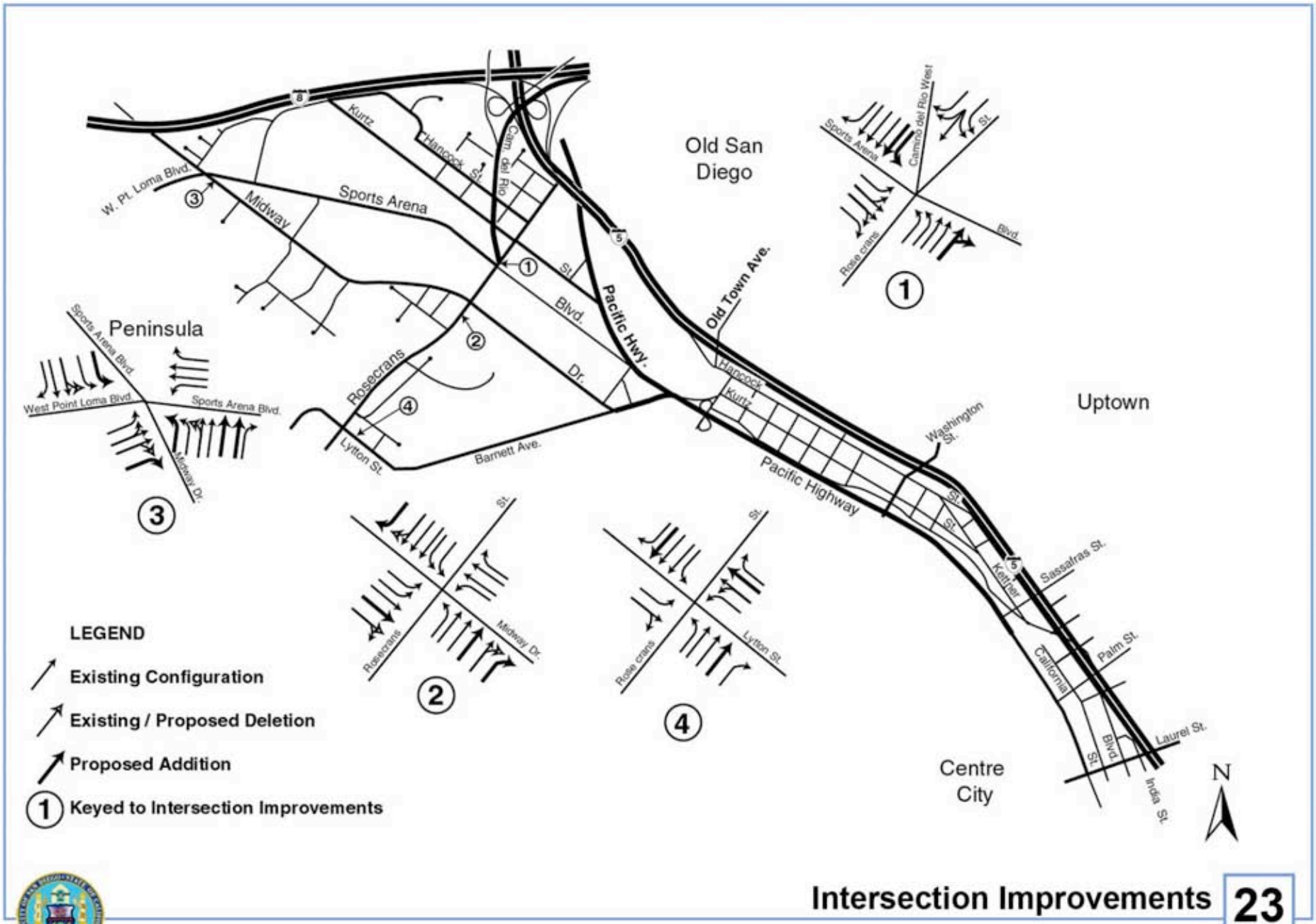
Widen **Rosecrans Street** at the intersection of Lytton Street to add one southbound through lane. Widen **Lytton Street** to add one westbound through lane (see **Figure 23**, No. 4).

Redesignate street classifications for portions of Rosecrans Street (between the I-5 overpass and Sports Arena Boulevard) and Pacific Highway (between Barnett and Washington Street) as shown on **Figure 20**.

Connect the entire area's traffic signals to the City's central Master Controller System. The Traffic Engineering Division should negotiate with Caltrans to share the responsibility for the traffic signals on State Route 209 (Rosecrans Street).

All new development should comply with the City's Mobility Program which encourages the use of alternative modes of transportation and design of projects to reduce travel requirements.

Caltrans should assist in community revitalization efforts by permitting landscaping within the public right-of-way per the streetscape design recommendations of this Plan. Caltrans should either provide landscaping in the median as part of the state Scenic Highway Program and/or permit private owners to install landscaping per the citywide Landscape Ordinance as a part of the redevelopment process.



Intersection Improvements **23** FIGURE

Midway/Pacific Highway Corridor Community Plan

Urban Design Guidelines

There are two alternatives proposed on **Figure 24** for constructing tunnels at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard. These alternatives are conceptual in nature and final design will be based on further engineering studies. With the implementation of the bay-to-bay canal, both of these alternatives would be infeasible. The grade separation of the intersection of Midway Drive and Rosecrans has been determined to be unnecessary due to the other improvements recommended in this Plan as part of the redevelopment effort. As a result, tunneling of traffic at the intersection of Sports Arena Boulevard and Rosecrans Street would only take place if the bay-to-bay canal is not constructed. The following design guidelines were prepared to minimize negative impacts to the community which could result from constructing any grade-separated interchanges:

1. Maintain surface traffic along the exterior lanes of any street(s) to be tunneled, putting the subterranean traffic along the interior lanes.

2. Maintain, where feasible, all existing traffic movements at the intersections.

3. Landscape or hardscape the central median along Rosecrans Street, where maintained at grade.

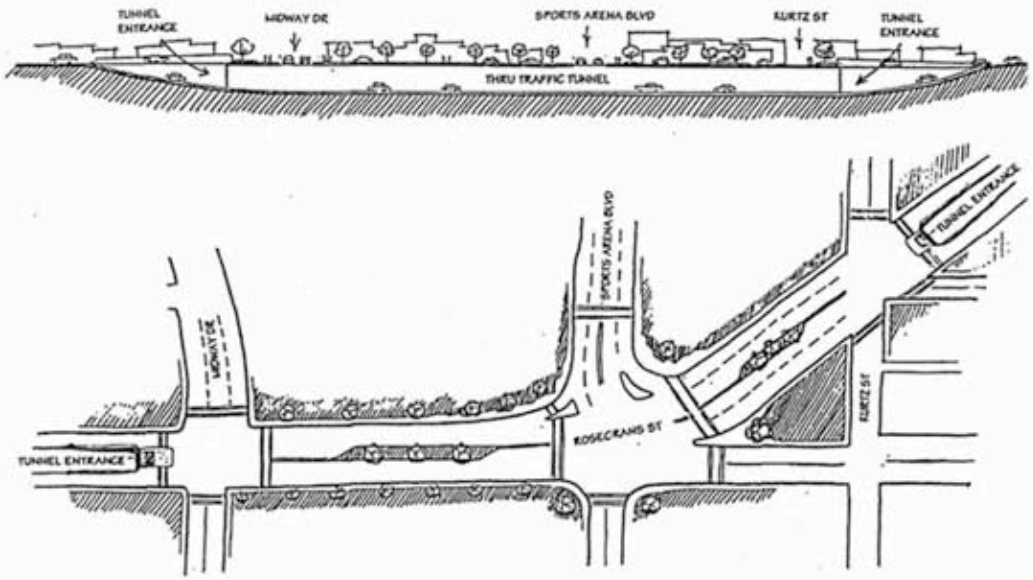
4. Improve the pedestrian crossings and safety at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard.

5. Place any tunnel openings back from the intersection to allow pedestrian crossing at Rosecrans Street. Provide landscaped or hardscaped medians at the ends of the tunnel.

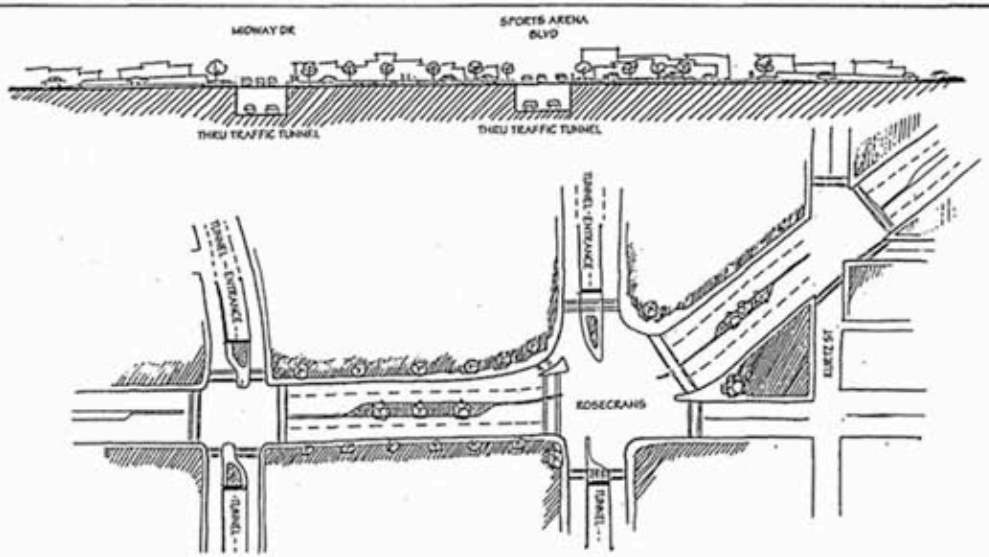
6. If the bay-to-bay canal is not implemented, and Alternative II is ultimately selected, the existing pedestrian crossing on Rosecrans Street at Kurtz Street should be removed and the existing pedestrian crossing on the north side of Sports Arena Boulevard should be relocated further north from the intersection in order to shorten the crossing distance.

7. Ensure that the design and construction of any bridge in the community follows a concerted design review process to address issues of aesthetics, height, width and connections to the at-grade circulation system.

Alternative I
Tunnel through traffic along Rosecrans Street between Midway Drive and Kurtz Street.



Alternative II
Tunnel through traffic along Midway Drive and Sports Arena Boulevard under Rosecrans Street.



Tunnel Design Concepts

Midway/Pacific Highway Corridor Community Plan

24 FIGURE

PUBLIC TRANSIT

POLICY

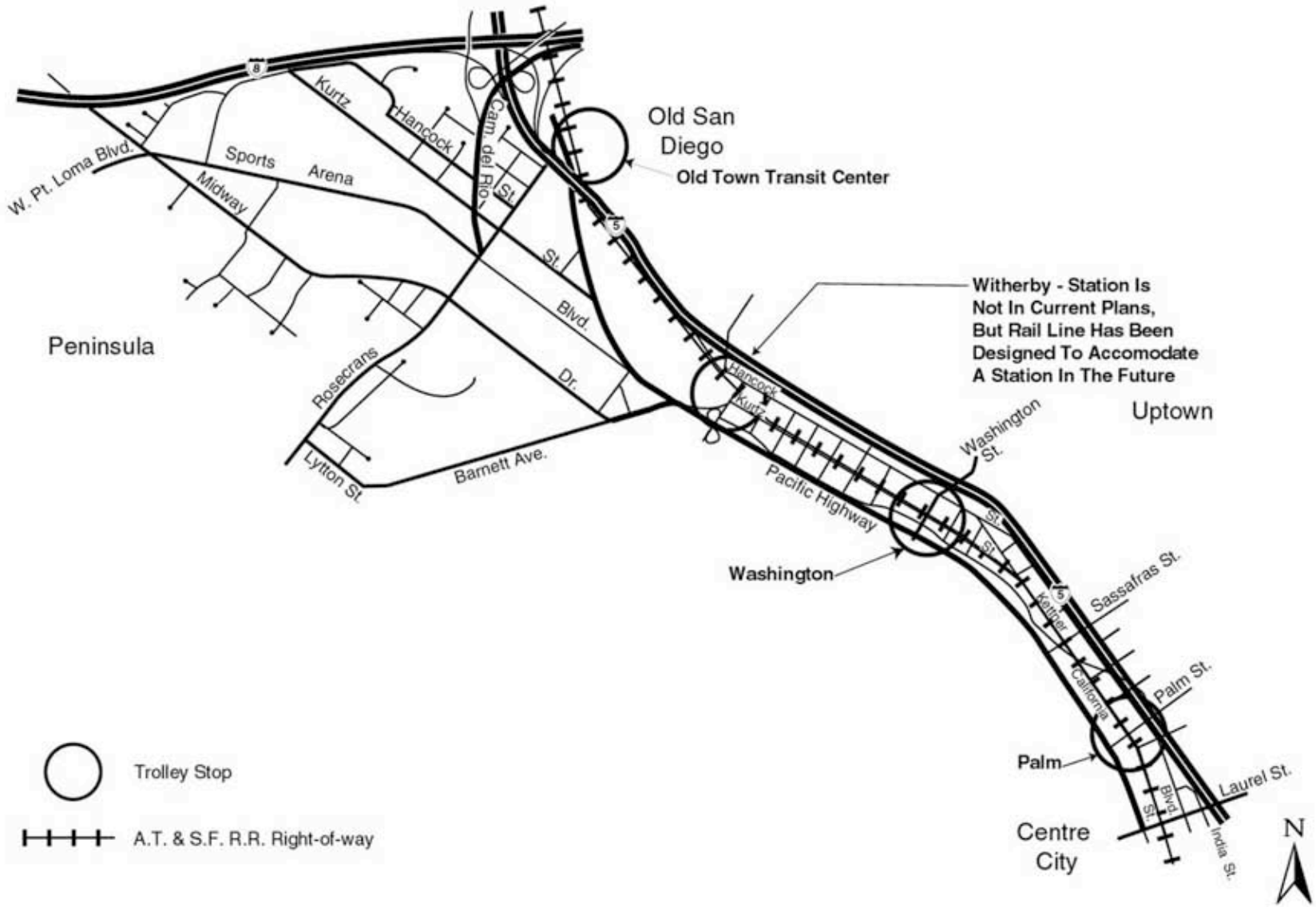
Increase the attractiveness and efficiency of the commuter rail and light rail service, bus and other forms of public transit as an alternative to the use of single occupant vehicles.

FURTHER

- Establish light rail transit along the Pacific Highway Corridor and throughout the Midway area.
- Link all public transit systems to pedestrian pathways, regional bicycle routes, interstate freeways and to each other, in order to provide service throughout the community.
- Promote increased public transit use to, from, and throughout this community.
- Provide appropriate land use and development regulations which will support and enhance regional light rail transit facilities.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Study feasibility of light rail transit throughout the Midway area		●	●	SANDAG, MTDB	MTDB	Specific Recommendation A
Complete a comprehensive Transportation Corridor design for the Pacific Highway Corridor	●			Planning Department, Engineering and Development Dept., San Diego Unified Port District	City, MCRD, CALTRANS, San Diego Unified Port District	Specific Recommendations D & E
Consider a reduction in parking requirements for major employers and retail centers which incorporate transportation demand management programs		●	●	Planning Department, Engineering and Development Dept.	Reimbursable	Specific Recommendation B



Transit Corridor **25** FIGURE

Midway/Pacific Highway Corridor Community Plan

SPECIFIC RECOMMENDATIONS

A. The San Diego Association of Governments and the Metropolitan Transit Development Board (MTDB) should continue to study the feasibility of, and potential alignments for light rail transit service through the Midway area.

B. Use signage throughout the community to direct people to the Old Town Transit Center.

C. All development should conform with the development criteria and design guidelines of the **Commercial** and **Industrial Elements** of this Plan to complement public transit improvements in the community.

D. Projects within the Pacific Highway Corridor between Sassafras and Laurel Street must conform with the CPIOZ Guidelines in the **Commercial Element** of this Plan.

E. Provide pedestrian amenities at all trolley stops including enhanced paving along pedestrian routes, pedestrian-oriented landscaping, benches and/or shelters, and trash receptacles.

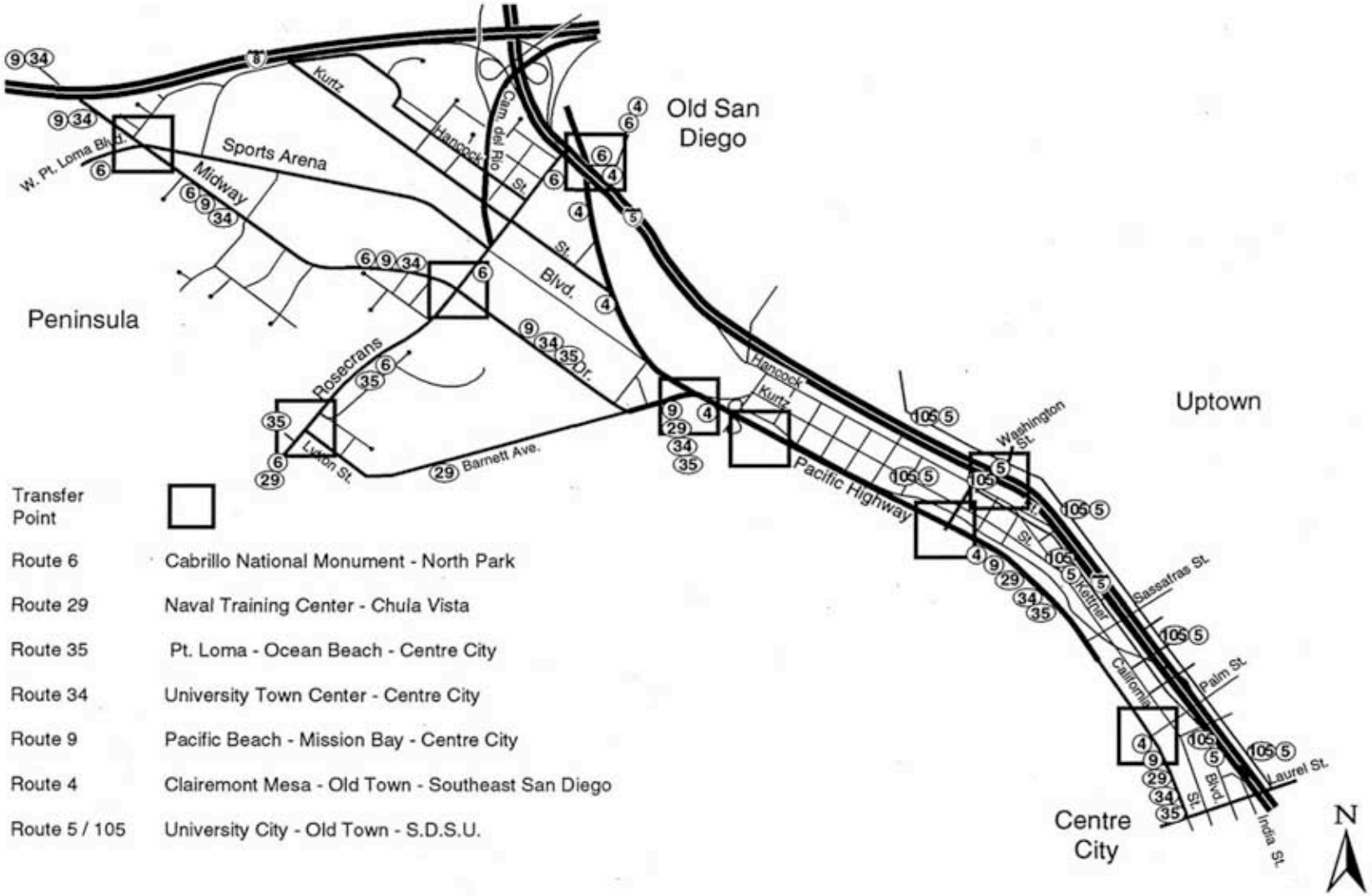
F. Light rail transit stations should include secure bicycle storage facilities.

G. As light rail transit expands, bus routes shout by rerouted by MTDB to facilitate transit linkages for convenience and efficiency.

H. The MTDB should continue to decrease headways and increase efficiency of bus service. Additional bus stops and/or routes should be provided as ridership warrants.

I. Bus stops should be located near major ridership demand areas such as large government facilities, hospitals, medical offices, multifamily and senior housing areas, and near major retail centers.

J. Route schedules and bus shelters and/or benches should be provided at all bus stops as associated redevelopment occurs or through MTDB's bus shelter provision program.



Bus Routes **26** FIGURE

Midway/Pacific Highway Corridor Community Plan

SCENIC ROUTES

The following section includes recommendations for scenic highways, which are designated by the state of California, as well as scenic routes, which are designated by the City of San Diego.

POLICY

Enhance Sports Arena Boulevard as a scenic route in the community, and pursue designation of Rosecrans Street as a scenic highway.

FURTHER

- Design, construct and improve the aesthetic qualities of scenic routes.
- Provide appropriate grading, landscaping, land use and sign guidelines and regulations to protect and enhance scenic routes.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Require Planned Development projects to follow the development urban design guidelines of this Plan	●			Planning Department	Reimbursable	Specific Recommendations A & B
Implement the land use regulations recommended in this plan to meet state requirements and apply for the designation of Rosecrans Street as a state Scenic Highway		●		Planning Department, Engineering and Development Dept.	City	Specific Recommendations C, D & E

SPECIFIC RECOMMENDATIONS

A. Upgrade the appearance and visual character of that portion of Sports Arena Boulevard, which is identified as a part of the City's designated scenic route, by installing appropriate landscaping per the adopted Sports Arena Master Plan and the recommended streetscape treatments in **Appendix B**.

B. Improve the Rosecrans Street portion of the City designated scenic route in accordance with plan recommendations featuring landscaping along the public right-of-way (**Appendix B**). This portion of Rosecrans Street provides the main linkage between the Midway community and the Old Town State Recreational Park, as well as the proposed Old Town Transit facility, and should reinforce the pedestrian significance of the route by featuring pedestrian-oriented landscaping and streetscape treatment.

C. Initiate the application of the state Scenic Highway designation for Rosecrans Street.

D. Implement land use regulations and landscaping guidelines which will assist in meeting the state Scenic Highway designation for State Route 209 (Rosecrans Street).

E. Increase enforcement of the City's sign code regulations, especially along Camino del Rio West, Rosecrans Street, and Sports Arena Boulevard.

PARKING AND LOADING FACILITIES POLICY

Ensure that adequate parking and off-street loading facilities are provided to meet the existing and future needs of the community.

FURTHER

- Reduce conflicts between pedestrians and vehicular traffic at parking lot entrances.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Require Planned Development projects to follow the parking, development and urban design guidelines of this Plan		●		Planning Department	Reimbursable	Specific Recommendations A-H

SPECIFIC RECOMMENDATIONS

A. All discretionary and ministerial permits should provide adequate on-site parking so as not to encroach upon other parking areas in the surrounding community.

B. A parking reduction may be considered for those major employers which provide and maintain a mass transit transportation incentive program for employees in compliance with the City's Transportation Demand Management Program.

C. If the number of parking spaces proposed for any project is less than the amount required by the zone, the project developer may, through a discretionary permit process, elect to provide an independently prepared parking study and a shared or joint-use parking plan which incorporates measures to adequately meet the present, as well as future needs of the project.

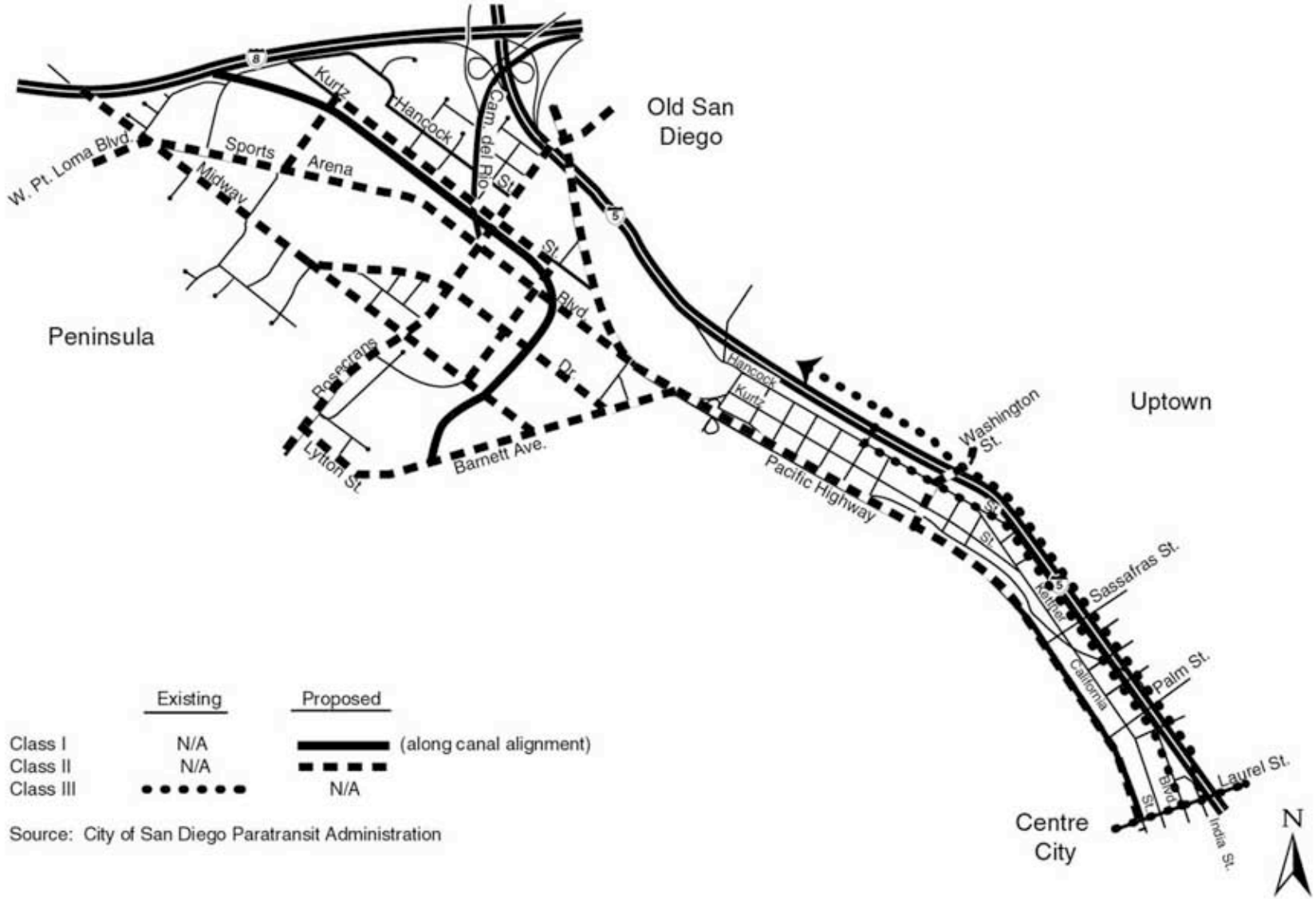
D. Any form of off-site parking should be provided within one quarter mile of the commercial area for which it is designed to serve. Projects which elect to provide off-site parking should provide improvements which will enhance the attractiveness and convenience of the lot and associated pathway for pedestrians. Improvements may include: pedestrian crosswalks, street trees, trash receptacles and pedestrian-oriented landscaping.

E. Consolidate the number of driveway entrances or curb-cuts (to a maximum of one where possible) on properties as redevelopment occurs, in order to reduce circulation conflicts and traffic or pedestrian hazards.

F. Parking lot improvements should create a functional, as well as aesthetically pleasant area. Improvements should include striping, landscaping, and pedestrian linkages to both physical and visual access points.

G. Parking areas should be screened by landscaping. Landscaping should be provided in multilevel parking structures along the edges of each parking deck.

H Minimize further reduction in the availability of existing on-street industrial use parking areas in the Kurtz Street area by restricting type of retail uses permitted, and by implementing better parking standards.



Bikeway System **27** FIGURE

Midway/Pacific Highway Corridor Community Plan

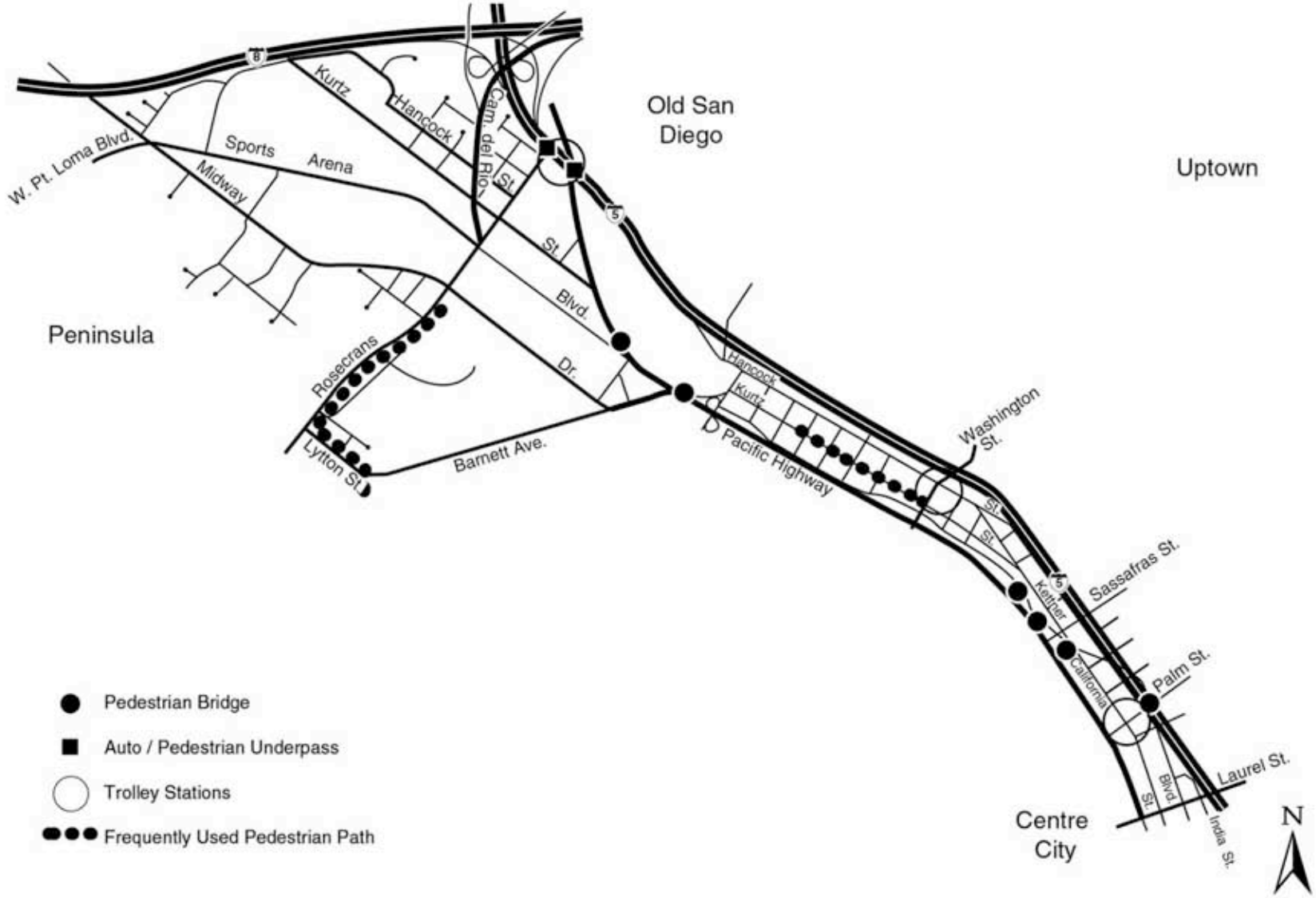
BICYCLE ACCESS

POLICY

Promote access to commercial centers, employment sites, and coastal and recreational areas by providing bicycle access along major public thoroughfares.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Remove architectural barriers and constraint ramps for bicycle and handicapped access to key intersections and along bicycle routes		●		City Manager, Engineering and Development Dept.	City	Specific Recommendation B
Approve and implement the bikeway system as recommended in this Plan	●	●		Planning Commission, City Council, and Engineering and Development Dept.	City	Specific Recommendation A



Pedestrian Circulation and Access **28**

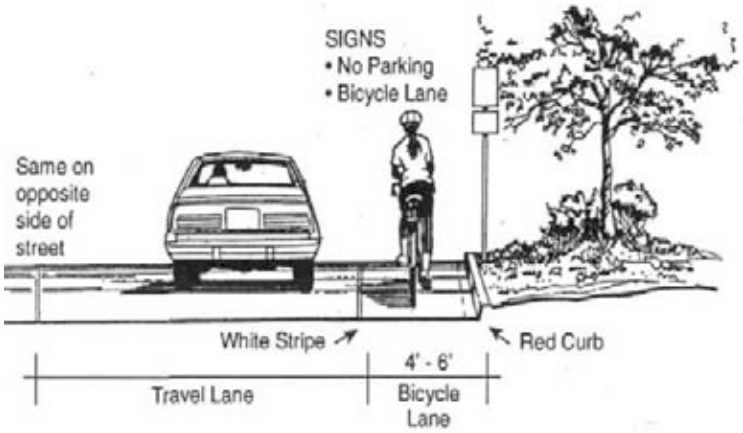
Midway/Pacific Highway Corridor Community Plan FIGURE

SPECIFIC RECOMMENDATIONS

A. Link the community bikeway system to the proposed regional bicycle transportation system by installing bike paths along the following designated routes: Class I along the proposed bay-to-bay canal, Class II or better along Kurtz Street east of the proposed extension of Kemper Street, Sports Arena Boulevard, Midway Drive, Rosecrans Street, Lytton Street, Barnett Avenue, all new proposed streets and Pacific Highway, and Class III or better along Kemper Street south of Sports Arena Boulevard, Kettner Boulevard and Laurel Street.

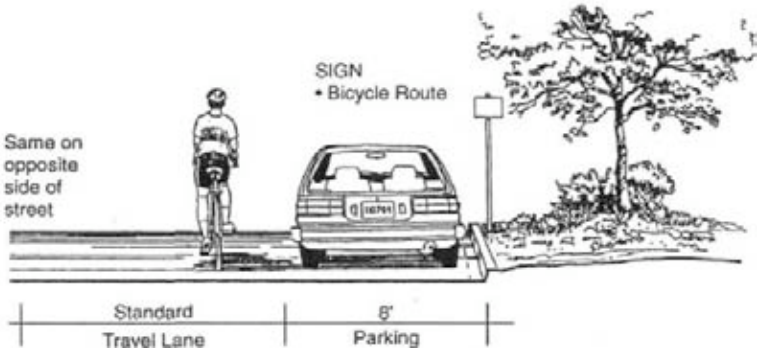
B. Architectural barriers which inhibit bicycle, pedestrian, and handicapped access should be removed. Provide a bicycle access ramp along Pacific Highway at the Witherby Street crossing.

C. Major employers, institutional uses, shopping centers, and industrial parks should provide bicycle parking facilities. Secure bike racks for both employee and public use should also be provided.



CLASS II
(Typical location – major street)

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



CLASS III
(Typical location – neighborhood street)

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

The dimensions illustrated on this page are subject to change.

PEDESTRIAN CIRCULATION AND ACCESS POLICY

POLICY

Provide access for pedestrians along safe and convenient pedestrian pathways.

FURTHER

- Provide for improved access for the elderly and handicapped at major intersections.
- Provide for the safety of school children who walk to and from school activities.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Study the feasibility of reducing the vehicular speed limit on Rosecrans from Lytton Street to Midway Drive to provide for the safety of school children who walk to and from activities.		●		City Manager, Engineering and Development Dept.	Caltrans	Specific Recommendation G
Fix the drainage system on Sellers Street or relocate the school crossing to another well drained and convenient location		●		Engineering and Development Dept., San Diego Unified School District	City	Specific Recommendation G
Install a sidewalk on Cadiz Street	●	●		Engineering and Development Dept.		Specific Recommendation E

SPECIFIC RECOMMENDATIONS

A. Establish an interconnecting system of sidewalks throughout the community. The I-5 pedestrian overpass at Palm Street should be linked by a crosswalk across Kettner Boulevard leading to a logical pedestrian pathway through the Pacific Highway Corridor. Other pedestrian bridges intended for public use should provide linkages to the community-wide pedestrian system of sidewalks and freeway under-crossings.

B. Improve pedestrian access at the intersection of: 1) Camino del Rio/Rosecrans Street and Sports Arena Boulevard, and 2) Midway Drive/West Point Loma Boulevard and Sports Arena Boulevard by refitting traffic signals for pedestrian crossing on demand with shutdown of right lane vehicular movement through the intersection at the time of crossing.

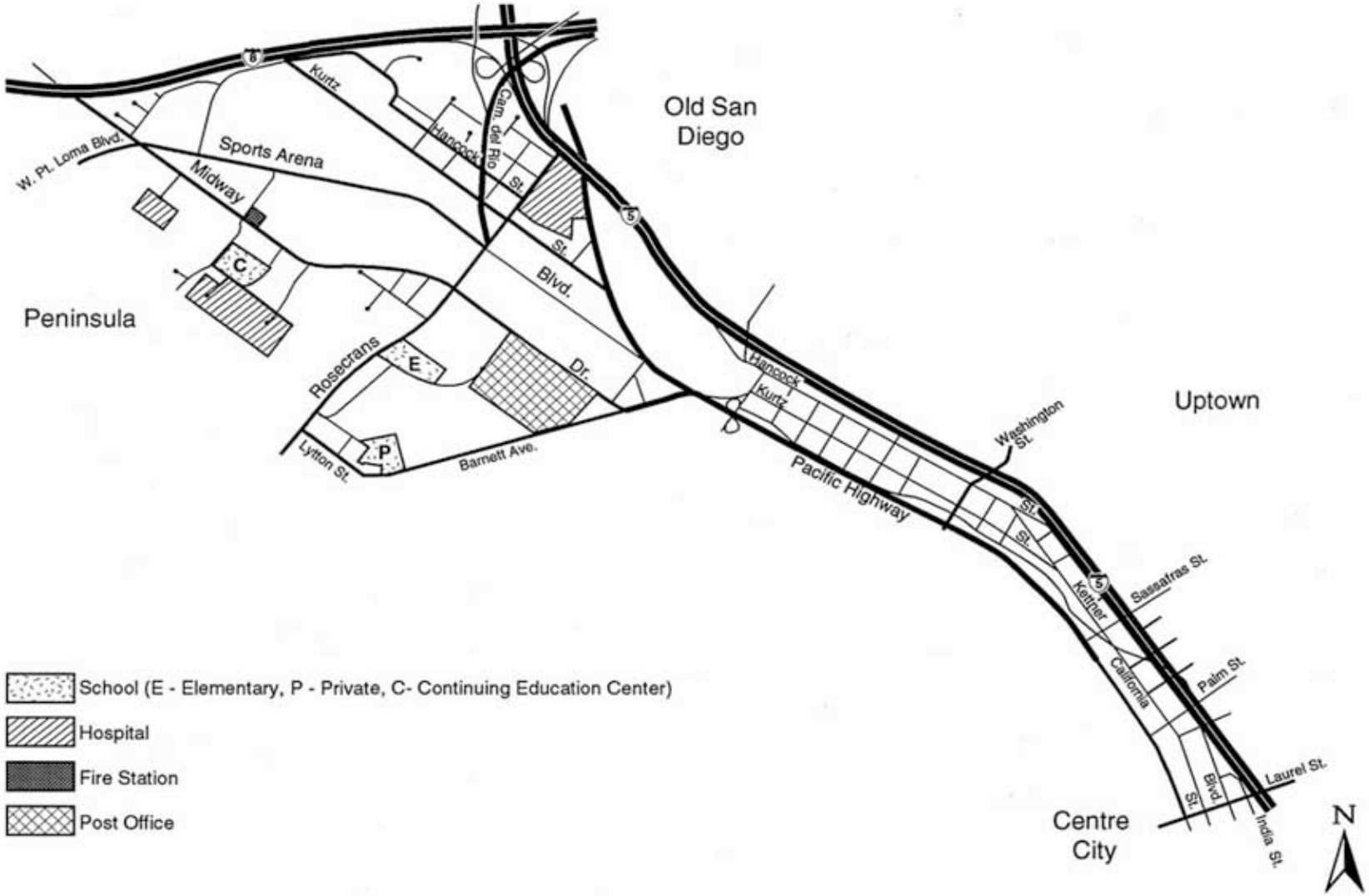
C. Remove curbs, signs, and other barriers which impede pedestrian, bicycle, and handicapped access.

D. As redevelopment occurs along Rosecrans Street between Lytton Street and the Dewey Elementary School, projects should provide circulation systems which consider the safety of children who walk along this route both to and from school activities. Appropriate circulation systems may include traffic signals, stop signs, the provision of a continuous sidewalk system, or the relocation of school crosswalks.

E. Install a sidewalk on Cadiz Street to provide pedestrian access for the school children who live in the Navy housing and attend St. Charles Borromeo Academy.

F. Prohibit on-street parking next to the Naval Training Center and extend the curb along street frontage on the east side (next to commercial area) to provide diagonal parking and an enhanced pedestrian area which links the Naval Training Center and Marine Corps Recruit Depot with Rosecrans Street and the central Midway commercial core.

G. In order to provide for the safety of school children, the street drainage system on Sellers Street should be fixed or the existing school crosswalk should be relocated, and Caltrans should study the possibility of decreasing travel speed along Rosecrans Street from Lytton Street to Midway Drive.



Community Facilities **29** FIGURE

Midway/Pacific Highway Corridor Community Plan

COMMUNITY FACILITIES AND SERVICES

POLICY

Establish and maintain a high level of public facilities and services to meet the needs of the community.

FURTHER

- Provide local recreational opportunities for residents of the Midway area.
- Provide and maintain adequate pedestrian access and bikeway linkages to and from recreational areas such as Cabrillo National Monument, the adjacent Ocean Beach area, the Old Town State Historic Park and the City-owned recreation facilities located in the Old Town area.
- Provide an aesthetically pleasing environment and an array of visitor-oriented services along major transportation routes which lead to significant recreational resource areas.
- Provide for adequate educational facilities to meet the existing and future needs of the community.
- Improve the quality of the educational learning environment where feasible.
- Promote the safety of school children who walk to and from school activities.
- Provide adequate library service to meet the needs of residents.
- Promote access to library facilities.
- Systematically improve water and sewer lines in the planning area.
- Maintain adequate landscaping at all water and sewer facilities.
- Systematically improve gas and electric facilities in the planning area to meet existing and future demands.
- Maintain adequate landscaping or other means of screening at all gas regulator and electric substation facilities.
- Maintain a high level of police protection throughout the Midway/Pacific Highway Corridor community planning area.
- Maintain a high level of fire protection throughout the Midway area.
- Support the regular upgrading of fire stations and traffic control signals so as to provide an adequate response to fires and other emergencies.

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Establish a joint park facility at Dewey Elementary School and additional public recreational facilities as identified in this element		●		Park and Recreation Department, San Diego Unified School District	City	Specific Recommendations B and G
Construct a new elementary school in the vicinity of the Sports Arena with redevelopment to residential use			●	San Diego Unified School District	City, SDUSD	Specific Recommendation D
Underground utilities, improving the visual quality of the Pacific Highway Corridor		●		Engineering and Development Department	City and Private	Specific Recommendation M

SPECIFIC RECOMMENDATIONS

Park and Recreation Facilities

A. Require the provision of private recreational facilities in conjunction with new planned residential development projects.

B. Establish a five-acre joint-use park site adjacent to the Dewey Elementary School, establish a two-acre park with a recreation building and a mini-park in the community, and provide additional public recreational facilities for neighborhood use where feasible.

C. Landscape those commercial areas which are located along major transportation routes that lead to regional recreational resource areas such as Cabrillo National Monument, Old Town State Historic Park, and Ocean Beach.

Schools

D. Construct a new elementary school in the vicinity of the current Sports Arena as the area redevelops for residential use. Improve the outdoor recreational facilities and landscaping at the Dewey Elementary school site and establish a public joint school/park use facility for the neighborhood.

E. Acoustical insulation should be installed in the Dewey Elementary school building. Noise levels within the building should be reduced to 65 decibels or lower per the recommendations of the General Plan.

F. Provide and maintain street and safety improvements such as crosswalks, curbs, gutters, sidewalks, additional light signals, and other safety measures where necessary to ensure the safety of school children who walk to and from school activities. The street drain on Sellers Street should be redesigned for proper drainage if feasible, or the school crosswalk should be relocated to a convenient location.

G. If the school district vacates the Dewey Elementary site, the possibility of developing a public recreational center should be explored.

Library Facilities

F. Identify any areas which may be suitable for bookmobile service stops.

G. Strengthen and reinforce auto, pedestrian, and bikeway routes to library facilities.

Water and Sewer Service

J. A comprehensive program of water and sewer line replacement should be timed and phased so as to adequately meet the community's water and sewer needs.

K. The landscaping and appearance of the Jupiter Street pump station should be upgraded.

L. The abandoned structure at Pump Station No. 3 should be removed and the lot should be attractively landscaped.

Gas and Electric Service

M. Underground existing overhead electric power lines where economically feasible, and within underground utility districts established by the City.

N. Improve the appearance of the electric substation at Kettner Boulevard and Vine Street through landscaping and/or redwood slatted chain link fencing.

Police Protection

O. Require residential and commercial developers to incorporate the defensible space considerations of the Urban Design elements of this plan into the design of all projects.

P. Residents and property owners should be encouraged to actively support their community alert (Neighborhood Watch) programs.

Q. The Police Department should continue its effort to curtail prostitution in the area.

Fire Protection

R. Support regular enforcement of weed and litter abatement on vacant and undeveloped lots, as well as on all sites with vacant buildings.

S. Support regular enforcement of building and fire codes in all areas; particularly those areas with deteriorating structures which represent a potential fire hazard.

T. Include funding in the City's Capital Improvement Program (CIP) budget to assure inclusion of traffic signals with automatic changing devices which pre-empt the right-of-way for emergency vehicles.

CONSERVATION OF ENVIRONMENTAL QUALITY

POLICY

Provide a safe, clean and healthy environment, by balancing new development intensity with considerations for the protection of life and property from geologic hazards and environmental impacts.

FURTHER

- Reduce risks associated with geological hazards and impacts through project design.
- Reduce, when possible, the effects of community noise levels on the residents of and visitors to this community.
- Preclude further non-compatible development from occurring in areas which are impacted by high noise levels.
- Reduce erosion and runoff from hillsides and graded slopes.

ACTION PLAN

Implementation Measures	Timing			Responsibility For Implementation	Source of Funding	Index to Action Detail
	Adopt With Plan	Next Five Years	Six to 20 Years			
Develop a program to acoustically insulate schools for the area impacted by Lindbergh Field		●		San Diego Unified Port District	San Diego Unified Port District	Specific Recommendation C

SPECIFIC RECOMMENDATIONS

A. Factors such as soil structure, groundwater level, and potential for liquefaction should be thoroughly considered during the site design phase of a construction project. As recommended by the General Plan, full geologic, soil, and seismic reports should be conducted during the environmental review process, and appropriate structural designs should be incorporated.

B. Encourage the Port District to require the use of aircraft which will reduce community noise and air pollution impacts as a part of Lindbergh field operations.

C. In areas subject to significant noise levels, construction practices and site design techniques which reduce noise levels should be utilized, such as: double pane windows, highly resistant wall insulation, insulated attics, drop ceilings in structures, and the installation of noise absorbing plant materials in landscaped areas which should be located between the site and surrounding sources of noise generation (**Table 5**).

D. Land use activities which are not compatible with existing noise levels should mitigate both interior and exterior noise to the appropriate level as recommended by the General Plan through project design.

E. Drought tolerant vegetation should be installed and maintained as a method of reducing soil erosion and runoff on all natural and manufactured slopes. Existing trees and ground cover should be retained and/or replaced if removal becomes necessary.

F. Control soil erosion and runoff both during and after construction by minimizing grading and utilizing temporary berms and other site specific soil containment methods.

CULTURAL AND HERITAGE RESOURCES

POLICY

Preserve the community's historical heritage so that it may be enjoyed by future generations.

FURTHER

- Protect significant historic and architectural resources.
- Ensure that potentially significant paleontological, archaeological, and/or historic resources receive careful review for possible historic and/or prehistoric site designation.

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Conduct historical and archeological surveys to identify significant resources in the community		●		Planning Department	City	Specific Recommendation A

SPECIFIC RECOMMENDATIONS

A. Potentially significant historical and architectural resources should be further studied and researched by the Historical Site Board. Those sites found to be significant should be designated by the City Historical Site Board and nominated to the National Register of Historic places for possible designation.

B. The rehabilitation process of significant historic or architectural structures should strive to maintain and/or restore the original structure. To the extent feasible, the resource should be preserved on-site in its present or original use. Approval of an adaptive reuse may be appropriate when the proposed project enhances the neighborhood character and preserves the structure's historical heritage.

C. At the time of official designation, informational signs and/or plaques should be provided in order to increase public awareness and appreciation.

D. Projects located on, or adjacent to, a significant historic, archaeological, or paleontological site should be evaluated in terms of compatibility with the resource. Prior to development, an environmental analysis should address the nature of the resource, potential impacts and proposed mitigation measures.

E. As part of a discretionary or environmental review process, any removal and/or destruction of a designated historic or prehistoric resource should be completely recorded prior to destruction. Significant archaeological resources should be stored with an appropriate institution.

F. As part of a discretionary review process, maintain the existing decorative light standards throughout the community by incorporating them into the design of new projects and by installing additional standards as necessary to retain the historic theme.

LOCAL COASTAL AREA

The California Coastal Act of 1976 established a Coastal Zone boundary within which certain planning and development requirements have been designed to protect and enhance California coastal resources.

In March 1981, the City Council adopted the Centre City/Pacific Highway Corridor Local Coastal Program—Supplemental Report which represents a portion of the citywide Local Coastal Program and meets the requirements of the California Coastal Act. The report provides land use guidelines for the portion of the Midway/Pacific Highway Corridor community planning area which lies within the Coastal Zone (**Figure 30**).

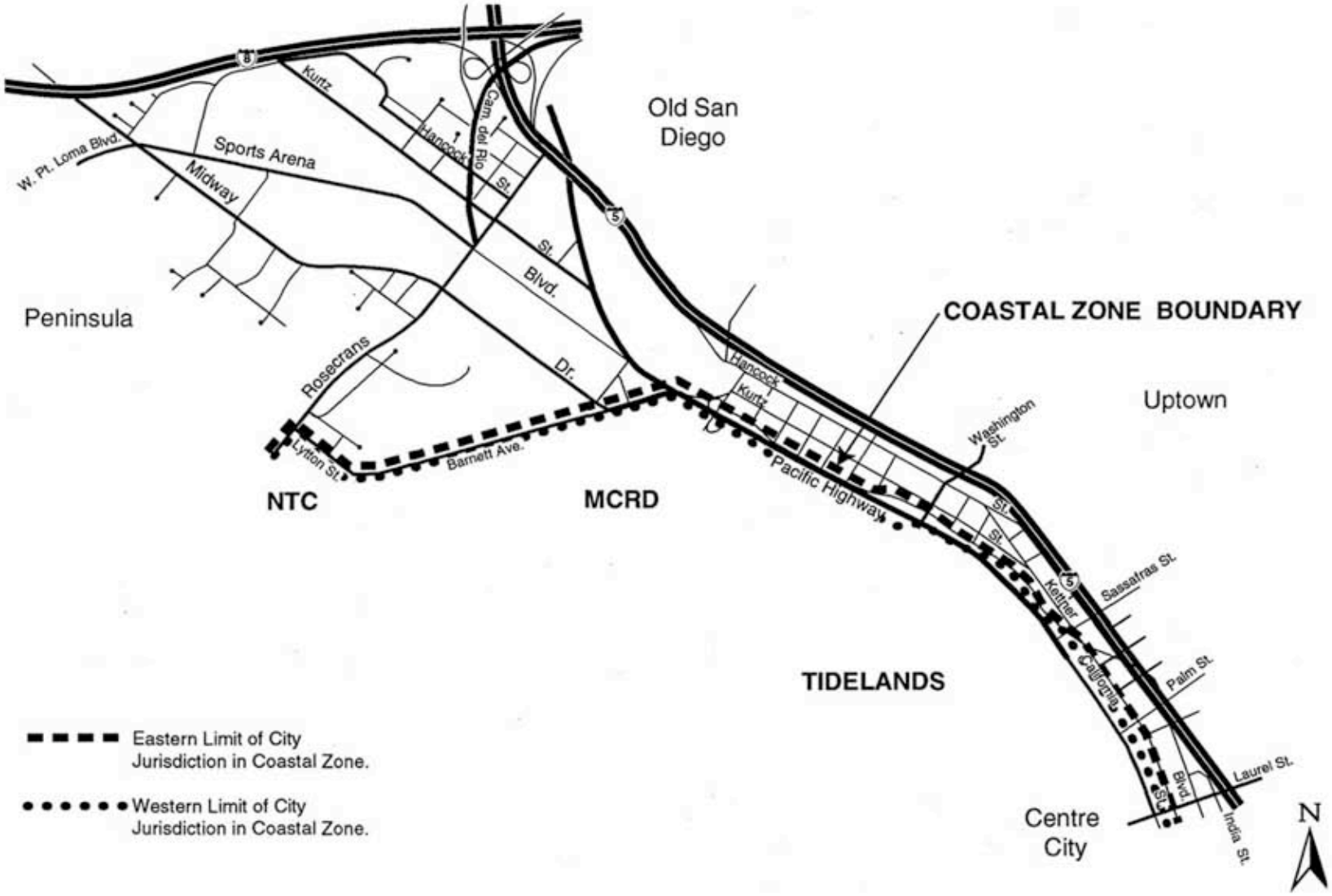
The issues identified in the Centre City/Pacific Highway Corridor Local Coastal Program which specifically address the Midway/Pacific Highway Corridor community planning area relate to land use development goals which should: enhance the area's economic base and physical environment; promote land uses compatible with the airport; preserve public views to the waterfront; and provide criteria for land development under the airport approach zone. Each of those recommendations has been incorporated into the land use policies and recommendations discussed below.

POLICY

Provide physical and visual access through the coastal strip to the waterfront and promote land uses which are compatible with the airport, particularly those supporting visitor-oriented uses.

FURTHER

- Prevent the expansion or development of unsightly land use activities in the coastal strip.
- Upgrade the economic base and physical environment of the area.
- Assure continuity and compatibility between the City and the Port District through the coordination of planning efforts.
- Improve the quality of architectural styles and site design in and around the Coastal Zone Area.
- Preserve and emphasize public views west and south to the waterfront.
- Prevent the expansion or development of unsightly land use activities in the coastal strip.
- Beautify and possibly realign Pacific Highway.
- Emphasize Washington Street's role as a connector to the major freeway system (I-5).



Coastal Zone Jurisdiction **30** FIGURE

Midway/Pacific Highway Corridor Community Plan

ACTION PLAN

Implementation Measures	Timing: Adopt With Plan	Timing: Next Five Years	Timing: Six to 20 Years	Responsibility For Implementation	Source of Funding	Index to Action Detail
Require projects within the coastal zone to follow the Coastal Zone Height Limitation Ordinance and the development and urban design guidelines of this Plan		●	●	Planning Department	Reimbursable	Specific Recommendations F-H
Require projects within the Coastal Zone and Airport Environs Overlay Zone to conform with the Comprehensive Land Use Plan for Lindbergh Field		●	●	Development Services, SANDAG and FAA	Reimbursable	

SPECIFIC RECOMMENDATIONS

Public Access

A. Require project size, bulk, height and location of landscaping material to maintain open bayward views from the public right-of-way as provided in the **Commercial Element** of this Plan.

C. In order to facilitate public access, a light rail transit line and related transit station facilities, to be generally situated along the present rail alignment, should be pursued and totally incorporated into the Pacific Highway access corridor.

D. Pedestrian and bicycle access and safety should be improved through the use of coordinated linkages between pedestrian street crossings, pedestrian bridges, and an improved bikeway system.

D. Pedestrian-oriented amenities around trolley stations and bus stops should be provided

Recreation and Visitor Serving Facilities

E. Designate the coastal zone portion of the Plan for transportation-related commercial and industrial uses.

Locating and Planning New Development

F. Projects should conform to the development and design recommendations provided in each of the Plan elements.

G. Landscape plans should conform to the streetscape treatments as provided in the **Appendix**.

H. All signs should comply with the provisions of the Coastal Zone regulatory development standards. The Coastal Zone regulations should not be pre-empted by increases in height or size of signage.

Visual Resources and Special Communities

I. Prohibit the installation of any new billboards or pole signs which do not comply with Coastal Zone sign regulations.

J. Provide coastal and bayward view corridors through the community.

Public Works

K. Special transportation corridor designs should be established for Pacific Highway. Such designs should consider the highway's existing and projected average daily trips (ADT), carrying capacity, parking requirements, public transit corridor needs, pedestrian access, landscaping, and visual restoration needs.

L. All appropriate public agencies should develop a coordinated plan for the installation and maintenance of landscaping in the right-of-way.

M. The undergrounding of overhead utilities should be included in the City's Capital Improvements Program budget.

N. Signage should clearly delineate Washington Street as a connector to I-5.

Alternative Plan Concepts

ALTERNATIVE PLAN CONCEPTS

EXISTING PLAN ALTERNATIVE

This alternative would retain and implement the land use designations of the 1970 Midway Community Plan and adopt the light industrial designation of the General Plan for the Pacific Highway area. As the land use designations of the 1970 plan were never implemented, this alternative would incorporate an extensive rezoning program. The Midway Planned District would be replaced with citywide commercial and industrial zones. This Plan would retain the specialized commercial land use designation for the central commercial core. Implementation of the specialized commercial designation would be implemented community-wide with the application of the C-l and CA Commercial Zones. Further design review could be accomplished through the application of the CPIOZ to the central commercial core.

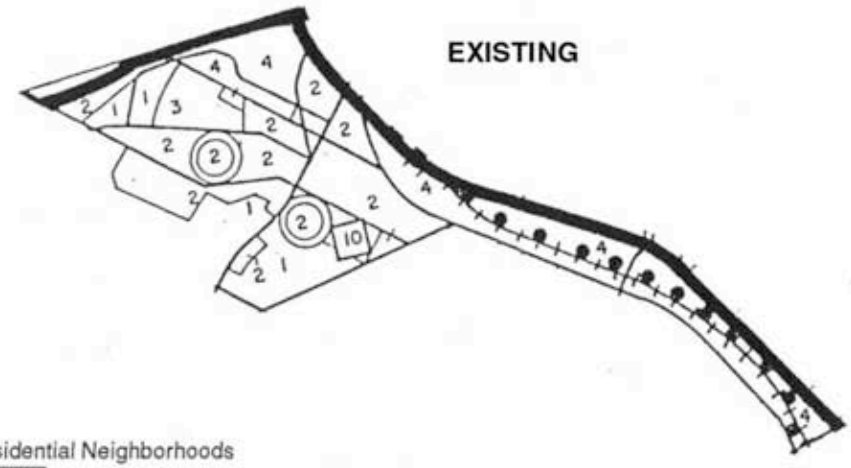
REDEVELOPMENT ALTERNATIVE

This alternative recommends the incorporation of land use designations and zoning changes of the proposed land use plan but includes a provision for the establishment of a redevelopment project area along the Pacific Highway Corridor pursuant to the California Community Redevelopment Law, Section 33000 of the Health and Safety Code. This alternative would recommend that the physical redevelopment and rehabilitation of the Pacific Highway area be accomplished through a combination of government and private financing sources.

RECOMMENDED PLAN CONCEPT

This alternative includes changes in the land use designation and existing zoning to reflect existing conditions and anticipated development trends. The Plan proposes the replacement of the Midway Planned District Ordinance with citywide zones and recommends appropriate commercial land use designations for areas already developed commercially. This alternative also provides for the establishment of a transportation-related land use designation and citywide commercial zoning adjacent to the Washington Street trolley stop and to the area south of Sassafras Street, near Lindbergh Field.

Relationship to General Plan Goals



Transportation

- Freeways /Expressways
- Prime Arterials
- Major Streets
- To Be Constructed
- Railroads
- Transit Corridors

Residential Neighborhoods

1 Communities of primary residential use containing dwelling units of various types and attendant community services. For detailed uses see the adopted community plans.

Commercial

(2) Community and Regional Centers

2 Office and Specialized Commercial

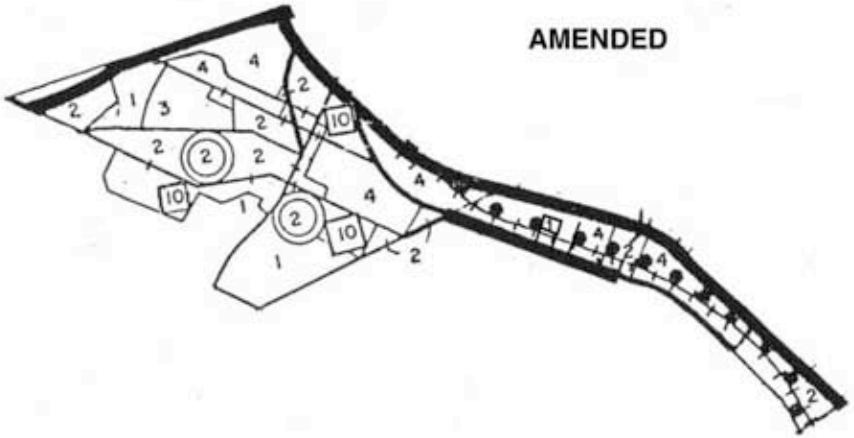
3 Commercial Recreation

Industrial

4 General

Institutional

□10 Other Institutions



N

Amendments to the General Plan

Midway/Pacific Highway Corridor Community Plan

31 FIGURE

RELATIONSHIP TO GENERAL PLAN GOALS

This Plan provides specific recommendations for actions which will implement the goals and objectives of the General Plan. Recommendations which implement the General Plan's goals and objectives are outlined below:

Residential

This Plan recommends the retention and rehabilitation of all existing residentially designated areas of the community. No changes to the existing balanced community character are recommended. This Plan also provides for the intensification of commercial areas with mixed residential and commercial development in areas that are not impacted by high noise levels. These recommendations are consistent with the General Plan objectives of conserving, preserving, and rehabilitating residential areas; promoting balanced communities; providing opportunities for new residential construction; and promoting land use compatibility with community noise equivalent levels.

Commercial

This Plan recommends the elimination of the "C" or general commercial zone, as well as the Midway Planned District, from all commercial strips within the community. The Plan also provides redevelopment guidelines including the provision of bus shelters, benches, pedestrian-oriented amenities and landscape treatments for all commercial areas. The Plan recommends the removal of industrial zoning from commercial areas and encourages the use of shared and/or joint-use parking facilities. These recommendations are consistent with the General Plan objectives of reducing the number of zones and overlapping requirements, prohibiting the expansion of strip developments, encouraging consolidated off-street parking, prohibiting commercial uses in industrial areas, and encouraging the rehabilitation of older commercial centers including the provision of a landscape program.

Industrial

This Plan designates the Plant 19 site and the adjacent 20-acre lot for industrial park development, recommends the removal of the Midway Planned District Ordinance, provides appropriate zoning regulations which will prohibit commercial encroachment into industrial areas, provides guidelines for the redevelopment and rehabilitation of industrial uses, and provides for a reduction in required parking for industrial uses which provide alternative employee transportation. These guidelines are consistent with the General Plan recommendations to provide additionally designated industrial land, limit commercial uses in manufacturing zones, remove inappropriately designated industrial lands from the citywide industrial inventory, provide for redevelopment, and conditionally reduce parking requirements for industrial establishments which provide transportation for their employees.

Transportation

The Plan provides for vehicular circulation improvements and some street widenings along with the inclusion of bicycle pathways and improved pedestrian amenities. The Plan also provides incentives for major employers who utilize mass transit subsidy programs, provides recommendations for bicycle racks in commercial areas, and recommends that logical and convenient pedestrian and bicycle paths be linked to light rail transit stations. The Plan recommendations are consistent with the General Plan recommendations to place equal emphasis on the aesthetic, functional and noise design considerations of streets, the maintenance and increased efficiency of the existing street system, the development of an improved mass transit system, the maintenance of bikeways at connection points with other transportation modes, and the provision of adequately sized pedestrian and bicycle paths.

Public Facilities, Services and Safety

This community meets the General Plan standards for fire service. For the foreseeable future it is anticipated that school and police services, as well as water and sewer needs, can be adequately met through the existing facilities. This Plan also recommends the establishment of a joint-use school/park site at Dewey Elementary in conjunction with the landscaping and upgrading of the school yard. This recommendation is consistent with the General Plan which encourages joint-use of school sites, as well as alternatives to standard asphalt and cyclone fenced playgrounds.

Recreation and Open Space

This community does not contain any public park sites or public open space areas. Based on the General Plan guidelines for park and recreational facility service areas, this community's needs are met by facilities located in surrounding areas. This Plan, however, recommends establishment of a joint-use park site at the Dewey Elementary School and provides for; 1) the establishment and maintenance of recreational facilities to be located within private residential developments and; 2) urban open space plazas in commercial projects. The Plan also recommends implementation of proposed bikeway linkages to the regional bikeway system.

Redevelopment

This Plan recommends that future studies explore the possibility of establishing a redevelopment project area along the Pacific Highway in accordance with the California Redevelopment Law, Section 333000 of the Health and Safety Code.

Conservation of Resources

The Plan recommends that grading be minimized; that drought tolerant vegetation be installed and maintained on hillsides and slopes, and that existing trees and groundcover be retained and/or replaced. The Plan also recommends that landscaping be installed in the public right-of-way along all heavily used vehicular corridors, that regionally linked bicycle

paths be installed, that attractive and convenient bus shelters be located at all bus stops, and that major employers be given an opportunity to receive reductions in parking requirements in exchange for participation in ridesharing and employee transit subsidy programs in concert with the City's mobility program. The Plan meets the General Plan recommendations to minimize grading; control soil runoff, sedimentation, and erosion; retain existing trees and ground covers; use drought tolerant plant species; and provide attractive less polluting alternatives to the use of the private automobile.

Cultural Resources Management

This Plan recommends that; 1) significant historic and cultural resources be rehabilitated and preserved for adaptive reuse rather than demolition; 2) that if excavation occurs in areas known to have significant archaeological resources that a qualified professional should analyze and document the data; and 3) that all materials be stored with an appropriate institution. These recommendations are compatible with the General Plan recommendations to: inventory cultural resources, accommodate urban growth while preserving structures and complexes of importance to urban identity, ensure that excavation of archaeological resources be done by qualified professionals who fully analyze and document all materials; and store important material with appropriate institutions.

Seismic Safety

This Plan recommends that appropriate geologic, seismic, and soil reports be submitted with applications for land development permits and that utility systems and other structures in the community be reviewed as part of an assessment to determine vulnerability to seismic and geologic hazard. The Plan recommendations are consistent with the General Plan objectives of ensuring that current and future community planning consider seismic and other geologic hazards, that geologic problems are suspected, and that structural hazards and utility systems be systematically reviewed for seismic vulnerability.

Urban Design

This Plan provides guidelines to upgrade and physically enhance commercial, residential, and industrial areas. These guidelines have been developed to incorporate the urban design recommendations of the General Plan including: the avoidance of radical and intrusive changes to existing residential areas, the improvement of institutional and community facilities, reduction in the amount of visual clutter, the use of appropriate plant material to contribute to the environmental quality of the community, the promotion of harmony in visual relationships, the provision to encourage mixed usage, the promotion of quality design for buildings constructed at prominent locations, and the provision of safe and convenient pedestrian crossings, walkways and parking areas.

Appendices

APPENDIX A

LEGISLATIVE FRAMEWORK

- The Midway/Pacific Highway Corridor Community Plan was developed within the context of a legislative framework existing on federal, state and local levels. Among the more important levels of influence are:
- Section 65450 of the Government Code of the state of California (state Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.
- Government Code Chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has adopted an ordinance which establishes an Affordable Housing Density Bonus that provides for an increase in density in a given zone to be granted for projects in which a portion of the total housing units are for low or moderate-income persons.
- The California Environmental Quality Act of 1970 (CEQA), as amended, requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect the environment, including actions related to implementing this Plan.
- The Regional Air Quality Strategy (RAQ) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.
- The California Coastal Act of 1976 mandates that all designated coastal areas develop a Local Coastal Plan which is consistent with state-wide goals and objectives. The City of San Diego Centre City/Pacific Highway Corridor Local Coastal Land Use Plan, with revisions, was adopted by the City Council in March of 1987 and certified by the California Coastal Commission on January 13, 1988. The plan provides specific guidelines for the redevelopment of that area of the community which lies within the coastal zone boundary.
- The citywide zoning and subdivision ordinances which regulate the development and subdivision of land in the City.
- Section 101.0445 of the City's Municipal Code which provides procedures for inter-jurisdictional notification prior to the issuance of a building permit within the Airport Approach Overlay Zone.
- In addition to legislation and ordinances, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing Plan recommendations.
- The General Plan establishes citywide goals, guidelines, standards and recommendations which serve as the basis for the goals, objectives and recommendations of the Plan.

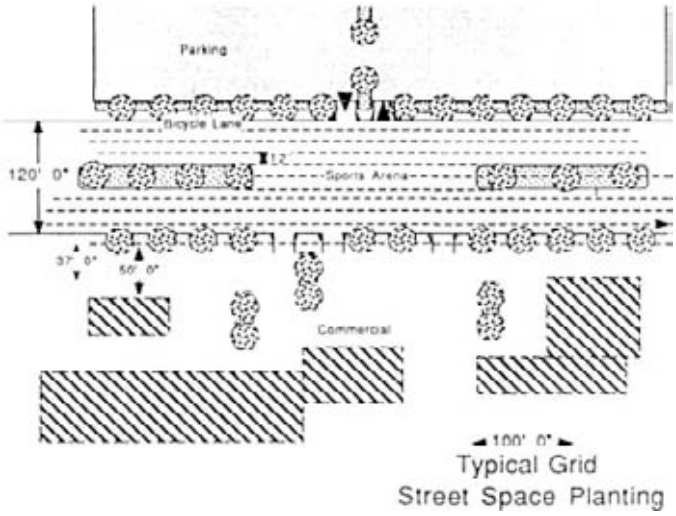
APPENDIX B

LANDSCAPE RECOMMENDATIONS

Street	Tree	Pattern	Sidewalk	Bikeway
Sports Arena Boulevard	Eucalyptus/Sycamore/ Holly Oak	Linear/Clusters Parkway and Medians Landscaped	5.5 ft. Contiguous	Class II
Midway Drive	Washington Robusta	Linear/Clusters Parkway and Medians Landscaped	5.0 ft. Noncontiguous	N/A
Rosecrans Street	Queen Palms/King Palms/Arizona Ash	Linear 1.0 ft. Parkway or Tree Grates Median Landscaped	5.5 ft. Noncontiguous 5.5 ft. Contiguous	Class II
Lytton Street	Sumac/Flame/ Goldenrain	Grates or Planter Boxes	Variable Contiguous	Class III
Pacific Highway	King Palms/ Queen Palms/ Date Palms/Eucalyptus	Parkway or Grates Landscaped Medians In Dense Clusters	6.0 – 8.0 ft. Noncontiguous	Class II
Kettner Boulevard	King Palms/ Queen Palms	5.0 ft. Parkway	Variable Contiguous	Class III
Laurel Street	Jacaranda	Tree Grates or Parkway	Variable Contiguous	Class III
Camino del Rio	Sumac/Flame/ Goldenrain	Linear Tree Grates or Planters Landscaped Medians	Yes	N/A
Canal	Gold Medallion Jacaranda	Linear		

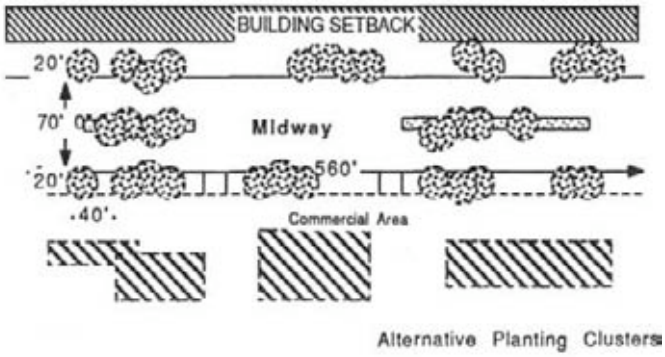
SPORTS ARENA BOULEVARD

As provided in the Sports Arena Master Landscape Plan: eucalyptus trees will be planted in a ten-foot-wide parkway along the street frontage 25 feet on center. Additional projects along this street should use a linear or clustered tree pattern. Recommended trees are eucalyptus (mellidodora), sycamore and holly oak. Medians should also be landscaped with a combination of trees, groundcover and low shrubs.



CAMINO DEL RIO WEST

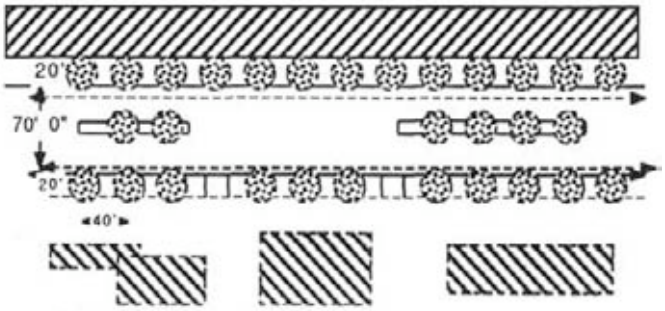
Sumac (cotinus, galabra or typhina), flame trees, or goldenrain trees should be planted in tree grates or planters in a linear pattern at least 30 feet on center. Plaza treatment of walkway should encourage pedestrian activity. Medians should be landscaped with low shrubs and groundcover.



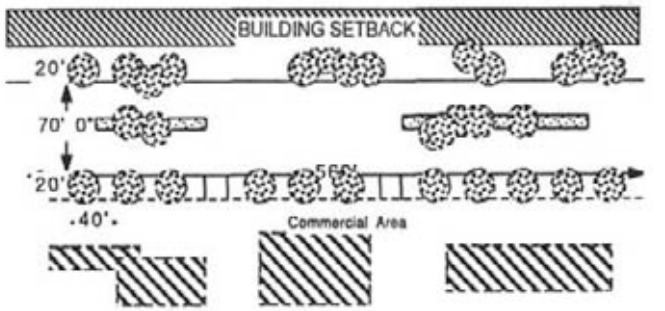
Alternative Planting Clusters

MIDWAY DRIVE

Mexican fan palms (Washingtonia robusta) should be planted in either a linear or clustered pattern at a frequency equal to 25 feet on center in a noncontiguous five-foot parkway. Medians should also be landscaped with low shrubs or a combination of shrubs and decorative hardscape.



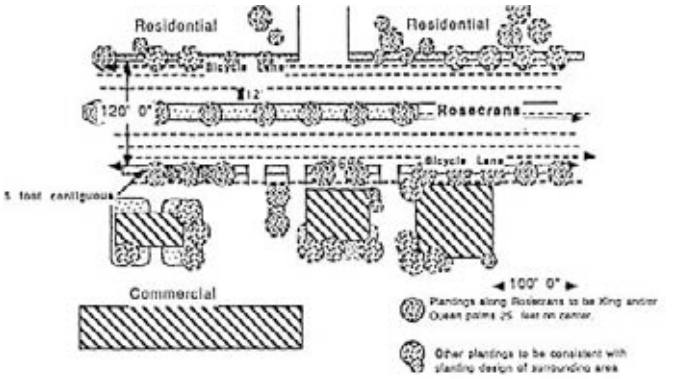
Typical Linear Planting

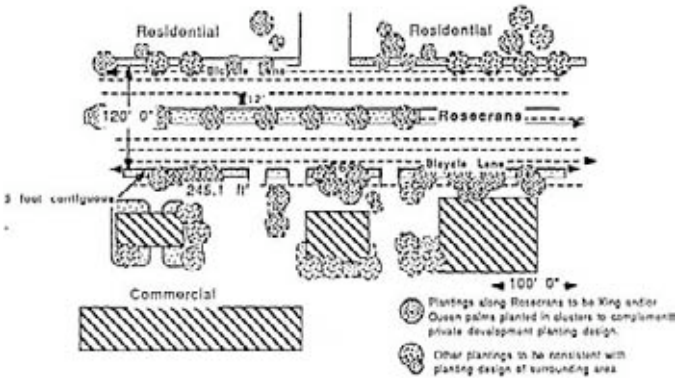


Alternative Planting

ROSECRANS STREET

King or Queen palms should be planted in expandable opening tree grates, 25 feet on center when in a contiguous sidewalk pattern. Trees should be planted in a linear pattern along the street frontage. An alternative pattern would provide additional tree clusters set further back on the lot as long as the overall pattern contributes to the creation of a linear boulevard affect. Medians should be landscaped with low-lying shrubs or trees or a combination of shrubs, trees, and decorative paving.

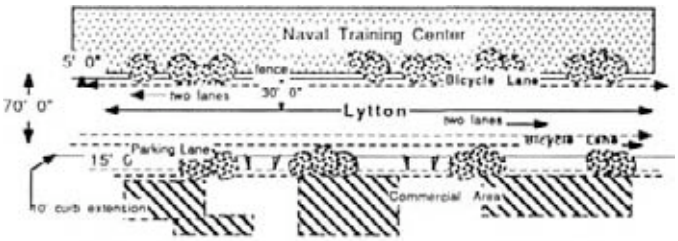




ALTERNATIVE PATTERNS

LYTTON STREET

Sumac (cotinus, galabra or typhina), flame trees or goldenrain trees should be planted in tree grates or planter boxes at approximately 25-foot intervals. The west side of street should be red-lined to prevent parking and curb on south side should be extended to provide pedestrian walkway and planting area.



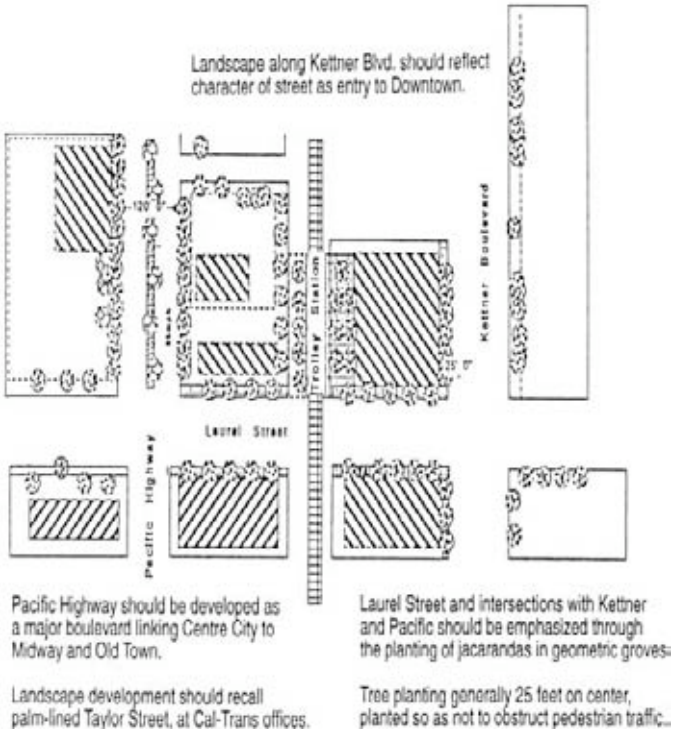
Cluster Planting Plan
With extended curb to create planted pedestrian parkway and setback.

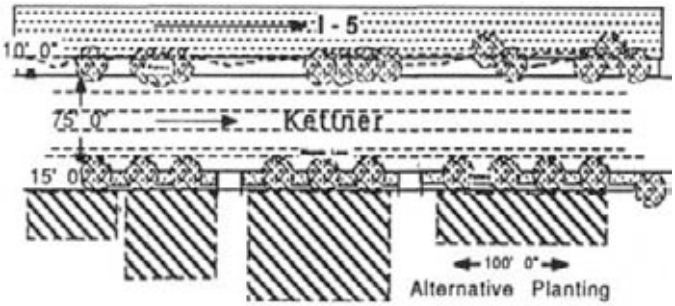
PACIFIC HIGHWAY

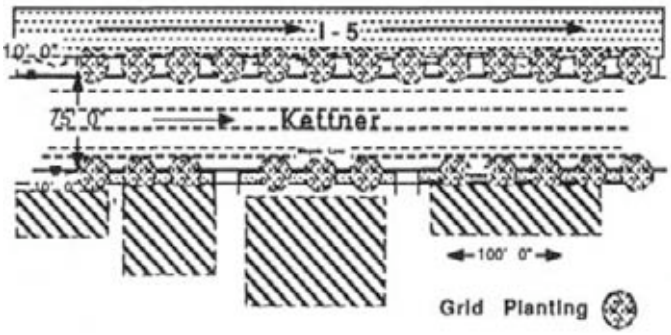
King, Queen or date palms should be planted in either a five to ten-foot noncontiguous parkway or in expandable opening tree grates within a contiguous sidewalk at approximately 20 to 25 feet on center. Clusters of palms in landscaped medians should be provided near the intersections of Laurel Street, Taylor Street, and at several intermediary locations along Pacific Highway.

LAUREL STREET

Jacaranda trees should be planted in either tree grates, planter boxes, or parkway 20 to 25 feet on center. Landscaping should reinforce the entryway to the airport, bayfront, and downtown areas, and continue the existing tree theme along Laurel Street.





KETTNER BOULEVARD

King or Queen Palms should be planted in a five-foot parkway to be located between the sidewalk and the curb at least 25 feet on center. The east-side curb should be extended to provide boulevard planting from Palm Street to Laurel Street.