



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: March 20, 2024 REPORT NO. PC-24-011

HEARING DATE: March 28, 2024

SUBJECT: Midway-Pacific Highway Community Plan Amendment and Specific Plan Initiation for Midway Rising

PROJECT NUMBER: PRJ-1110369

OWNER/APPLICANT: Midway Rising, LLC

REFERENCES: [City Council Report: September 17, 2018 – Adoption of the Midway-Pacific Highway Community Plan Update](#)
[City Council Report: September 13, 2022 – Selection of Midway Rising and Authorization to negotiate and enter into an Exclusive Negotiating Agreement with Midway Rising](#)

SUMMARY:

Issue: Should the Planning Commission INITIATE an amendment to the Midway-Pacific Highway Community Plan to amend the land use designations, circulation network, figures and policies for parks, public space, land use, mobility, and urban design, and the Community Plan Implementation Overlay Zone (CPIOZ) and the preparation of a Specific Plan for the Sports Arena Village.

Staff Recommendation: INITIATE the plan amendment process and specific plan initiation.

Community Planning Group Recommendation: On February 21, 2024, the Midway-Pacific Highway Community Planning Group voted unanimously in support of initiating an amendment to the Midway-Pacific Highway Community Plan (Attachment 1).

City Strategic Plan Goals: The proposed amendment to the Midway-Pacific Highway Community Plan is consistent with the following City of San Diego Strategic Plan goals:

- Create Homes for All of Us
- Advance Mobility & Infrastructure
- Foster Regional Prosperity

Environmental Review: This activity is not a “project” under the definition set forth in CEQA Guidelines Section 15378. Should initiation of the community plan amendment be approved, environmental review would take place at the appropriate time in accordance with CEQA Section 15004.

Fiscal Impact Statement: None with this action. All costs associated with this action are paid from a deposit account maintained by the applicant.

Code Enforcement Impact: None.

Housing Impact Statement: If initiated, subsequent approval of the proposed community plan amendment, specific plan, and corresponding rezone would allow for the development of up to 4,627 homes, including 2,000 affordable homes to be restricted at 80 percent area median income (AMI) or lower consistent with the terms in the Exclusive Negotiating Agreement.

BACKGROUND

In 2021, the City declared approximately 48.5 acres of City-owned property at 3500, 3250, 3220, and 3240 Sports Arena Boulevard as “surplus land” and issued a notice of availability in accordance with the Surplus Lands Act. After conducting a competitive selection process, the City Council adopted resolution [R-314340](#) in September 2022 to enter into an exclusive negotiation agreement with Midway Rising for the potential future leasing and redevelopment of the City-owned site. The applicant, Midway Rising LLC, proposes to amend the [Midway-Pacific Highway Community Plan](#) to reflect the exclusive negotiation agreement, allow for the preparation of a specific plan, and rezone the subject site to allow for a mixed-use development. The proposal would also include three privately-owned properties at 3495, 3487 and 3467 Kurtz Street.

The initiation of a community plan amendment in no way confers adoption of a community plan amendment. Neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and the City Council is not committed to adopt or deny the proposed amendment.

Site Location

The proposed amendment site is an approximately 51.34-acre site located south of Interstate 8 and west of Interstate 5 within the Midway-Pacific Highway Community Planning Area (Attachments 2 and 3). The proposal encompasses 48.5 acres of the City-owned Sports Arena property (APN 441-590-04) and three privately-owned parcels along Kurtz Street (totaling 2.84 acres; APNs 441-330-01, 441-330-11, and 441-330-12).

Existing Adjacent Land Uses

The City-owned property includes the Sports Arena, surface parking, and retail uses. The three privately-owned properties consist of office and commercial uses. The properties surrounding the subject site are currently developed with a mix of commercial, light industrial, and warehouse uses to the north; retail shopping center and office to the west; and retail shopping centers to the south and east (Attachment 4).

Adjacent Community Plan Land Use Designations

The Midway-Pacific Highway Community Plan designates the property to the east and west of the site Community Commercial – Residential Permitted (0-44 du/ac). The properties to the north are designated Mixed Commercial Residential (0-73 du/ac). The properties to the south are designated for community commercial – residential prohibited.

Community Plan Land Use Designation

The Midway-Pacific Highway Community Plan designates the 48.5-acre City-owned property Community Commercial – Residential Permitted (0-44 du/ac). This land use designation allows a variety of commercial uses; residential uses are allowed as a part of mixed-use development with ground floor commercial uses. The Community Plan would allow up to 2,134 total homes (Attachment 5).

The Community Plan designates the 2.84-acre privately-owned properties Mixed Commercial Residential (0-73 du/ac). This designation allows mixed residential and commercial use development. The Community Plan would allow up to 208 total homes.

The Community Plan also identifies all these properties (51.34 acres) as part of the Sports Arena Community Village.

Site	Acres	Designation	Maximum Density	Maximum Total Dwelling Units
City owned property	48.50	Community Commercial – Residential Permitted	44 Dwelling Units per Acres	2,134
Privately owned property	2.84	Mixed Commercial Residential	73 Dwelling Units per Acre	208
Totals	51.34			2,342

It should be noted that the western portion of the City-owned property is developed with existing retail and office uses along Hancock Street and Sports Arena Boulevard. No changes are proposed to this portion of the City-owned property, and it is not included in the proposed community plan amendment and specific plan initiation.

Zoning

The City-owned property is zoned CC-3-6. The three privately-owned properties are zoned CC-3-8. The purpose of the CC (Commercial-Community) zones is to accommodate a mix of high intensity pedestrian-oriented, community serving commercial uses and residential uses (Attachment 6). All the properties are within the Community Plan Implementation Overlay Zone (CPIOZ) – Type B which contains site specific supplemental development regulations.

Mobility

Transit

The subject site is within a Transit Priority Area (TPA) and Sustainable Development Area (SDA). The site is served by Metropolitan Transit Service (MTS) bus routes 8 (Old Town – Balboa Avenue Transit Center) and 9 (Old Town – Jewell & Garnett). Multiple bus stops are located along Sports Arena Boulevard (Attachment 7). The site is also within one mile of the Old Town Transit Center, which serves the MTS Trolley, North County Transit District (NCTD) Coaster, and Amtrak Pacific Surfliner, as well as other bus routes.

Sports Arena Boulevard:

Sports Arena Boulevard provides the primary ingress and egress to the subject site. North of Kemper Street, Sports Arena Boulevard is a 5-lane collector with a center left turn lane; south of Kemper Street,

Sports Arena Boulevard is a 5-lane major arterial. There are Class II buffered bike lanes and sidewalks along Sports Arena Boulevard, as well.

The Community Plan street classification for Sports Arena Boulevard is a 6-lane major arterial (Attachment 8). The Community Plan identifies Sports Arena Boulevard as a part of a Bay-to-Bay Urban Path that connects San Diego Bay, the San Diego River, and Mission Bay. To support the Bay-to-Bay link, Sports Arena Boulevard is identified for "corridor sidewalks" that support moderate pedestrian levels along commercial and mixed-use corridors. The Community Plan identifies Class I and Class II bike facilities along Sports Arena Boulevard (Attachment 9).

Kurtz Street

Kurtz Street provides secondary ingress and egress to the site from the north. Kurtz Street is a one-way 2-lane collector. The Community Plan street classification for Kurtz Street is a one-way 2-lane collector. The Community Plan identifies Class III bike facilities and "connector sidewalks" that connect to other pedestrian corridors and districts.

New Streets

The Community Plan proposes three future north to south streets that would also provide vehicular, bike, and pedestrian facilities to serve the village area between Sports Arena Boulevard and Kurtz Street. These streets include Frontier Drive as a new street, an extension to Greenwood Street, and an extension to Kemper Street.

Public Facilities and Services

Schools:

The San Diego Unified School District provides public education services for the Midway-Pacific Highway community. Dewey Elementary School, located approximately one mile from the subject site, is the only public school located in the Midway-Pacific Highway Community Planning Area. Public school students in the fifth to twelfth grades attend schools outside the community.

Libraries:

There is not a City library branch within Midway-Pacific Highway Community Planning Area; nearby library branches are located in the neighboring Uptown and Peninsula communities.

Fire & Rescue:

Fire Station No. 20 is located within less than a quarter mile of the subject site on Kemper Street (Attachment 10). Fire stations in neighboring communities, including Peninsula, Ocean Beach, and Uptown, provide fire-rescue services to serve Midway-Pacific Highway community, as well.

Police:

Police protection is provided by the Western Division Station located in Linda Vista.

Housing & Demographics

As of 2022, [SANDAG](#) estimated that there were approximately 4,550 people living in a household in the Midway-Pacific Highway Community Planning Area. This is a 6 percent increase from the 4,280 people living in a household in the community in 2010 based on SANDAG estimates. In 2022, the community had 2,088 homes. Between 2010 and 2022, the community added 259 homes, a 14 percent increase from the previous 1,829 homes. The community had a rate of 2.33 persons per household in 2022.

Year	Household Population	Homes
2010	4,280	1,829
2022	4,550	2,088

SANDAG: Housing & Population Estimates, 2010 and 2022

Affordable Housing

As of 2024, according to the [San Diego Housing Commission](#), there are 455 deed-restricted affordable homes in the Midway-Pacific Highway community plan area.

DISCUSSION

The Midway-Pacific Highway Community Plan was updated in 2018. The Community Plan identifies the Sports Arena Village site as an opportunity for future redevelopment and provides policies and recommendations to support its transformation to a mixed-use village. The Community Plan contains site specific requirements which are implemented by the Community Plan. The Community Plan Implementation Overlay Zone (CPIOZ) – Type B requires that an applicant prepare a specific plan or master plan that is consistent with the Community Plan vision and General Plan's City of Villages strategy.

The Community Plan establishes the following vision for the Sports Arena Community Village:

- Establish a pedestrian- and transit-oriented landmark entertainment destination.
- Identify a mix of entertainment, office, retail, residential, recreational, public, and park uses.
- Include an entertainment venue which could consist of the existing Sports Arena building, a new arena, or another entertainment facility.
- Encourage on-site affordable housing.
- Support the continuation of existing retail uses in the village, including a swap meet or other outdoor retail market use.
- Incorporate a new street, pedestrian, and bicycle network within the superblock to create a walkable scale for new development and improve public north south access.
- Provide pedestrian paths that create connections between adjacent developments and/or properties.
- Coordinate with SANDAG and MTS to incorporate a future Rapid Bus station with a mobility hub into the village to create a strong transit connection.
- Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.
- Identify the type, size, and location of a mix of parks and/or park equivalencies that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element. Include a central green or square as a focal point for the village.
- Create a multi-use urban path and linear park along Sports Arena Boulevard and the extension of Kemper Street, to enhance the public realm and provide a pedestrian and bicycle link to a future connection across I-8 as part of the Bay-to-Bay Link.
- Incorporate a main street with pedestrian-oriented retail uses.
- Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.
- Incorporate space for an outdoor market, which can be on public right-of-way along main streets or at another public space.

- Improve Sports Arena Boulevard as the gateway to the village with a multi-use urban path and linear park.
- Consider raising the grade of new development to reduce the potential for future flooding.
- Provide a pedestrian and bicycle connection to the San Diego River Park and the Coastal Zone where feasible.
- Provide a development phasing and implementation program that considers the existing long-term City property leases and addresses the implementation of public facilities, including on-site parks to serve residential uses.

Proposed Community Plan Amendment

Consistent with the Community Plan's requirement, the applicant, Midway Rising LLC, is proposing a specific plan to guide the future development of the site consistent with the Community Plan's vision for the site. The proposed community plan amendment and specific plan would allow for the development of up to 4,627 homes, including 2,000 affordable homes, 14-acres of public spaces and parks, a multi-purpose entertainment center, and up to 145,000 square feet of commercial and retail uses. The specific plan area would also include the three privately-owned parcels along Kurtz Street.

The Community Plan will be amended so that policies, recommendations, figures and associated discussion are consistent with the proposed specific plan, including the number of homes, square feet of commercial and retail space, new public spaces, infrastructure improvements, and other details. As a part of the community plan amendment and preparation of a specific plan, staff will work with the applicant to address the following elements:

Land Use:

- Identify the appropriate land use designation to support the development of a mixed-use community village that allows for mixed use development.
- Identify location of uses.

Mobility:

- Identify circulation improvements that address transit, pedestrian, bicycle, and vehicular access along Sports Arena Boulevard, Kurtz Street, and adjacent streets.
- Identify changes to street classifications based on mobility analysis including streets with transit or flex lanes.
- Identify street designs for the development of new streets that include Kemper Street and Frontier Drive addressed in the Community Plan.
- Evaluate the need for the Greenwood Street extension.
- Revise the bicycle/pedestrian route and design for the shared use path connection to the Old Town Transit Station.

Urban Design:

- Revise street tree palette to reflect direction from the Climate Action Plan.
- Revise streetscape concept for public space along Sports Arena Boulevard, Kemper Street and Kurtz Street.
- Identify wayfinding signage and gateway elements for the community village.
- Identify policies and guidelines to address building bulk, scale and massing.

Recreation:

- Identify locations for parks, recreation facilities and public spaces to service the specific plan area.

- Revise linear park concepts and requirements along Sports Arena Boulevard and Kemper Street.
- Update the park inventory communitywide to reflect recreation value points consistent with the General Plan and Parks Master Plan from the prior population-based park standards.
- Calculate the recreation value points for the specific plan area and included the proposed parks and recreation facilities the updated inventory.

Infrastructure

- As part of the specific plan, identify infrastructure improvements on- and off-site, including extensions and/or upgrades of existing water, wastewater, storm water, and drainage facilities.
- Identify improvements to address flooding.

Implementation:

- Identify the appropriate citywide base zones to implement the community plan land use designations and specific plan.
- Identify the appropriate supplemental development regulations to address the implementation of site-specific requirements which could include amending of the CPIOZ supplemental development regulations.

Initiation Criteria

The City is unique among jurisdictions in that the process to amend the General Plan and/or a community plan requires either a Planning Commission or City Council initiation before a plan amendment process and accompanying project may proceed. Community plans are components of the General Plan. The staff recommendation of approval or denial of the initiation is based upon compliance with all three of the initiation criteria contained in the General Plan. The City Planning Department has provided an overview of how the following initiation criteria are addressed by the proposed amendment:

a) The amendment request appears to be consistent with the goals and policies of the General Plan and community plan and any community plan specific amendment criteria.

The community plan amendment and preparation of specific plan request to allow additional housing on the site would be consistent with the housing goals and policies of the General and Midway Pacific Highway Community Plan. The proposed amendment would be consistent with policies in the General Plan Housing Element to increase housing stock and construct affordable units. The proposal would be consistent with specific policies in the General Plan Land Use Element to increase the amount of housing types and sizes and provide affordable housing opportunities (policy LU-C.2), maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated or amended (policy LU-C.3).

The General Plan designates the site Multiple Use. The intent of the Multiple Use category is to support the development of mixed-use villages. Policy LU-A.2 calls for mixed-use village development on sites that will complement the existing community fabric or help achieve desired community character. Policy LU-A.3 further specifies characteristics for suitable village sites, including areas that have significant remaining development capacity based upon the adopted community plan.

The proposed community plan amendment and preparation of a specific plan would provide up to 4,627 homes, including 2,000 affordable homes, 14-acres of public spaces and parks, a multi-purpose entertainment center, and up to 145,000 square feet of commercial and retail uses to a predominantly automobile oriented commercial and light industrial area, which would improve housing opportunities within the Midway-Pacific Highway community and support Citywide housing production goals.

The Community Plan envisions the site as a future mixed-use community village consistent with the City of Villages strategy; the preparation of a community plan amendment, specific plan, and rezone would implement this vision. General Plan policy LU-B.3 also directs planning for and developing mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses. The proposed specific plan will establish a coordinated approach to the development of the site. Multiple uses, including residential, commercial, retail and entertainment uses, will be planned for alongside mobility, park, recreation, public spaces and infrastructure improvements.

Furthermore, Community Plan policy LU-4.1 identifies the site as a location for future redevelopment and directs the preparation of a specific plan or a master plan to comprehensively guide the transformation of the site into a mixed-use village consistent the Community Plan's stated vision and City of Villages strategy. The proposed specific plan would be consistent the Community Plan's vision and guidance for the site and the City of Villages strategy.

b) The proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design.

The proposed amendment would provide additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design by providing increased residential development capacity at a time when the City and the region face a housing shortage and rising home prices. The proposed amendment would increase the community plan housing density. The number of homes allowed would increase from 2,342 to 4,627 homes (98 percent). The applicant proposes to provide 2,000 of the homes as deed-restricted affordable homes, consistent with the terms in the Exclusive Negotiating Agreement. The additional market-rate and affordable homes would further expand the housing supply and support Citywide housing production goals in the General Plan Housing Element.

The site is within a Transit Priority Area (TPA) and Sustainable Development Area (SDA). The additional capacity for homes would be served by transit. The amendment would identify both on and off-site circulation improvements to support increased walking and biking in a currently automobile-oriented area. As part of the community plan amendment and specific plan, a future rapid bus station with a mobility hub on-site would be incorporated to improve access to transit. Improved pedestrian, bicycle and transit facilities and additional housing opportunities within a TPA and SDA would help to support Citywide vehicle miles traveled and greenhouse gas reduction goals in the Climate Action Plan.

- c) Public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process.**

All necessary public services appear to be available. If the amendment to the community plan and the preparation of the specific plan is initiated, an analysis of public services and facilities would be conducted with the review of the amendment and addressed as part of the specific plan.

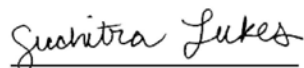
Conclusion

As outlined above, staff has determined that the proposal can meet all the initiation criteria. The following land use issues have been identified by staff. If initiated, these issues, as well as others that may be identified, would be analyzed and evaluated by staff through the community plan amendment review and the specific plan preparation process:

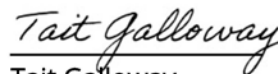
- Appropriate land use designation, residential density, and zoning for the site;
- Urban and site design considerations, consistent with General Plan/Community Plan policies, for the proposed land use designation;
- Provision of amenities, public spaces, and pedestrian-scale elements associated with the proposed development;
- Provision of onsite affordable housing;
- Connectivity of pedestrian and bicycle facilities to better integrate the site with surrounding development;
- Review of pedestrian and vehicular circulation patterns for safety and connection among different uses located on the site as well as review of pedestrian/vehicular access into the property; and
- Climate Action Plan consistency and sustainable development features.

Although staff believes that the proposed amendment meets the necessary criteria for initiation, staff has not fully reviewed the applicant's proposed community plan amendment and specific plan. Therefore, by initiating this community plan amendment and specific plan, neither staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment and specific plan.

Respectfully submitted,



Suchi Lukes
Senior Planner
City Planning Department



Tait Galloway
Deputy Director
City Planning Department

Attachments:

1. Midway-Pacific Highway Community Planning Group Letter
2. Vicinity Map
3. Aerial Imagery Map
4. Existing Land Use Map
5. Community Plan Land Use Map

6. Current Zoning Map
7. Transit Route Map
8. Street Classifications Map
9. Bicycle Network Map
10. Public Facilities Map
11. Applicant's Initiation Request Letter
12. Ownership Disclosure Statement

Midway-Pacific Highway Community Planning Group

February 22, 2024

Re: Motion to Support Preparation of MPH Community Plan Amendment Initiation

To Whom it May Concern:

At its regularly scheduled and noticed meeting of the Midway-Pacific Highway Community Planning Group (MPHCPG), held on February 21, 2024, the MPHCPG board voted unanimously:

To support Midway Rising's request that the City Planning Department begin the process of a Community Plan Amendment for the Midway Rising/Sports Arena project. It is understood that all proposed changes will be submitted to MPHCPG for consideration.

Respectfully,

A handwritten signature in dark ink, appearing to read "Cathy Kenton". The signature is fluid and cursive, with the first name "Cathy" being more prominent than the last name "Kenton".

Cathy Kenton

Chair

Midway-Pacific Highway Community Planning Group

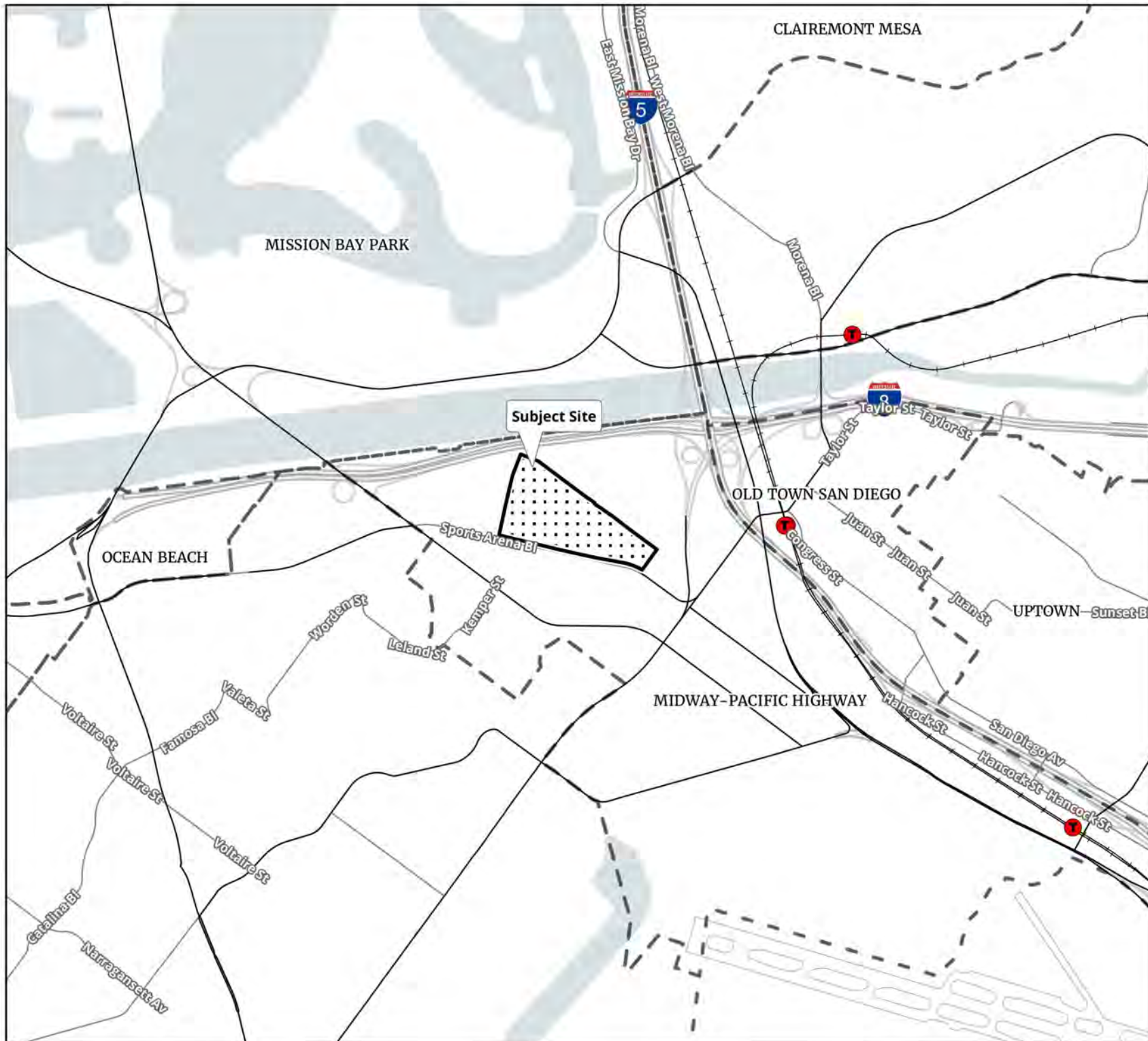
cathy@kentonproperties.com

858.354.9200

Date: 3/19/2024

Vicinity Map

-  Subject Site
-  Planning Areas



General Disclaimer:
This is a draft community plan amendment map. The boundaries and features on this map are intended to show existing or proposed conditions. When/if the amendment is approved/adopted, the adopted plan shall be updated to reflect the approved changes.



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Aerial Imagery Map

-  Subject Site
-  Planning Areas



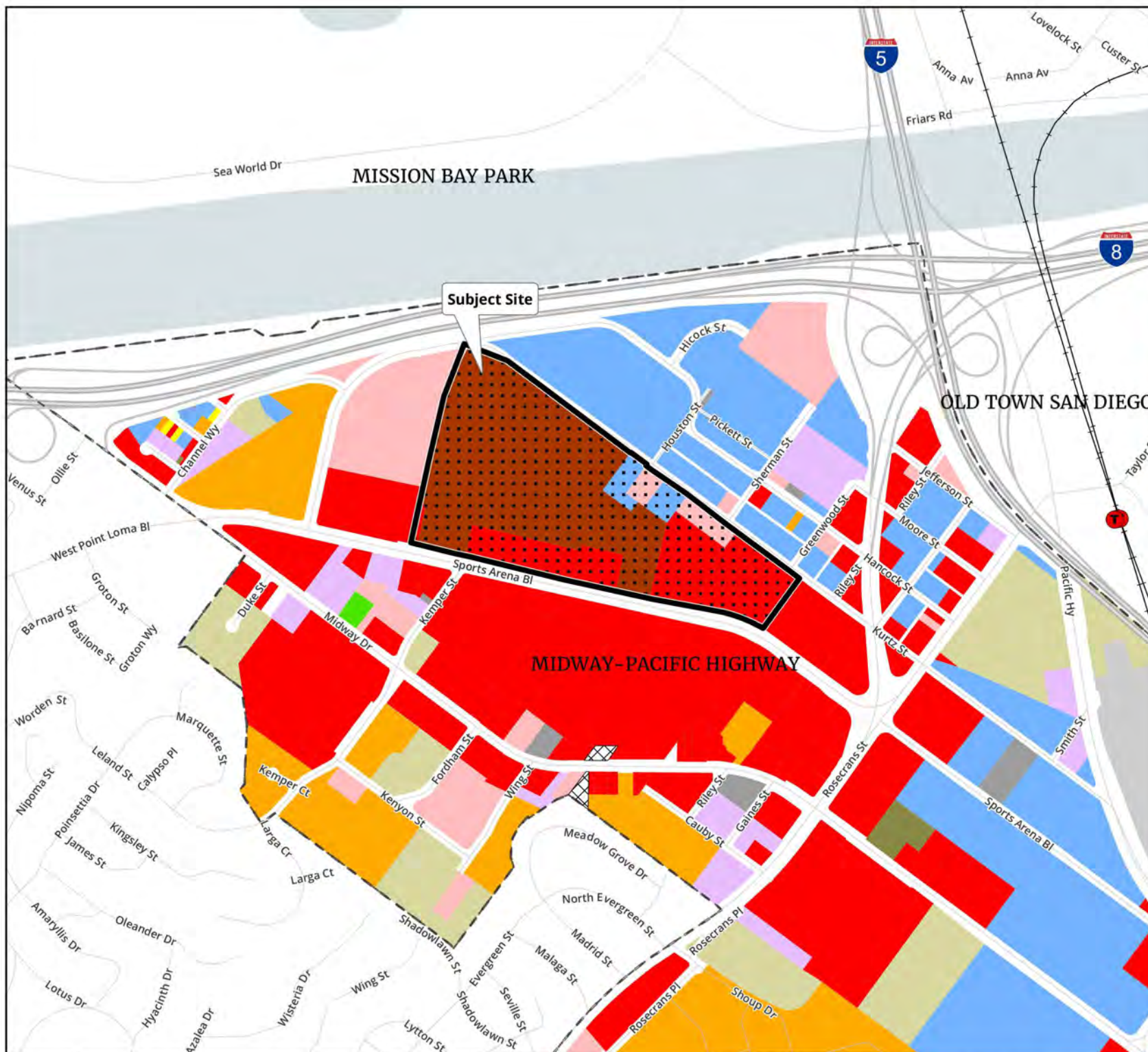
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Date: 3/20/2024

Existing Land Use Map



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Date: 3/19/2024

Proposed Land Use Map

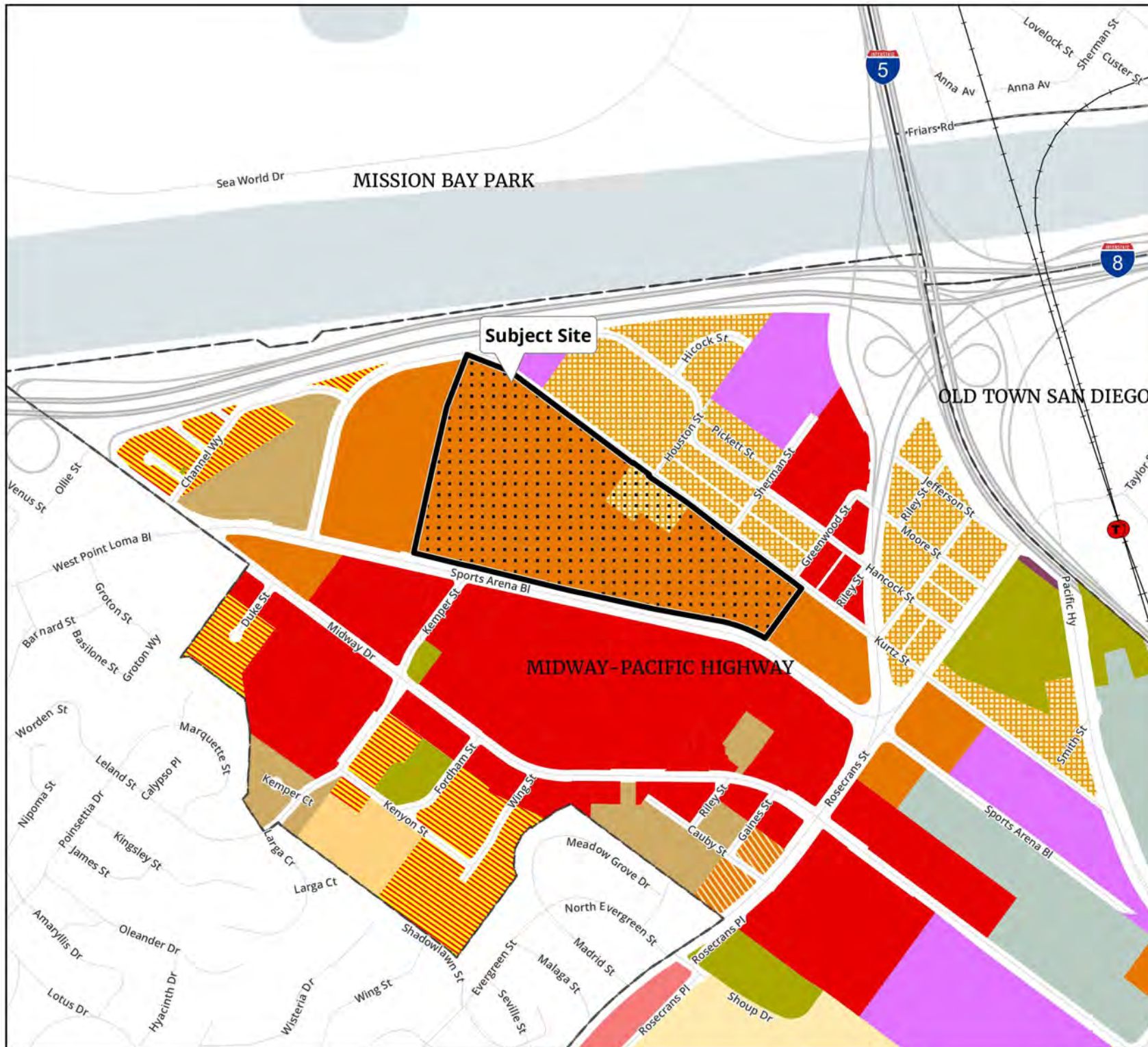
Midway-Pacific Highway Planned Landuse

- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-54 du/ac)
- Neighborhood Commercial - Residential Permitted (0-54 du/ac)
- Community Commercial - Residential Prohibited
- Community Commercial - Residential Permitted (0-44 du/ac)
- Community Commercial - Residential Permitted (0-54 du/ac)
- Mixed Commercial Residential (0-44 du/ac)
- Mixed Commercial Residential (0-73 du/ac)
- Business Park - Residential Permitted (0-44 du/ac)
- Heavy Commercial
- Institutional
- Military
- Subject Site
- Planning Areas

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Date: 3/19/2024

Current Zoning
Map

-  Subject Site
-  Planning Areas

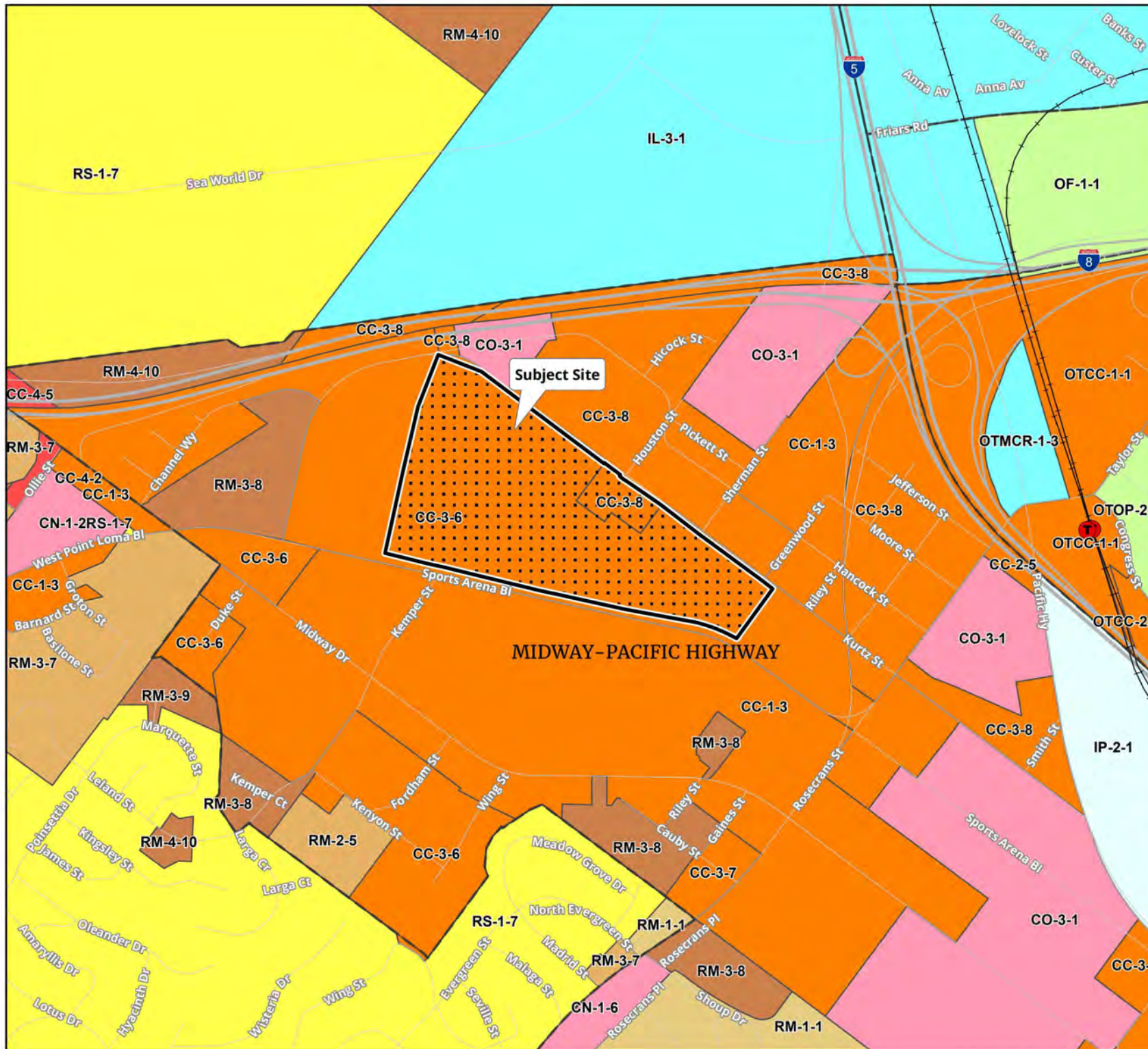
Zoning

-  CC-1-3
-  CC-2-5
-  CC-3-6
-  CC-3-7
-  CC-3-8
-  CC-4-2
-  CC-4-5
-  CN-1-2
-  CN-1-6
-  CO-3-1
-  IL-3-1
-  IP-2-1
-  OF-1-1
-  OTCC-1-1
-  OTCC-2-2
-  OTCC-2-3
-  OTMCR-1-3
-  OTOP-2-1
-  RM-1-1
-  RM-2-5
-  RM-3-7
-  RM-3-8
-  RM-3-9
-  RM-4-10
-  RS-1-7

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Date: 3/19/2024

Transit Map

Transit Stops

- Transit Station
- Bus Stop

Bus Routes

- Bus

Light Rail Routes

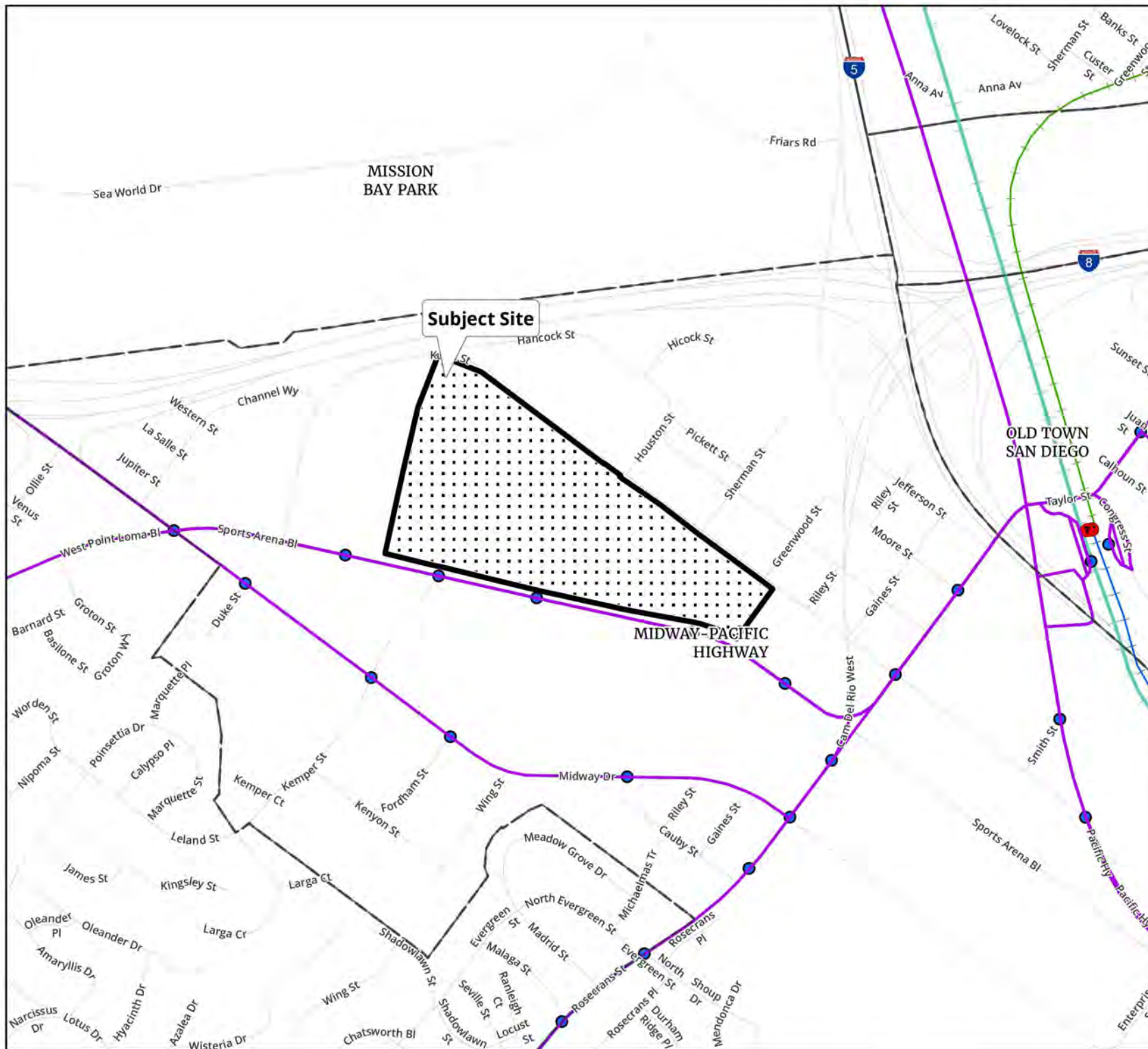
- Blue Line
- Green Line
- Coaster

- Initiation Site
- Planning Areas

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Roadway Classifications Map

 Subject Site

 Planning Area

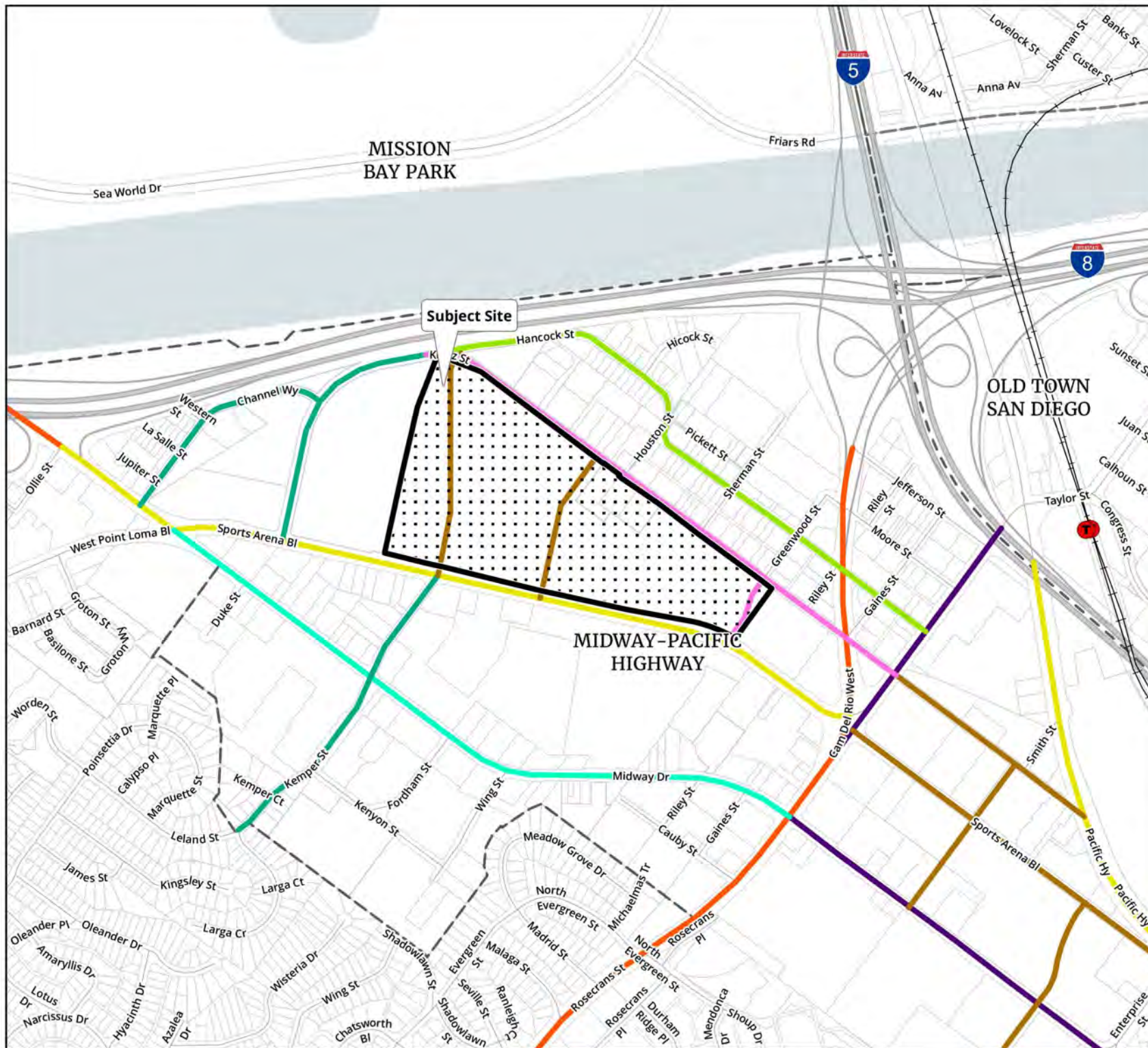
Planned Street Classifications

-  6-Lane Expressway
-  6-Lane Prime Arterial
-  6-Lane Major Arterial
-  5-Lane Prime Arterial
-  4-Lane Major Arterial
-  4-Lane Collector with Center Left Turn Lane
-  4-Lane Collector
-  3-Lane Major Arterial
-  3-Lane Collector
-  2-Lane Collector with Center Left Turn Lane
-  2-Lane Collector

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Date: 3/19/2024

Bicycle Network Map

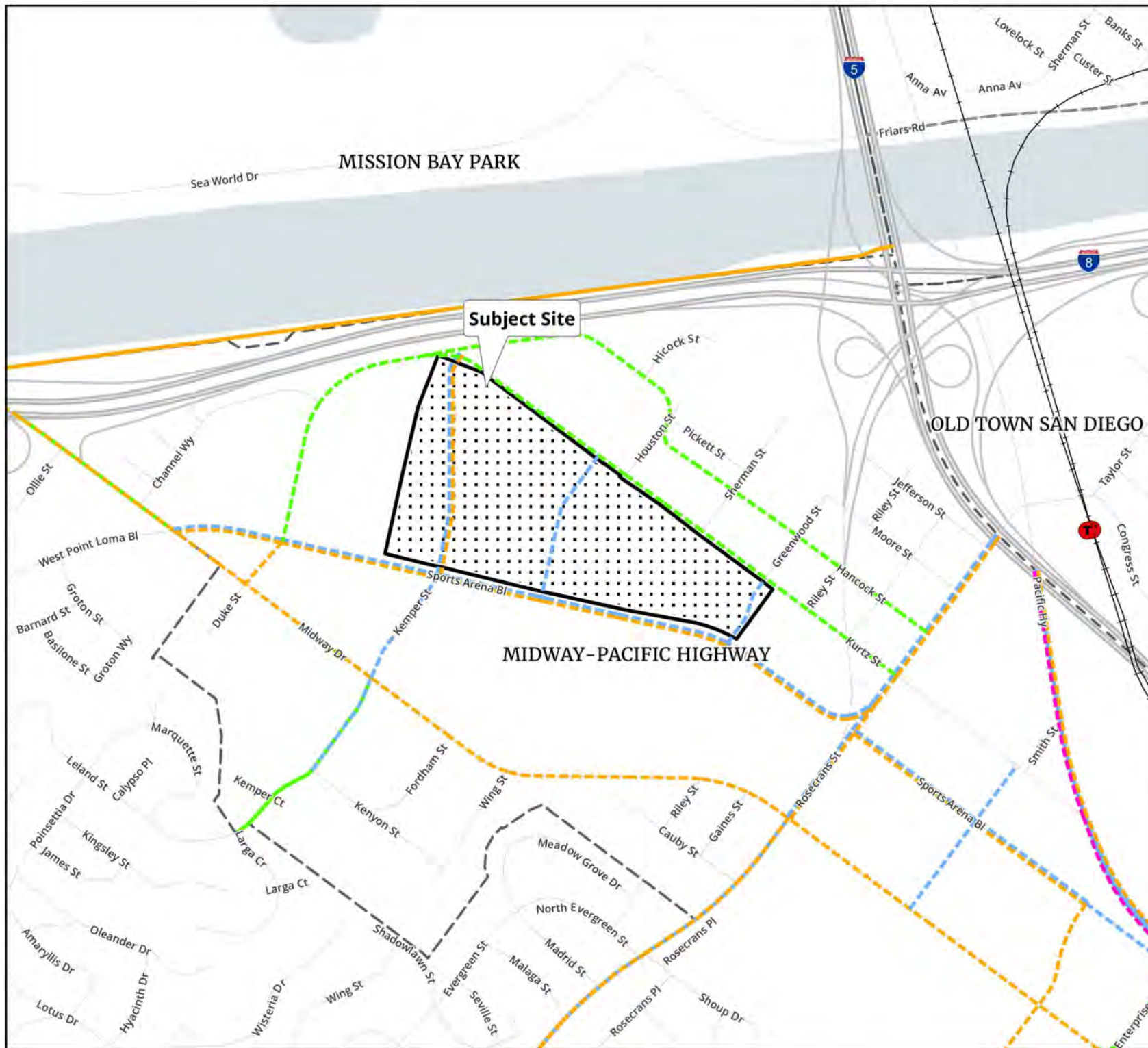
Proposed Bicycle Facilities

- Class I - Bicycle Path
- Class II - Bicycle Lane
- Class III - Bicycle Route
- Class IV - Cycle Track

Existing Bicycle Facilities

- Class I - Bicycle Path
- Class II - Bicycle Lane
- Class III - Bicycle Route

- Subject Site
- Planning Areas



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January 10, 2024

Ms. Heidi Vonblum
 Planning Director
 202 C Street, M.S. 413
 San Diego, CA 92101

**Re: Request for Initiation of a Community Plan Amendment for the
 Redevelopment of the Sports Arena Site**

Dear Director Vonblum,

As you know, the City of San Diego ("City") and Midway Rising, LLC ("Midway Rising") entered into an Exclusive Negotiating Agreement ("ENA") dated December 5, 2022, for a future agreement or agreements regarding the ground leasing and proposed development of real property located at 3500, 3250, 3220, and 3240 Sports Arena Boulevard (the "Sports Arena Site") within the Midway – Pacific Highway Community Plan area. The ENA requires that the proposed development of the Sports Arena Site (the "Project") include certain features, including at least 2,000 deed-restricted affordable units, market-rate housing, and replacement of the existing Sports Arena, among other requirements. Midway Rising is requesting a Community Plan Amendment to provide for consistency with the ENA and to address consistency between the proposed Specific Plan, the General Plan, and Midway - Pacific Highway Community Plan.

First, Midway Rising anticipates the boundaries of the Specific Plan to include the entire Sports Arena Site as well as three adjacent, privately-owned parcels (Assessor Parcel Numbers 441-330-01, 11, 12). The privately-owned parcels are surrounded on three sides by the Sports Arena Site. The Community Plan's Sports Arena Community Village Community Plan Implementation Overlay Zone ("CPIOZ"), which imposes the requirement to process a Specific Plan or a Master Planned Development Permit for development of the Sports Arena Site, does not presently apply to the privately-owned parcels. The Midway Rising team seeks to amend the Community Plan to include the privately-owned parcels within the CPIOZ and community village area, and address other minor adjustments to the Specific Plan boundaries necessary to accommodate the anticipated design.

Second, the Midway Rising team seeks to amend the Community Plan to redesignate the current Community Commercial – Residential Permitted (0-44 du/ac) designation to a residential mixed-use designations up to 109 du/ac needed to implement the ENA.

Ms. Heidi Vonblum
January 10, 2024
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Third, the Midway Rising team seeks to amend the Community Plan to re-classify Kurtz Street from a two-lane Collector with one-way travel in the eastbound direction to a two-lane Collector with two-way travel, and to eliminate the planned Greenwood Street extension through the site to improve circulation and site planning.

Fourth, the Midway Rising team seeks to amend the Community Plan to utilize a recreational value-based standard for determining the adequacy of parks consistent with the General Plan and Parks Master Plan, rather than an acreage / population-based approach that was used in the Community Plan Update of 2018.

Fifth, the Midway Rising team seeks to amend the linear park requirements in the Community Plan to provide greater flexibility in providing recreational and public space consistent with the General Plan.

Finally, the Midway Rising Team seeks to amend the Community Plan to designate the Midway Rising property and appropriate adjacent areas as a special event venue in recognition of the entertainment components of the Project.

We also anticipate that other, minor technical changes, may be required to the Community Plan to implement the vision of the ENA.

All Community Plan amendments associated with the Project will satisfy the following amendment criteria.

a) The amendment request appears to be consistent with the goals and policies of the General Plan and community plan and any community plan specific amendment criteria.

All required amendments will be consistent with the Multiple Use General Plan designation and General Plan policies as well as the Community Plan's goals for development of the Midway – Pacific Highway area.

b) The proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy or site design.

As outlined above, the amendments will provide for an improved Project, including better circulation and more coherent parks, that can accommodate the affordable housing units and other requirements specified by the ENA.

Ms. Heidi Vonblum
January 10, 2024
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c) Public facilities appear to be available to serve the proposed increase in density/intensity, or their provision will be addressed as a component of the amendment process.

The amendments will apply to a fully developed site within an urbanized community in the City. Public facilities, services, and utilities are adequate to serve the site today. As a part of the proposed Specific Plan and Community Plan amendment, an Environmental Impact Report will be prepared which will provide in-depth analysis of the Project's potential impact on public facilities and any required mitigation measures.

The Midway Rising team appreciates the cooperative relationship with both the Planning Department and the Development Services Department over the last several months. We look forward to continuing the redevelopment process of the Sports Arena Site.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelby Jordan II', with a long horizontal flourish extending to the right.

Shelby Jordan II
Project Director

cc: Tait Galloway
Gary Geiler
Martha Blake
Brad Termini
Ryan Herrell
Jeffrey Chine
Greg Shannon

	City of San Diego Development Services 1222 First Ave., MS 302 San Diego, CA 92101 (619) 446-5000	Ownership Disclosure Statement	FORM DS-318 October 2017
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Approval Type: Check appropriate box for type of approval(s) requested: ☐ Neighborhood Use Permit ☐ Coastal Development Permit
☐ Neighborhood Development Permit ☐ Site Development Permit ☐ Planned Development Permit ☐ Conditional Use Permit ☐ Variance
☐ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☐ Land Use Plan Amendment • ☐ Other _____

Project Title: _____ **Project No. For City Use Only:** _____

Project Address: 3467 KURTZ STREET APN 441-333-11 AND 3495 KURTZ STREET APN 441-330-01 SAN DIEGO, CALIFORNIA

Specify Form of Ownership/Legal Status (please check):

☐ Corporation ☒ Limited Liability -or- ☐ General - What State? CALIFORNIA Corporate Identification No. 200200210021

☐ Partnership ☐ Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Property Owner

Name of Individual: KENTON PROPERTIES LLC, by EDYTHE KENTON, MANAGING MEMBER ☒ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: 3471 KURTZ STREET

City: SAN DIEGO State: CA Zip: 92110

Phone No.: 619 298 3318 Fax No.: _____ Email: ART@KENTONPROPERTIES.COM

Signature: [Signature] Date: _____

Additional pages Attached: ☐ Yes ☒ No

Applicant

Name of Individual: _____ ☐ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: _____

City: _____ State: _____ Zip: _____

Phone No.: _____ Fax No.: _____ Email: _____

Signature: _____ Date: _____

Additional pages Attached: ☐ Yes ☐ No

Other Financially Interested Persons

Name of Individual: KENTON FAMILY REVOCABLE TRUST dtd 5/1/81, by EDYTHE KENTON, TRUSTEE ☒ Owner ☐ Tenant/Lessee ☐ Successor Agency

Street Address: 3471 KURTZ STREET

City: SAN DIEGO State: CA Zip: 92110

Phone No.: 619.298.3318 Fax No.: _____ Email: ART@KENTONPROPERTIES.COM

Signature: [Signature] Date: _____

Additional pages Attached: ☐ Yes ☒ No

Community Plan Vision for the Sports Arena Community Village.

The following addresses how the proposed Specific Plan objectives are consistent with the Community Plan Vision for the Sports Arena Community Village.

- **Establish a pedestrian- and transit-oriented landmark entertainment destination.**
 - o The proposed Specific Plan would incorporate indoor and outdoor entertainment venues that offer opportunities to establish a pedestrian and transit-oriented landmark entertainment destination (Refer to Specific Plan Figure 4).
- **Identify a mix of entertainment, office, retail, residential, recreational, public, and park uses.**
 - o The proposed Specific Plan would provide a mix of land uses, including entertainment, retail, residential, recreational, and park uses, to activate the site and reinvigorate the Midway-Pacific Highway Community planning area (Refer to Specific Plan Figure 24 and Table 1).
- **Include an entertainment venue which could consist of the existing Sports Arena building, a new arena, or another entertainment facility.**
 - o The proposed Specific Plan would provide a modern entertainment center providing a range of activities (Refer to Specific Plan Figure 4).
- **Encourage on-site affordable housing.**
 - o The proposed Specific Plan would provide an increased mix of housing opportunities in the specific plan area, including, deed restricted affordable homes to address the City's ongoing housing crisis (Refer to Specific Plan Table 3).
- **Support the continuation of existing retail uses in the village, including a swap meet or other outdoor retail market use.**
 - o The proposed Specific Plan would incorporate a diversity of commercial uses in the village, including an outdoor retail market use (Refer to Specific Plan Figure 4).
- **Incorporate a new street, pedestrian, and bicycle network within the superblock to create a walkable scale for new development and improve public north south access.**
 - o The proposed Specific Plan would incorporate the two planned streets as envisioned in the Midway - Pacific Highway Community Plan to provide improved vehicular, pedestrian, and bicycle circulation within the superblock to create a walkable and bike friendly, neighborhood-scale for new

development and improved north-south access (Refer to Specific Plan Figure 6).

- **Provide pedestrian paths that create connections between adjacent developments and/or properties.**
 - o The proposed Specific Plan would provide pedestrian and bicycle paths that create connections between adjacent developments and/or properties (Refer to Specific Plan Figure 20).
- **Coordinate with SANDAG and MTS to incorporate a future Rapid Bus station with a mobility hub into the village to create a strong transit connection.**
 - o The proposed Specific Plan would coordinate with SANDAG and MTS to incorporate a future Rapid Bus stop to create a strong transit connection (Refer to Specific Plan Figure 25).
- **Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.**
 - o The proposed Specific Plan would provide shared structured parking serving multiple uses to efficiently meet parking needs (Refer to Specific Plan Figure 24).
- **Identify the type, size, and location of a mix of parks and/or park equivalencies that meet the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element. Include a central green or square as a focal point for the village.**
 - o The proposed Specific Plan would provide a variety of parks and public spaces across the specific plan area, including widened, enhanced, and activated sidewalks, a central green, and an urban square that together can serve as a focal point for the community and meet the General Plan and Parks Master Plan requirements (Refer to Specific Plan Figure 26).
- **Create a multi-use urban path and linear park along Sports Arena Boulevard and the extension of Kemper Street, to enhance the public realm and provide a pedestrian and bicycle link to a future connection across I-8 as part of the Bay-to-Bay Link.**
 - o The proposed Specific Plan would create a multi-use urban path, Class IV one-way cycle track, and Promenade along Sports Arena Boulevard and a Class IV one-way cycle track and Promenade along the extension of Kemper Street, to enhance the public realm and provide pedestrian and bicycle improvements as part of the Bay-to-Bay Urban Path (Refer to Specific Plan Figures 8 and 14).
- **Incorporate a main street with pedestrian-oriented retail uses.**

- o The proposed Specific Plan would incorporate a “Main Street” experience with pedestrian-oriented retail uses along Frontier Street (Refer to Specific Plan Figure 16).
- **Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.**
 - o The proposed Specific Plan would provide for active public spaces, retail, and entertainment uses that will create a vibrant public realm along streets, public spaces, and parks in the village (Refer to Specific Plan Figures 4 and 26).
- **Incorporate space for an outdoor market, which can be on public right-of-way along main streets or at another public space.**
 - o The proposed Specific Plan would incorporate a diversity of commercial uses in the village, including an outdoor retail market use.
- **Improve Sports Arena Boulevard as the gateway to the village with a multi-use urban path and linear park.**
 - o The proposed Specific Plan would create promenades along Sports Arena Boulevard, Kurtz Street, Frontier Drive, and the extension of Kemper Street to facilitate non-auto circulation and encourage walking and biking (Refer to Specific Plan Figure 26).
- **Consider raising the grade of new development to reduce the potential for future flooding.**
 - o The proposed Specific Plan would elevate the proposed building finish floor elevations within the Specific Plan area above existing grade.
- **Provide a pedestrian and bicycle connection to the San Diego River Park and the Coastal Zone where feasible.**
 - o The proposed Specific Plan would provide a multi-use urban path, one-way cycle track, and Promenade along Sports Arena Boulevard and a one-way cycle track and Promenade along the extension of Kemper Street, to enhance the public realm and provide pedestrian and bicycle improvements as part of the Bay-to-Bay Urban Path (Refer to Specific Plan Figures 20 and 22).
- **Provide a development phasing and implementation program that considers the existing long-term City property leases and addresses the implementation of public facilities, including on-site parks to serve residential uses.**
 - o The proposed Specific Plan would provide a development phasing and an implementation program that considers the existing long-term City property leases and addresses the implementation of public facilities, including on-site parks, to serve new and existing residents in the community (Refer to Specific Plan Figure 35).

Community Plan Amendment Initiation Issues

Land Use:

- *Identify the appropriate land use designation to support the development of a mixed-use community village that allows for mixed use development.*
- *Identify location of uses.*

The proposed Community Plan amendment, specific plan, and corresponding rezone would allow up to 4,254 homes, including 2,000 affordable homes, 14.54-acres of public spaces and parks, a multi-purpose entertainment center, and up to 130,000 square feet of commercial and retail uses. Staff work with the applicant team to identify the appropriate land use designation and zoning to allow for the development of a mixed-use community village.

The Community Plan amendment would redesignate the Specific Plan Area from Community Commercial – Residential Permitted (0-44 dwelling units per acre) to Community Village (0-72 dwelling units per acre) to allow for a broader mix of uses and increase the capacity for new homes within the Specific Plan Area. The redesignation to Community Village (0-72 dwelling units per acre) would allow for 3,545 homes. The maximum number of homes for the 49.23-acre Specific Plan Area is calculated at a density of 72 dwelling units per gross acre of the entire Specific Plan Area. This includes areas for streets, parks, public spaces and non-residential uses.

As addressed by State Government Code section 65915 and the San Diego Municipal Code section 143.0710, an affordable housing density bonus of 20 percent would allow for an additional 709 homes for a total of 4,254 homes could be developed within the Specific Plan Area. The corresponding rezone from CC-3-6 to RMX-2 would allow for a broader mix of uses with a focus on residential uses, as well.

Mobility:

- *Identify street designs for the development of new streets that include Kemper Street and Frontier Drive addressed in the Community Plan.*

Staff worked with applicant team to refine street designs for new streets that include Kemper Street and Frontier Drive. The proposed Specific Plan would identify street designs for Kemper Street and Frontier Drive between Sports Arena Boulevard and Kurtz Street as follows:

Kemper Street: While consistent with the Community Plan, the Specific Plan would slightly revise the alignment and design for the Kemper Street extension. The proposed design would upgrade the planned Class II bicycle paths to a Class IV one-

way cycle track on both sides of the street. On the northbound side, the cycle track would be located within a 30-foot promenade separate from vehicle lanes.

Frontier Drive: The Specific Plan would include a new street between Sports Arena Boulevard and Kurtz Street consistent with the Community Plan. The proposed design would upgrade the planned Class II bicycle paths to a 12-foot-wide Class I multimodal bicycle and pedestrian path within a 30-foot promenade on the eastern side of the street.

- *Identify circulation improvements that address transit, pedestrian, bicycle, and vehicular access along Sports Arena Boulevard, Kurtz Street, and adjacent streets.*

As part of the Community Plan amendment and the development of the Specific Plan, staff worked with the applicant team to identify mobility improvements that address transit, pedestrian, bicycle, and vehicular access along Sports Arena Boulevard, Kurtz Street, and adjacent streets. The proposed Community Plan amendment would include the following circulation improvements along Sports Arena Boulevard and Kurtz Street:

Sports Arena Boulevard: a 33-foot promenade along the project frontage with a Class I multi-use path (i.e., the Bay-to-Bay Urban Path), and a Class IV one-way cycle track in the westbound direction.

Kurtz Street: Between Sherman Street and Hancock Street, a non-contiguous 30-foot promenade and a Class I multi-use path with parking on the northern side of the street. This would include a single-lane roundabout for a three-way intersection of Kurtz Street and Hancock Street with a pedestrian crossing east of the roundabout. Between Sherman Street to Camino Del Rio West, the amendment would add a Class I multi-use path on the southern side of the street. Between Camino Del Rio West to Rosecrans Street, the amendment would add a Class I multi-use path on the southern side.

- *Identify changes to street classifications based on mobility analysis including streets with transit or flex lanes.*

As part of the Community Plan amendment and the development of the Specific Plan, staff worked with the applicant team to identify changes to planned street classifications based on mobility analysis including streets with transit or flex lanes. The proposed Community Plan amendment would change the street classification for Kurtz Street from one-way travel to two-way travel between Sherman Street and Hancock Street. It would also add new bus only lanes along Sports Arena Boulevard west of Rosecrans Street.

- *Revise the bicycle/pedestrian route and design for the shared use path connection to the Old Town Transit Station.*

Staff worked with the applicant team to evaluate changes to the bicycle/pedestrian route and design for the shared use path connection to the Old Town Transit Station. The Community Plan amendment would include an approximate 1-mile connection from the Old Town Transit Center along Kurtz Street and Rosecrans as a pedestrian, bicycle, and bus connection to the Specific Plan Area.

The proposed Community Plan Amendment would revise the bicycle/pedestrian design for the share use path from the Specific Plan Area to the Old Town Transit Station along Rosecrans Street. Between Kurtz Street and Pacific Highway, the amendment would add a Class I two-way separated multi-use urban path (La Playa Trail) on the eastern side and a Class II bicycle lane separated from the sidewalk by landscaping on the western side. Between Kurtz Street and Pacific Highway, the amendment would add a bus and right-turn-only lanes with a marked pedestrian and bicycle crossing at the Rosecrans Street and Kurtz Street intersection.

- *Evaluate the need for the Greenwood Street extension.*

Staff worked with the applicant team to evaluate the need for the Greenwood Street extension through the Specific Plan Area. The proposed Community Plan Amendment would remove the Greenwood Street Extension as a planned street from the Community Plan due to the proposed location of the entertainment center within the Specific Plan Area. This would add a Class I multi-use path through the Specific Plan Area to connect Greenwood Street to Sports Arena Boulevard and provide for biking and walking rather than the Greenwood Street extension.

Urban Design:

- *Changes to the planned street tree palette to reflect to be consistent with the Climate Action Plan.*

The proposed Specific Plan would provide a framework for an increased urban tree canopy to meet Climate Action Plan goals. The Specific Plan would include a tree palette that incorporates native and adaptive trees selected for characteristics such as an abundant shade canopy, drought-tolerance, low-maintenance and seasonal interest. The Specific Plan would identify tree planting zones throughout parks and public spaces. Additionally, the Specific Plan would require two rows of street trees along Sports Arena Boulevard, Kurtz Street and Kemper Street.

- *Changes streetscape concept for public space along Sports Arena Boulevard, Kemper Street and Kurtz Street.*

The proposed Specific Plan would identify updated streetscape concepts along Sports Arena Boulevard, Kemper Street and Kurtz Street to support public spaces. The Specific Plan would identify a 33-foot wide promenade along Sports Arena Boulevard that includes a 12-foot wide multi-use path (i.e., Bay-to-Bay Urban Path), two rows of street trees, landscaping and a Class IV bike facility. The Specific Plan would identify a 30-foot wide promenade along Kemper Street that includes a non-contiguous sidewalk and Class IV cycle track at sidewalk level, two rows of street trees, and flexible space for street furnishings on the east side of the street. Additionally, the Specific Plan would identify a 30-foot wide promenade along Kurtz Street that includes a 14-foot wide multi-use path, two rows of street trees and landscaping.

- *Identify wayfinding signage and gateway elements for the community village.*

The proposed Specific Plan would identify permitted sign types, locations and sizes to support district identity and wayfinding.

- *Identify policies and guidelines to address building bulk, scale and massing.*

The proposed Specific Plan would include supplemental development regulations to address building bulk, scale and massing. Supplemental development regulations would require distinct changes in material, color and transparency for the first one to three stories of a building (i.e., building base) for façade articulation. Upper stories would be required to incorporate a minimum 3-foot stepback to address building bulk.

Recreation:

- *Identify locations for parks, recreation facilities and public spaces to service the specific plan area.*

Community Plan amendment and Specific Plan would include a network of public spaces consisting of approximately 8.12 acres of public parks and 6.42 acres of public space in a network of plazas, promenades and paseo greens.

- *Revise linear park concepts and requirements along Sports Arena Boulevard and Kemper Street.*

Community Plan amendment and Specific Plan would replace the linear park concepts and requirements with a non-contiguous 30-foot promenade and a Class I multi-use path along Kemper Street and a non-contiguous 33-foot promenade and a Class I multi-use path along Sports Arena Boulevard.

- *Calculate the recreation value points for the specific plan area and include the proposed parks and recreation facilities in the updated inventory.*

The proposed Community Plan amendment and Specific Plan would identify the proposed parks and recreation facilities for Midway Rising and their estimated recreational value points.

- *Update the park inventory communitywide to reflect recreation value points consistent with the General Plan and Parks Master Plan from the prior population-based park standards.*

The proposed Community Plan Amendment would update the Parks and Recreation Facilities Inventory and Recommendations to reflect the Parks Master Plan recreational value points standard.

Infrastructure:

- *As part of the specific plan, identify infrastructure improvements on- and off-site, including extensions and/or upgrades of existing water, wastewater, storm water, and drainage facilities.*

The proposed Specific Plan would guide the provision of infrastructure and utilities. The specific plan proposes on-site and off-site infrastructure improvements, including a conceptual water and sewer plan as well as a conceptual drainage plan.

- *Identify improvements to address flooding.*

The proposed Specific Plan would also include strategies address sea level rise, including through the provision of elevated finish floor elevations, the integration of stormwater management facilities and permeable surfaces, among other measures.

- *Identify improvements to address fire protection and rescue services.*

The proposed Community Plan amendment would include a new policy, in addition to existing policies in the General Plan and Community Plan that guide the provision of fire protection and rescue services, to consider opportunities for new and/or expanded fire-rescue facilities within the community.

Implementation:

- *Identify the appropriate citywide base zones to implement the community plan land use designations and specific plan.*

The proposed Community Plan amendment, Specific Plan, and corresponding rezone would guide the future development of the Specific Plan Area. The corresponding rezone from CC-3-6 to RMX-2 would allow for a broader mix of uses with a focus on residential uses with a maximum residential capacity of 4,254 homes.

- *Identify the appropriate supplemental development regulations to address the implementation of site-specific requirements which could include amending of the CPIOZ supplemental development regulations.*

The proposed Community Plan amendment would replace the CPIOZ supplemental development regulations with supplemental development regulations in the proposed Specific Plan that would apply to the Specific Plan Area.

Midway Rising Structure Chart

