

Midway - Pacific Highway

Community Plan

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APPROVAL OF THE MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN

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INTRODUCTION 1

1.1 Historical Context
1.2 Setting
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1.5 Legislative Framework

INTRODUCTION

Midway - Pacific Highway is a centrally located urban community in close proximity to Downtown, the bays and beaches, and the San Diego River. From its historic beginnings as part of the delta of the San Diego River to the rise of the military and aviation industry in the 1920s, the neighborhood has played a role in San Diego growth and transformation. The Midway - Pacific Highway Community Plan and Local Coastal Program (Community Plan) builds on the past to provide a vision for the future, as discussed below. The Community Plan establishes the policy framework that will guide further development in pursuit of this vision, consistent with the General Plan goals and polices.

1.1 HISTORICAL CONTEXT

The Midway - Pacific Highway Community was historically an area of tidal marshes and flats where the San Diego River branched at the mouth of Mission Valley to flow into both San Diego Bay and False Bay (now known as Mission Bay). The Kumeyaay people passed through the area to travel between Point Loma and settlements near Old Town. After the arrival of the Spanish military and missionary party led by Gaspar de Portola in 1796, the La Playa Trail connected the anchorage at La Playa to the Presidio and Mission at Old Town. The La Playa Trail followed the Kumeyaay trail and generally corresponded to present-day Rosecrans Street.

VISION

The development of a strong public realm and unique districts and villages connected through a system of landscaped streets to Mission Bay, the San Diego River, and San Diego Bay, and to traditional and nontraditional parks within the community to enhance community character and livability. To achieve this vision, the following Guiding Principles provide the framework for the more detailed Plan policies:

Distinctive Districts and Villages. Districts and Villages with their own distinct range of uses, character, streetscapes, places, urban form and building design as an integral aspect of Midway - Pacific Highway's identity and character.

A Center of Economic Activity. A sub-regional employment center with employment land for the development of office and research uses that can provide jobs in proximity to residential and commercial uses and transit will support the economic viability and attractiveness of the community.

A Complete Mobility System. A mobility system that provides options for people to walk, ride a bicycle, take transit, or drive will support the economic growth and identity of the community and enhance its livability and character.

A Place Connected to its Context and to the Regional Recreational and Open Space Areas. The reestablishment of connections to the Presidio, San Diego Bay, Mission Bay and the San Diego River, and integration of Midway - Pacific Highway with the surrounding communities.

On February 18, 1850, the California State Legislature formally organized San Diego County with Old Town San Diego as the County seat. Old Town consisted of approximately 65 buildings, many of which were of adobe construction, and included a small portion of the Midway - Pacific Highway area (northeast of present-day Kurtz Street and northwest of present-day Witherby Street). Also in 1850, the first attempt was made to move the City of San Diego from Old Town to New Town (Downtown) further south, and a group of Old Town citizens bought the land to the between the two and established a rival subdivision closer to the bay. The 687-acre subdivision began around present-day Witherby Street and extended south along the shoreline of the bay to about present-day A Street. The portion of the land that was subdivided and laid out into streets, public squares, blocks, and lots was designated Middletown. Portions of the subdivision referred to as the reservations and the tidelands in the present-day Pacific Highway corridor area were left undivided.

Early attempts at development of the Midway - Pacific Highway area floundered because of its swamp-like conditions. The San Diego River would switch back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked boating channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent. In 1853 George Derby, an army land surveyor, engineered the construction of a dike just south of the present flood channel, extending northeasterly from what is now the junction of Midway Drive and Frontier Street.

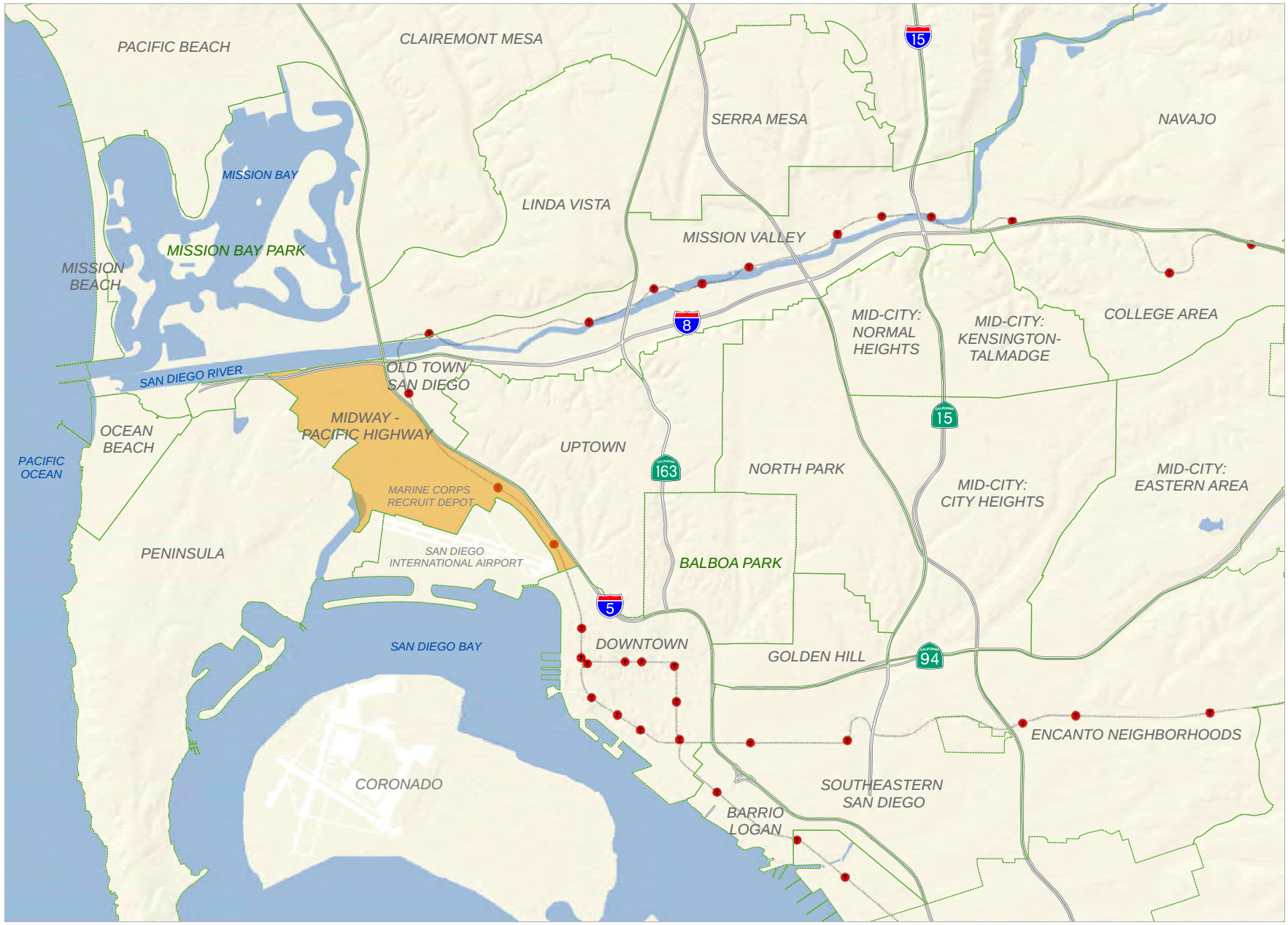
Still, development on the sandy flats of Midway - Pacific Highway was sparse after construction of Derby's Dike. Besides shipping landings and small fishing settlements near Point Loma that included Chinese and Hawaiian immigrants, there were only a few isolated residential and commercial buildings in the area. In the 1850s, Louis Rose, a Jewish resident of Old Town, acquired land between Old Town and La Playa. In the early 1860s, he deeded five acres on present-day Kenyon Street to Adath Yeshurun, San Diego's first Jewish congregation, for a cemetery. In 1871, the official records of the City of San Diego were moved from Old Town to New Town, shifting the focus of development in the City to the south.

The forces that shaped the development of Midway - Pacific Highway during the late 19th century and early 20th century were transportation, early industries, the military, and aviation. Midway - Pacific Highway became the site of significant transportation improvements in the 1880s. The California Southern Railroad opened its first section in 1882 that connected National City to Oceanside via the Midway-Pacific Highway area. The rail line became part of the Santa Fe Railroad's transcontinental rail line in 1885. A real estate boom in the spring of 1887 brought thousands of people to Southern California, many via the Santa Fe Railroad. During the boom, developers realized the need for



The Consolidated Aircraft factory (foreground), seen here in the early 1940s, was a driving force in the development of the community as well as the City. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-038166-D.

FIGURE 1-1: REGIONAL LOCATION



convenient public transportation. In 1887, San Diego's Electric Rapid Transit Company introduced the first electric street railway system in the western U.S. The streetcar line traveled from Old Town via Arctic Street (now Kettner Boulevard) to Downtown.

California state officials began planning for highways in 1896, when the California Bureau of Highways issued a map of recommended highway routes throughout the state. In 1909, the State Legislature established the state highway system and authorized the first highway construction bond. Construction began in 1912 on Route 2, the north-south highway that would traverse the Midway-Pacific Highway on its way from San Francisco to the U.S.-Mexico border and later, in 1925, be designated U.S. Highway 101.

One of the earliest businesses in the Midway - Pacific Highway community was the Mission Brewery. Located in Middletown at 1751 Hancock Street, the brewery from approximately 1912 until 1918, when the Eighteenth Amendment to the Constitution was being ratified that would lead to Prohibition. The property was sold to the American Agar Company in 1923. The Mission Brewery is designated San Diego Historical Resources Board (HRB) Site #232 and listed in the National Register of Historic Places.

The first steps in bringing the military to Midway - Pacific Highway were also taken in the first two decades of the 20th century by William Kettner, a local businessman and recent transplant to San Diego. Recognizing benefits of a military presence in San Diego, Kettner guided politicians and government officials on visits to the 1915 Panama-California Exposition, including Franklin D. Roosevelt, then Assistant Secretary of the Navy. Roosevelt introduced Kettner to Marine Corps leaders Colonel Joseph Pendleton and Major General George Barnett. Kettner convinced Barnett of his idea for the location of a new Marine base in Dutch Flats south of present-day Barnett Avenue and Pacific Highway. Development of the Naval Training Center and the Marine



This 1925 road map shows the early framework of Midway - Pacific Highway.

Corps Recruit Depot occurred in the early 1920s. Construction was accomplished only after a massive dredging and filling operation in the Dutch Flats area. The two facilities had a profound influence over the development of the community.

The rise of the local aviation industry occurred in the Dutch Flats area during the 1920s and 1930s. In 1922, T. Claude Ryan opened up a flying school in the area. Ryan Field was located near the intersection of Midway Drive and Barnett Avenue. The Dutch Flats/Ryan Field site is designated HRB Site #249. The Ryan flight school led to the opening of an aircraft manufacturing plant as well. Ryan Airlines developed some of the most creative designs in aviation history, including a custom M 1 monoplane for Charles Lindbergh. In 1934, Ryan formed the Ryan Aeronautical Company, and the school eventually became a subsidiary. Commercial businesses in Midway - Pacific Highway during this time were largely related to the San Diego airport, highway-related automobile and traveler services, aircraft plants, and military bases. Despite this additional aeronautical industry development, large areas of the community remained undeveloped into the 1930s.

During World War II, the community was the site of significant war-related activity. The Ryan flying school trained thousands of Army pilots and had contracts with the Navy to build aircraft. The Consolidated Aircraft plant on Pacific Highway was another site of aircraft manufacturing activity during the war and continued to be a strong visual presence and economic force in the area post-war. The wartime aircraft industries drew significant numbers of workers to San Diego during the war years, which created a severe housing shortage. The Frontier Housing Project was one of the largest wartime housing projects in Midway - Pacific Highway, which in total developed 3,500 temporary homes for defense workers.

The post-war development of the community mainly consisted of small warehouses and commercial and industrial buildings that sprang up in a rather haphazard fashion. The character of the area that exists today began to take shape during the 1960s. The community's focus on automobiles was strengthened with the construction of Interstates 5 and 8. Streets were also widened, removed, and renamed to facilitate the movement of automobiles. Large parcels in the community were developed with automobile-oriented commercial uses, including the Sports Arena on the former Frontier Housing site in 1966. The Midway area gave way to commercial strip and shopping center development that mainly catered to nearby residential, military, and visitor populations, as well as some multi-family housing development. Modern commercial and industrial buildings were constructed on vacant lots or replaced older commercial and residential buildings. Automobile-related businesses such as service stations and garages were attracted to the Pacific Highway area, as well as commercial and industrial businesses serving the military and San Diego Airport which was then located along Pacific Highway. Development since the 1960s has mainly followed the land use pattern established at that time.

1.2 SETTING

Midway - Pacific Highway is an urbanized community that encompasses approximately 1,324 acres, situated north of Downtown as shown in Figure 1-1. The community is comprised of three areas: the relatively flat Midway area, the linear Pacific Highway corridor, and the Marine Corps Recruit Depot.

The Midway area and Pacific Highway corridor encompass 936 acres and the Marine Corps Recruit Depot covers 388 acres. The community's land use pattern reflects its industrial orientation during rise of the aviation industry. The portion of Midway northeast of Kurtz Street features an older, traditional grid pattern extended from the adjacent Old Town, which was bisected by the construction of I-5. The grid pattern was further divided by Camino Del Rio West, which was built as a connection between Rosecrans Avenue and the former Route 80 and later the I-5/I-8 interchange. The "superblocks" found southwest of Kurtz Street contain larger auto-oriented commercial uses and the San Diego Sports Arena, and impede pedestrian and vehicle travel.

The Pacific Highway corridor also features a grid pattern extended from the adjacent Uptown Community. The small lots along the older gridded areas in the Pacific Highway corridor are occupied by urban industrial and commercial uses, as well as a few residential uses. The area is bisected by a rail line and cut off from Middletown by I-5. This history and the corridor's isolation between I-5 and the Marine Corps Recruit Depot has resulted in a collection of different scales of uses which, coupled with previous relaxed urban design requirements, has negatively affected the Community's identity and character.

1.3 PRIOR COMMUNITY PLANS

The first Midway Community Plan was adopted in 1970. The 1991 update to the Community Plan incorporated the Pacific Highway Corridor into the community planning area and removed the West Point Loma Boulevard area. The dominance of auto-oriented land uses, higher traffic volumes, lack of pedestrian-friendly streets, and lack of parks have been impediments for the development of new residential uses as envisioned by the 1991 Community Plan. While older retail centers have made aesthetic improvements since the 1990s, the predominant auto-oriented urban form has remained. In 1999, to attract new development, the Community Plan was amended to incorporate the Bay-to-Bay Canal concept that included residential, retail, and employment uses and recreational amenities along the proposed canal. While later studies determined that the canal concept was infeasible, this Community Plan has incorporated the concept of a bicycle and pedestrian connection between Mission Bay, the San Diego River the San Diego Bay and Old Town San Diego, as addressed in the Mobility, Recreation, and Urban Design Elements.



Midway - Pacific Highway is located adjacent to the San Diego River and near Mission Bay, San Diego Bay, and beach communities.

1.4 PURPOSE

The Community Plan serves several purposes:

- Establishes a vision with policies to guide the future growth and development within Midway - Pacific Highway, consistent with the General Plan;
- Provides strategies and implementing actions to accomplish the vision;
- Provides guidance to design and evaluate development proposals and improvement projects;
- Provides the basis for plan implementation including zoning, development regulations, and a public facilities financing plan.



The Community Plan envisions that future development in Midway - Pacific Highway will take advantage of the community's transit services that connect to regional destinations.

1.5 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The General Plan provides a policy framework for how the City of San Diego will grow and develop. The Midway - Pacific Highway Community Plan further expresses General Plan policies in the context of Midway - Pacific Highway with policies that complement the citywide goals and policies and address community needs. All applicable General Plan policies may be cited in conjunction with the Community Plan policies in the course of design or review of development proposals. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for growth and development in Midway - Pacific Highway. Periodic comprehensive reviews of the General Plan may result in changes that affect the Midway - Pacific Highway Community Plan and Local Coastal Program policies in order to maintain General Plan consistency.

RELATIONSHIP TO THE MUNICIPAL CODE

The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics. Generally, with the exception of projects on property owned by other government agencies, development within Midway - Pacific Highway is subject to the Municipal Code.

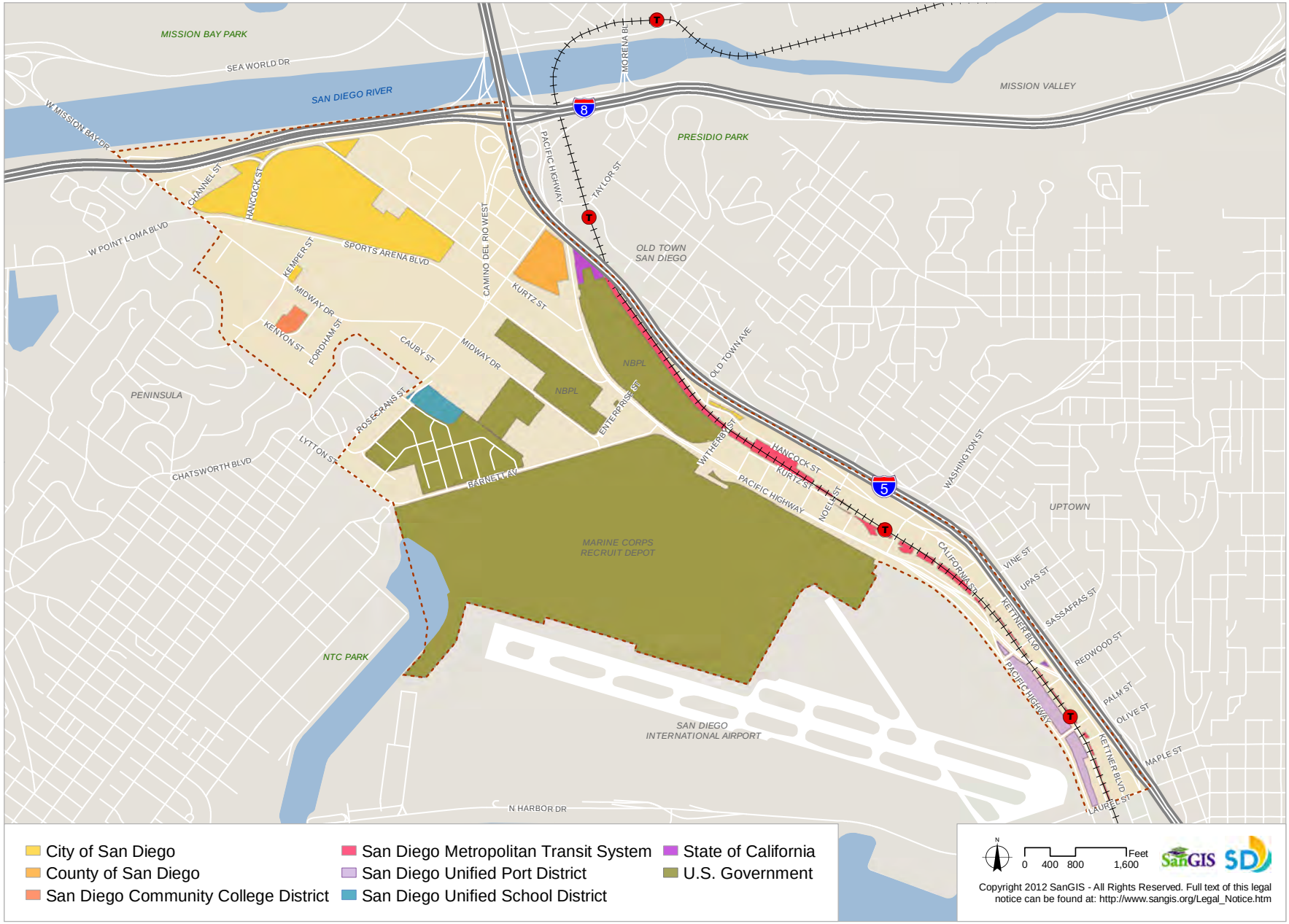
RELATIONSHIP TO THE CLIMATE ACTION PLAN

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in former Governor Arnold Schwarzenegger's Executive Order S-3-05. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. The Midway-Pacific Highway Community Plan provides capacity for development of residential and employment uses in proximity to transit, and takes a multi-modal approach to improving circulation and access through and within the community. These mobility policies and recommendations in the community plan build from the General Plan's Mobility Element and propose a mobility strategy that improves access to transit through better pedestrian and bicycle infrastructure that complement the increased residential capacity of the community. The Community Plan enhances the community's character and access to its many attractions by improving pedestrian and bicycle connections between the community core, Mission Bay, the San Diego River, San Diego Bay, Old Town, and Downtown. Other recommendations include improvements to streetscapes and the urban forest and identifying opportunities for pocket parks, plazas, and courtyards to create a more friendly and active urban environment. Policies related to CAP strategies can be found in the Land Use, Villages and Districts Element, Mobility Element, Urban Design Element and Conservation Element.

RELATIONSHIP TO OTHER GOVERNMENT AGENCIES

Government-owned property in Midway - Pacific Highway, not including streets and freeways, comprises 669 acres, as shown in Figure 1-2. This includes City of San Diego-owned property, which comprises 88 acres or 31 percent of the land area within the Community Plan area.

FIGURE 1-2: GOVERNMENT-OWNED PROPERTIES



CALIFORNIA COASTAL RESOURCES AND LOCAL COASTAL PROGRAM

Portions of the Pacific Highway Corridor are within the Coastal Zone (see Figure 1-3) and subject to the California Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan and implementation (zoning) ordinances. The Local Coastal Program for the Coastal Zone areas in Midway-Pacific Highway is integrated into this Community Plan. The Land Use, Villages and Districts Element contains policies to protect and enhance coastal resources and addresses land use, public access and recreation, and view preservation within the Coastal Zone. Additional policies in the Mobility, Urban Design, Conservation, and Recreation Elements support the goals of the Coastal Act.

The San Diego Unified Port District owns properties within a portion of the Coastal Zone area along Pacific Highway. The State allows the Port District to lease Port properties for industrial, commercial, and visitor-related uses, guided by the Port of San Diego Port Master Plan. The Land Use, Villages and Districts Element designates these properties as "Port Properties." The Community Plan provides policies that address the City's vision for the Pacific Highway corridor while acknowledging the Port District's land use jurisdiction over these properties. The City of San Diego has land use jurisdiction over properties within the Coastal Zone but outside of the Port Master Plan, subject to appeal to the Coastal Commission.

ENVIRONMENTAL REVIEW

The Program Environmental Impact Report (PEIR) for the Midway-Pacific Highway Community Plan provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan, in accordance with the California Environmental Quality Act (CEQA). Projects consistent with the Community Plan and PEIR may not require further environmental review.

The Federal Government conducts environmental review in accordance with the National Environmental Policy Act (NEPA) for projects on Federal Government-owned property. The State, County, Port District, School District, and Community College District conduct CEQA analysis for projects on their property that are subject to their approval.

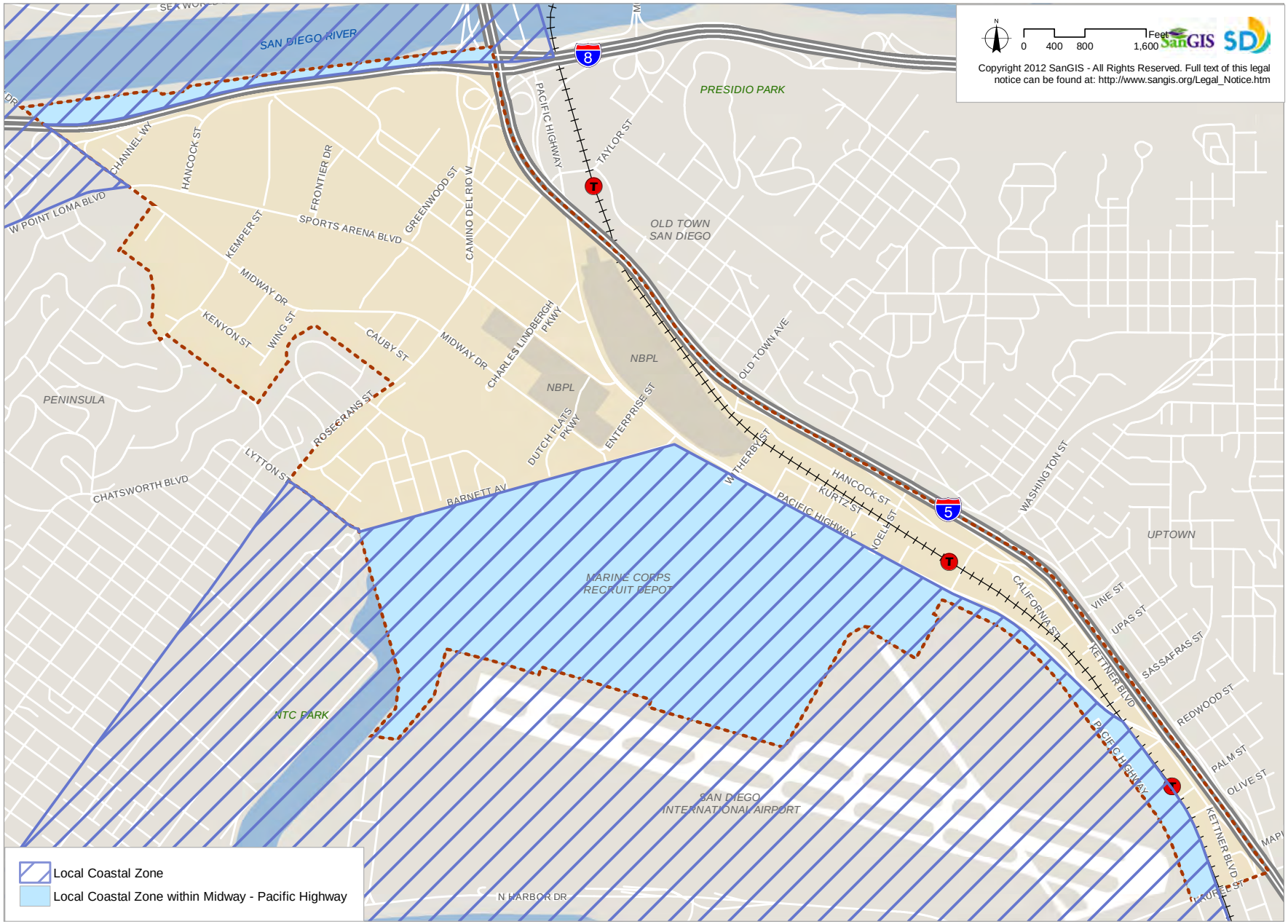
PLAN ORGANIZATION

The Community Plan is organized into nine Community Plan Elements and includes introduction and implementation chapters. Each element contains an introduction section that describes it contents and relationship to the Community Plan as a whole. Many of the elements are divided into sections that discuss specific topics. Each element contains one or more goals that express a broad intent. Most of the elements also contain policies that reflect specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City or another governmental agency.

HOW TO USE THIS DOCUMENT

The Midway-Pacific Highway Community Plan provides a long-range physical development guide for elected officials, property owners, and citizens. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in the Midway-Pacific Highway community. When designing development and/or infrastructure projects or researching what uses are appropriate for a site, this community plan, the applicable zoning regulations found in the City's Land Development Code, and the Midway-Pacific Highway Impact Fee Study should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are taken into consideration.

FIGURE 1-3: LOCAL COASTAL ZONE



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LAND USE, VILLAGES & DISTRICTS

2

2.1 Existing Land Use
2.2 Land Use Framework
2.3 Planning Horizon
2.4 Villages and Districts
2.5 Airport Land Use Compatibility
2.6 Community Plan Implementation Overlay Zone

INTRODUCTION

The Community Plan envisions a mix of land uses in Midway - Pacific Highway, organized into districts and villages to create distinct urban activity nodes. The nodes will be connected through a system pedestrian- and bicycle-oriented streets that link to parks within the community and to the recreational amenities at Mission Bay, the San Diego River, and San Diego Bay. The villages and districts, as shown in Figure 2-3, reflect history, location, and planned land uses.

The Land Use, Villages & Districts Element identifies a vision for each district and village, as well as land use designations and policies to achieve this vision. The goals and policies for the village areas are guided by the General Plan "City of Villages" concept. Each village places an emphasis on certain types of uses while still promoting a mix of uses. The land use plan allows residential uses to be integrated with complementary uses to support vibrant activity nodes. Residential uses will provide activity outside of commercial business hours to provide eyes on the street and support employment development, commercial uses, parks, and transit.

A key goal of the Community Plan is to improve mobility for all transportation modes by improving pedestrian, bicycle, and transit facilities and transforming existing large blocks within the community into smaller blocks through the creation of new interior streets that connect to the existing street system. Creation and improvement of public and private infrastructure and development that supports all modes transportation will help address existing concerns about community vitality, livability, safety, access, and traffic congestion.

Policies for the districts and villages that relate to land use, as well as urban design, mobility, and parks, are included in this Element due to their importance and interrelation. Multimodal mobility and streetscape improvements are discussed further in the Mobility and Urban Design Elements. Additional policies regarding design of development and infrastructure to create a pedestrian-oriented public realm are found in the Urban Design Element, and policies regarding parks and recreation are found in the Recreation Element.

LAND USE GOALS

- A vibrant, balanced, and pedestrian-oriented community that provides residential, commercial, office, industrial, institutional, military, and civic uses.
- Special districts and villages to highlight and foster the diverse character areas within the community.
- A compatible mix of land uses that support active transportation and a healthy environment.
- Stable base sector employment uses and supportive residential, commercial, and industrial uses.
- A variety of housing types for all age, income, and social groups.

2.1 EXISTING LAND USE

Midway - Pacific Highway contains a variety of activities as reflected in the community's existing land uses, which are described here.

COMMERCIAL

Retail is the largest commercial use in the community, and serves customers within the community and from adjacent communities. Midway-Pacific Highway also contains approximately 1,100 hotel rooms due to its proximity to the San Diego International Airport, military installations, beaches, Sea World, and Old Town San Diego.

INDUSTRIAL

Industrial businesses in Midway-Pacific Highway provide a wide variety of repair, processing, storage, warehouse, and logistics services.

RESIDENTIAL

The community contains 1,982 housing units, of which 1,970 are multifamily and 12 are single-family. A significant portion of existing residents are military families that live in the 464-unit Gateway Village complex. The Orchard Apartments complex, built on City-owned land, provides 563 affordable housing units for seniors.

INSTITUTIONAL

Public and private institutional uses provide a variety of services and include utility substations, government offices and facilities, and educational facilities as described in the Public Facilities, Services, and Safety Element.

MILITARY

Military properties represent the largest land use in the community. The U.S. Marine Corps Recruit Depot provides military training facilities on approximately 400 acres adjacent to Barnett Avenue and Pacific Highway. The U.S. Navy's sites in the community are under the command of Naval Base Point Loma (NBPL), and include the NBPL - SPAWAR complex which contains administrative and research facilities.

TRANSPORTATION

Transportation uses include streets, freeways, and rail rights-of-way and occupy 311 acres.

VACANT

Approximately seven acres of land in the community is vacant.



Military uses, such as the U.S. Marine Corps Recruit Depot seen here in 1940, have been part of the community since the early 1900s. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-038230-D.

2.2 LAND USE FRAMEWORK

The land use designations in this plan are based on the General Plan's land use designations, and have been tailored as needed to guide development to achieve the overarching Community Plan vision and the vision for each village and district. The Land Use Map (Figure 2-1) is a visual representation of land use policies contained in the Community Plan and General Plan. Complementing the Land Use Element, the Community Plan and General Plan Urban Design Elements provide building and site design policies to guide future development design. The land use designation categories that are used in this plan are described in this section, and Table 2-1 summarizes the characteristics of specific land use designations found on the Land Use Map. Chart 2-1 includes a description of the land use designations, as well as examples of the associated building typologies. The text and figures of the Community Plan and General Plan are of equal importance in communicating the intent of the plans' land use policies.

The City's Municipal Code implements the Community Plan and General Plan policies through zoning and development regulations pertaining to land use density and intensity, building massing, landscape, streetscape, and other development features. The Coastal Height Limit Overlay Zone limits the height of new buildings to protect coastal views.

RESIDENTIAL

The residential designations provide for a range of multi-family housing types. Several commercial and business land use designations allow residential uses, including live/work quarters and shopkeeper units, as part of mixed-use or multiple-use developments.

BOX 2-1: LAND USE FRAMEWORK

Community Plan Land Use Designations (Table 2-1)

The Community Plan Land Use Designations table summarizes the plan land uses and densities (dwelling units per acre or du/ac) for residential uses.

Land Use Map (Figure 2-1)

The Land Use Map designates the location, distribution, and extent of the plan land uses. Land use designations, shown as color/graphic patterns on the map, allow for a range of uses within each designation.



Community Commercial land uses provide goods and services for community residents and employees and will accommodate customers arriving by foot, bicycle, transit and car.

COMMUNITY VILLAGE

The community village land use designation allows for a mix of uses, including residential and commercial uses that include retail sales, commercial services, personal services, entertainment, and assembly uses, which serve residents and workers in the community and adjacent communities.

NEIGHBORHOOD COMMERCIAL

The neighborhood commercial designation provides for a variety of convenient commercial uses such as retail shops, markets, and professional office to serve nearby residents and employees and reduce the need for driving.

COMMUNITY COMMERCIAL

The community commercial land use designations provide for a variety of commercial uses, such as retail, office, and hotel. They provide space for shopping and services for residents and workers in the community and adjacent communities.

HEAVY COMMERCIAL

The heavy commercial designation provides for retail sales, commercial services, office, wholesale, distribution, storage, and vehicular sales and service uses.

MIXED COMMERCIAL RESIDENTIAL

The mixed commercial residential designations provide opportunities for infill development to create multiple-use areas. Single-use commercial; residential with ground floor shopkeeper units; or mixed residential and commercial use development is allowed.

BUSINESS PARK

The business park designation provides for employment uses such as business/professional office and research and development, with limited commercial service, flex-space, and retail uses, as well as residential uses. Mixed business park/residential developments can create unique urban housing opportunities to support office, urban business, and high-tech research and development employment uses. Refer to the Economic Prosperity Element for related discussion.

URBAN INDUSTRIAL

The urban industrial designation provides for small and medium-size industrial and business activities.

PARK

The park designation provides for population-based parks and park equivalencies with passive and/or active recreational uses. The community plan identifies opportunity locations for parks as part of mixed-use or multiple-use developments, as shown on the Land Use Map. Refer to the Recreation Element for additional information.

INSTITUTIONAL

The institutional designation provides for public or semi-public facilities that provide services to the community and/or City. Refer to the Public Facilities, Services, and Safety Element for related policies. The Land Use, Villages and Districts Element provides secondary land use designations for institutional sites, to provide guidance in the case that existing institutional uses should be reconfigured, cease, or relocate. Supplemental environmental analysis may be required for infill development at institutional-designated sites where proposed new development is consistent with the secondary land use designation.

MILITARY

The military designation is applied to the U.S. Marine Corps Recruit Depot and properties that form part of Naval Base Point Loma (NBPL). The NBPL sites in Midway - Pacific Highway include the SPAWAR facility. Military land uses are vital for national defense and the local economy.

PORT PROPERTIES

San Diego Unified Port District owns properties along the Pacific Highway corridor. The Port Master Plan guides land uses on these sites.

POLICIES

LU-2.1 Provide adequate separation between areas designated for residential use and adult entertainment businesses.

LU-2.2 Encourage residential mixed-use in areas designated Neighborhood Commercial - Residential Permitted to support pedestrian activity and livability.

LU-2.3 Encourage residential mixed-use in areas designated Community Commercial - Residential Permitted.

LU-2.4 Support live/work and shopkeeper units to allow space for arts and innovation.

LU-2.5 Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.

LU-2.6 Support the inclusion of on-site affordable housing units in residential developments.

LU-2.7 Support the development of workforce, affordable, senior, and military housing in proximity to transit stations.

LU-2.8 Support small lot development within residential areas.

LU-2.9 Design mixed employment-residential use developments in areas designated Business Park - Residential Permitted with employment use as the primary use to maintain an employment base in the community.

LU-2.10 Provide notice to the U.S. Navy for proposed development projects or public improvements consistent with state requirements.

LU-2.11 Support the presence of the NBPL in the community.

LU-2.12 Consider proposals to develop mixed use villages in areas designated Community Commercial – Residential Prohibited in order to support the economic viability and vitality of the community's commercial areas.

LAND USE TERMS DEFINED

Village: A mixed-use activity center where residential, commercial, employment, and civic uses are all present and integrated. Villages are pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Over time, villages will connect to each other via an expanded regional transit system.

Mixed-Use Development: A single development that integrates more than one land use, horizontally or vertically.

Multiple-Use Development: An area made up of a variety of single-use developments that are related to each other through scale and site design to create a cohesive, horizontally mixed land use setting.

Live/Work Quarters: As defined in the Municipal Code, live/work quarters are studio spaces in buildings that were originally designed for industrial or commercial occupancy that have been converted to integrate living space into the work space.

Shopkeeper Unit: As defined in the Municipal Code, a shopkeeper unit is a dwelling unit with both living quarters and commercial space, where the commercial use is located on the ground floor and operated by the resident of the dwelling unit.

FIGURE 2-1: LAND USE MAP

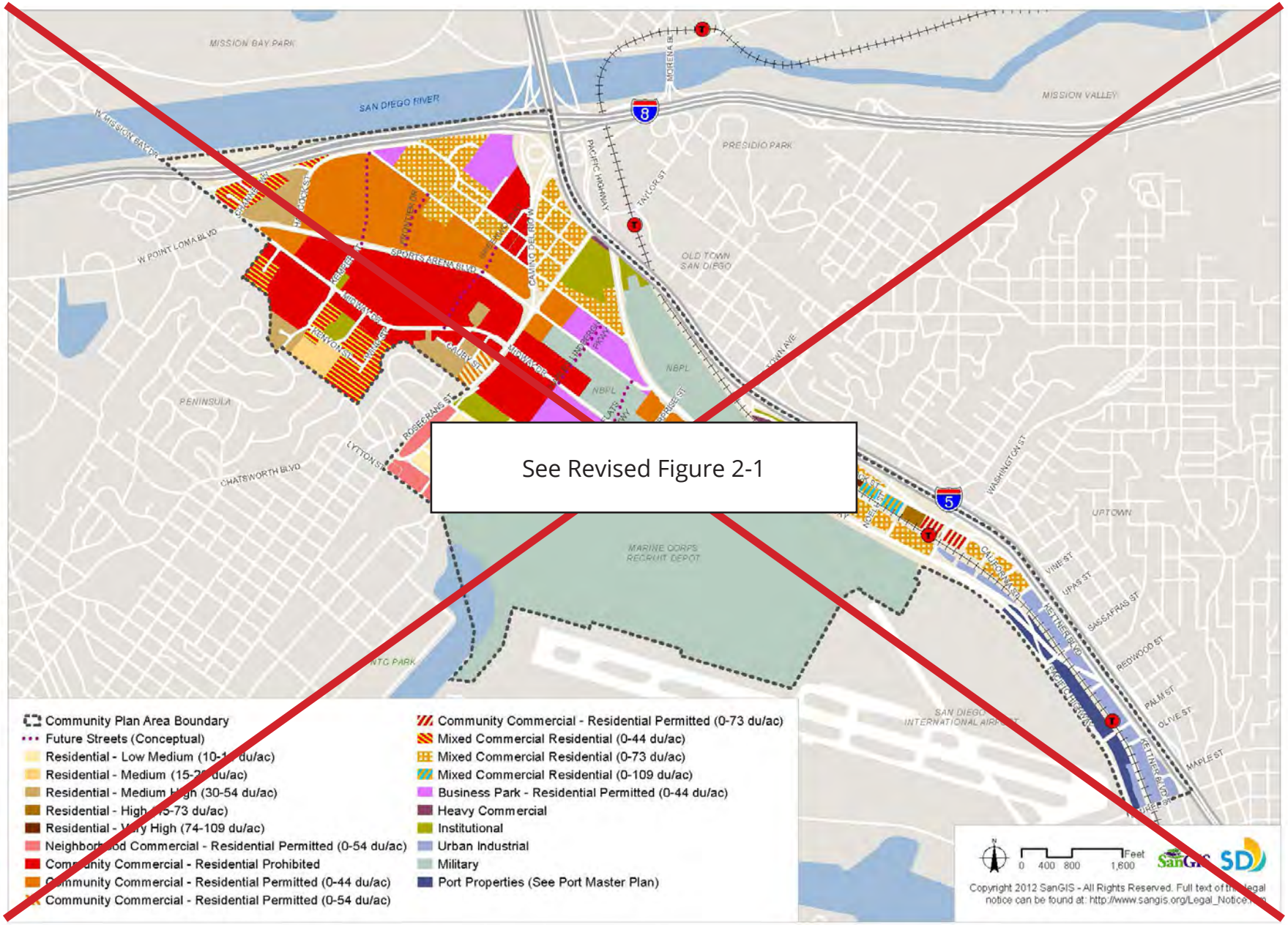


FIGURE 2-1: LAND USE MAP

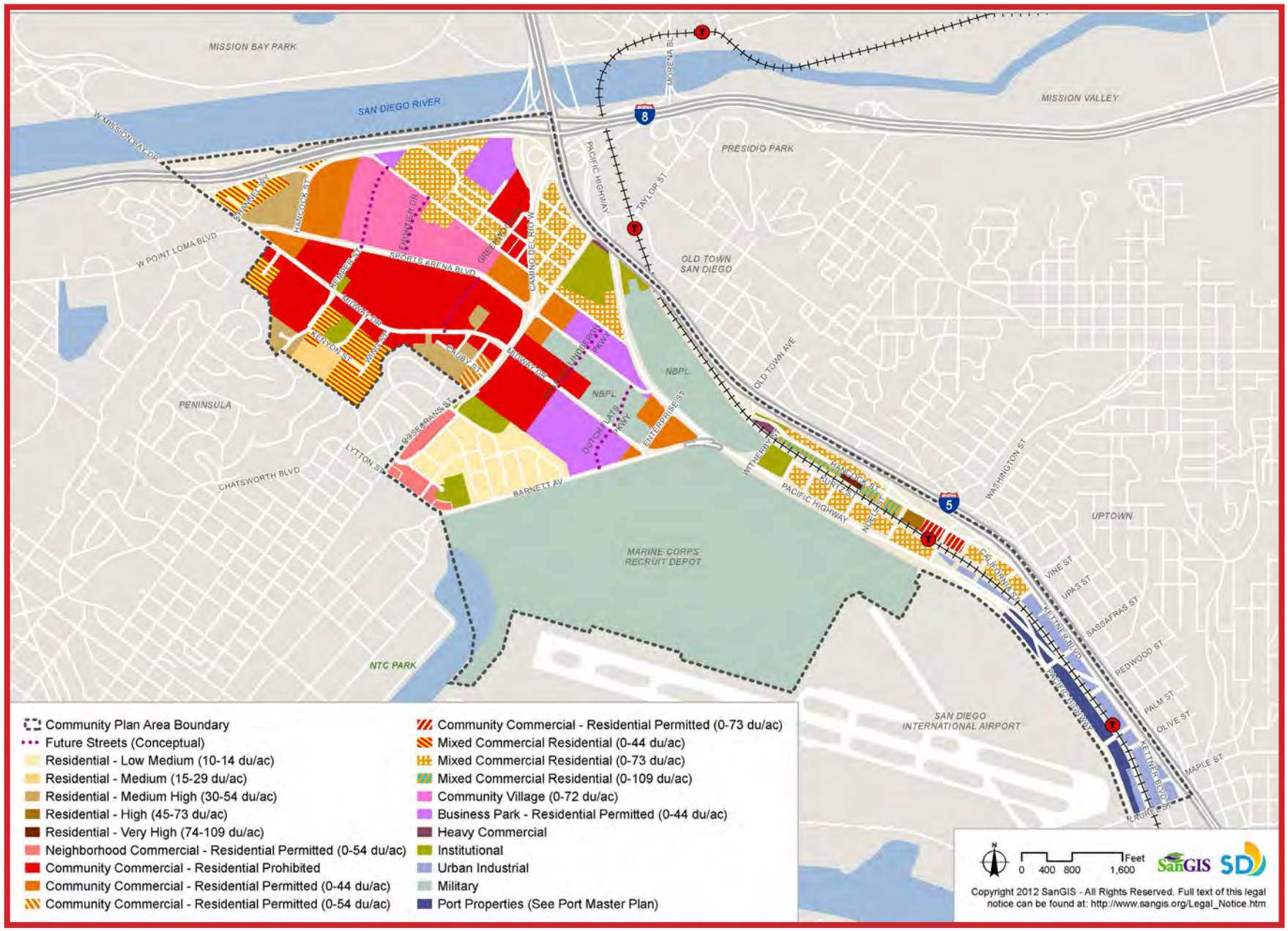


TABLE 2-1: MIDWAY - PACIFIC HIGHWAY COMMUNITY PLAN LAND USE DESIGNATIONS

GENERAL PLAN LAND USE CATEGORY	COMMUNITY PLAN LAND USE DESIGNATION	RESIDENTIAL DENSITY (DWELLING UNITS/ACRE)
Residential	Residential - Low Medium	10 - 14
	Residential - Medium	15 - 29
	Residential - Medium High	30 - 54
	Residential - High	45 - 73
	Residential - Very High	74 - 109
Commercial, Employment, Retail, and Services	Neighborhood Commercial - Residential Permitted	0 - 54
	Community Commercial - Residential Prohibited	N / A
	Community Commercial - Residential Permitted	0 - 44
		0 - 54
		0 - 73
	Heavy Commercial - Residential Prohibited	N / A
Multiple Use	Community Village	0 - 72
	Mixed Commercial Residential	0 - 44
		0 - 73
		0 - 109
Industrial	Business Park - Residential Permitted	0 - 44
	Urban Industrial	Live/Work Only
Institutional	Institutional	N / A
	Military	N / A
	Port Properties	N / A
	Park	N / A

CHART 2-1: DEVELOPMENT TYPES AND LAND USE CLASSIFICATIONS

Residential - Low Medium
(10-14 du/ac)

Residential - Low Medium allows for a mix of single-family, townhome, and multi-family units. This combination of residential types supports a pedestrian scale. Town homes or row homes are typically clustered in groups of 4 to 6 units. Parking is integrated into the ground-floor of the units.



Residential - Medium
(15-29 du/ac)

Residential - Medium development is typically townhomes and garden apartments/condominiums, and can allow small-lot townhomes. Buildings can be organized around a central courtyard with individual or shared open space areas. Parking is typically a mixture of garages and surface spaces accessed from the rear of the site or a central landscaped drive court.



Residential - Medium High
(30-54 du/ac)

Residential - Medium-High supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking is typically integrated into the ground level of the development or below grade. Private and shared open space is a key component of the design, along with community amenities.



Residential - High
(45-73 du/ac)

Residential - High allows for condominium/apartment buildings. Development typically consists of a large block of residential units where parking is usually provided underground or within a structure.



CHART 2-1: DEVELOPMENT TYPES AND LAND USE CLASSIFICATIONS (CONTINUED)

Residential - Very High
(74-109 du/ac)

Residential - Very High allows for condominium/ apartment buildings. Development typically consists of a large block of residential units where parking is usually provided underground or within a structure. Advantageous site conditions or smaller residential unit sizes can facilitate development at this density.



Neighborhood Commercial - Residential Permitted
(0-54 du/ac)

Neighborhood Commercial - Residential Permitted allows small-scale, pedestrian-oriented commercial development that primarily provides neighborhood-serving uses, such as retail, service, civic, and office uses. This designation promotes primarily 1- to 2-story development with active ground-floor commercial uses, and allows residential uses above or behind commercial uses.



Community Commercial - Residential Prohibited

The Community Commercial - Residential Prohibited land use designation focuses on community-serving commercial uses while also allowing office and public uses and community gathering spaces. Pedestrian-oriented development with a traditional "Main Street" character is encouraged, incorporating active storefronts, pedestrian-oriented design, and outdoor seating and social spaces.



Community Commercial - Residential Permitted
(0-44 du/ac)
(0-54 du/ac)
(0-73 du/ac)

Community Commercial - Residential Permitted land use designations allow a variety of commercial uses, such as retail, personal services, office, and hotel, that serve residents and workers in the community and adjacent communities. Residential uses are allowed as part of mixed-use development that features ground floor commercial uses.



CHART 2-1: DEVELOPMENT TYPES AND LAND USE CLASSIFICATIONS (CONTINUED)

Community Village
(0-72 du/ac)

Community Village land use designation allows for a mix of uses which include commercial uses that include retail sales,commercial services, personal services, entertainment, and assembly uses that serve residents and workers in the community and adjacent communities. Residential uses are allowed as a primary use of mixed-use development that features ground floor commercial uses or development that provides a horizontal mix of uses connected by public space.



Mixed Commercial Residential
(0-44 du/ac)
(0-73 du/ac)
(0-109 du/ac)

Mixed Commercial Residential land use designations provide opportunities for infill development to create multiple-use areas. Single-use commercial; residential with ground-floor shopkeeper units; or mixed residential and commercial use development is allowed.



Business Park - Residential Permitted
(0-44 du/ac)

Business Park - Residential Permitted focuses on employment-generating uses that will create jobs as well as pleasant, pedestrian-oriented development and streetscapes. Intended uses include office, research and development, and light manufacturing. Residential uses are allowed as part of mixed-use development in which employment-generating uses are the primary use.



Heavy Commercial - Residential Prohibited

Heavy Commercial areas provide opportunities for development that supports retail sales, commercial services, office, wholesale, distribution, storage, and vehicular sales and service uses that may not be compatible with residential uses.



CHART 2-1: DEVELOPMENT TYPES AND LAND USE CLASSIFICATIONS (CONTINUED)

Urban Industrial

Areas designated as Urban Industrial can accommodate small and medium-size industrial and business uses with an urban development character. Live/work quarters are permitted as a limited use in Urban Industrial areas; no other residential uses are allowed.



TABLE 2-2: MIDWAY - PACIFIC HIGHWAY POTENTIAL DEVELOPMENT

	EXISTING ~~(2015~~ 2023~~)~~	FUTURE CHANGE	HORIZON TOTAL
Household Population	~~4,600~~ 4,800	~~23,660~~ 26,000	~~28,260~~ 30,800
Employment (Jobs)	15,200	4,370	19,570
Residential (Dwelling Units)	~~1,935~~ 2,100	~~10,155~~ 11,400	~~12,090~~ 13,500
Non-Residential (Square Feet)	9.8 million	300,000	10.1 million

Data Source - Existing: SANDAG ~~2015~~ 2023 Estimate
Data Source - Series 14 Regional Growth Forecast
Data Source - Horizon: City of San Diego Planning Department



New pedestrian-oriented development will help create an appealing community character.

2.3 PLANNING HORIZON

The community plan policies provide a land use direction that covers a 30-year planning horizon. Table 2-2 presents the potential development resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of Midway - Pacific Highway's development potential. However, designation of site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the community plan, or that other sites not included in this acreage will not undergo change.

For the purposes of calculating the future household population, it has been assumed that ~~2.46~~ 2.56 persons reside in each household, and that there is a ~~95~~ 89.1 percent occupancy rate for the community. The persons per household and vacancy rate are assumptions for calculating the residential population at the community plan horizon year.

2.4 VILLAGES AND DISTRICTS

Areas of the community have the potential to undergo development within the planning horizon of this Community Plan. Development opportunities range from infill development sites to larger scale sites. The combined size and scope these areas of potential change provides an opportunity to transform the community through the creation of cohesive new mixed- and multiple-use villages and districts, as shown in Figure 2-2, that include different types of parks, public spaces, and amenities to support community identity and livability.

A compact land use pattern that focuses housing, public parks and plazas, jobs, and services along key points in the transit system will realize the community's vision while minimizing impacts on the transportation system and the environment. This development approach supports sustainability, multiple modes of transportation, and active and healthy lifestyles by integrating a mix of uses including housing, offices, retail, restaurants, entertainment, and civic uses within a half-mile radius (10-minute walk) from a trolley or Rapid Bus station.

The vision and policies of the Land Use, Villages & Districts, Mobility, Urban Design, and Recreation Elements are strategically designed to foster a livable community that takes advantage of its access to transit and improves connectivity and infrastructure to support its pedestrians and bicyclists.

This section includes land use and urban design policy guidance specific to each of the villages and districts. Additional information and policies related to urban design concepts shown in Figures 2-3 through 2-13 are found in the Urban Design Element.

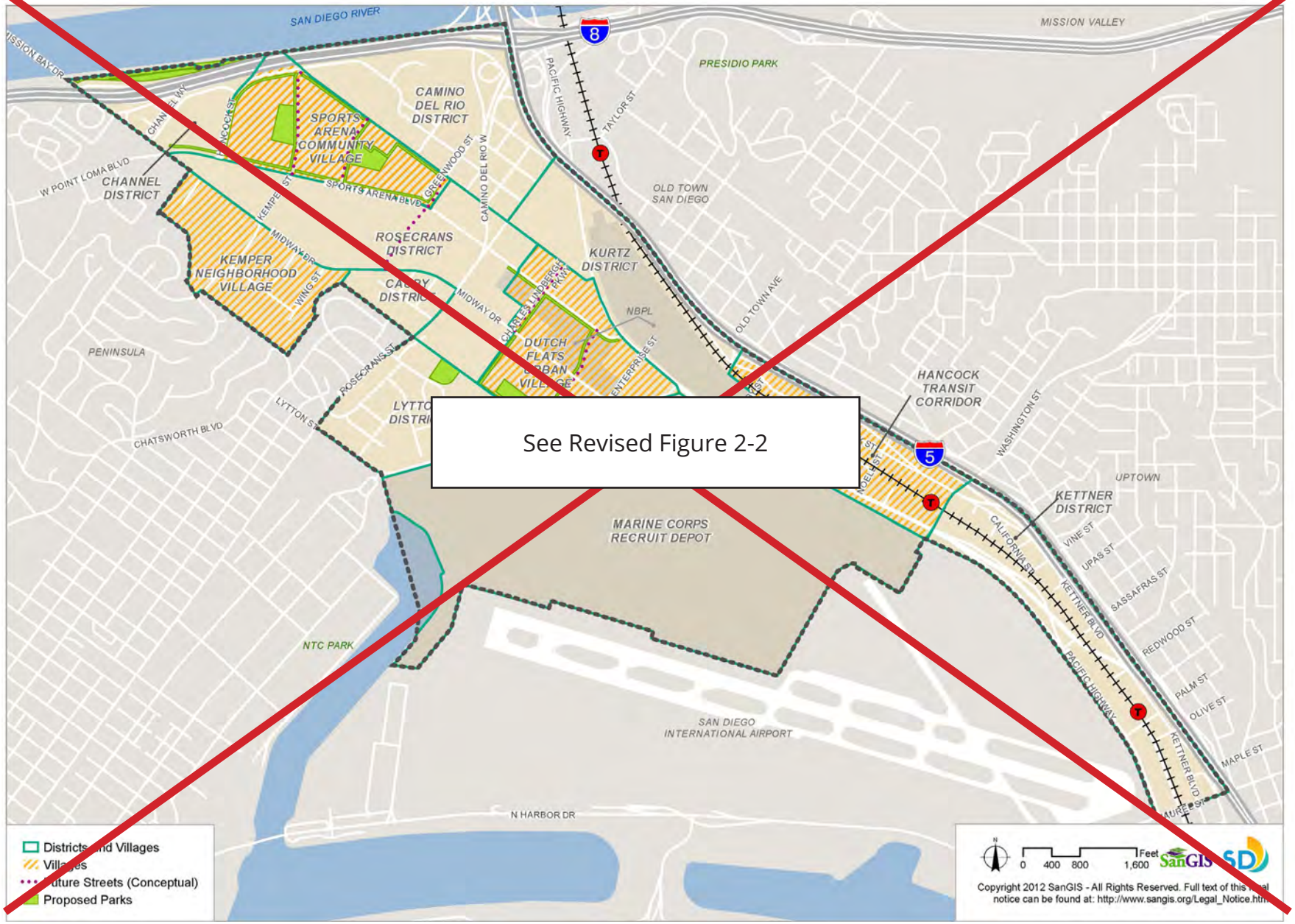


Mixed- and multiple-use villages will incorporate housing, public spaces, jobs, and services along key points in the community's transit system.



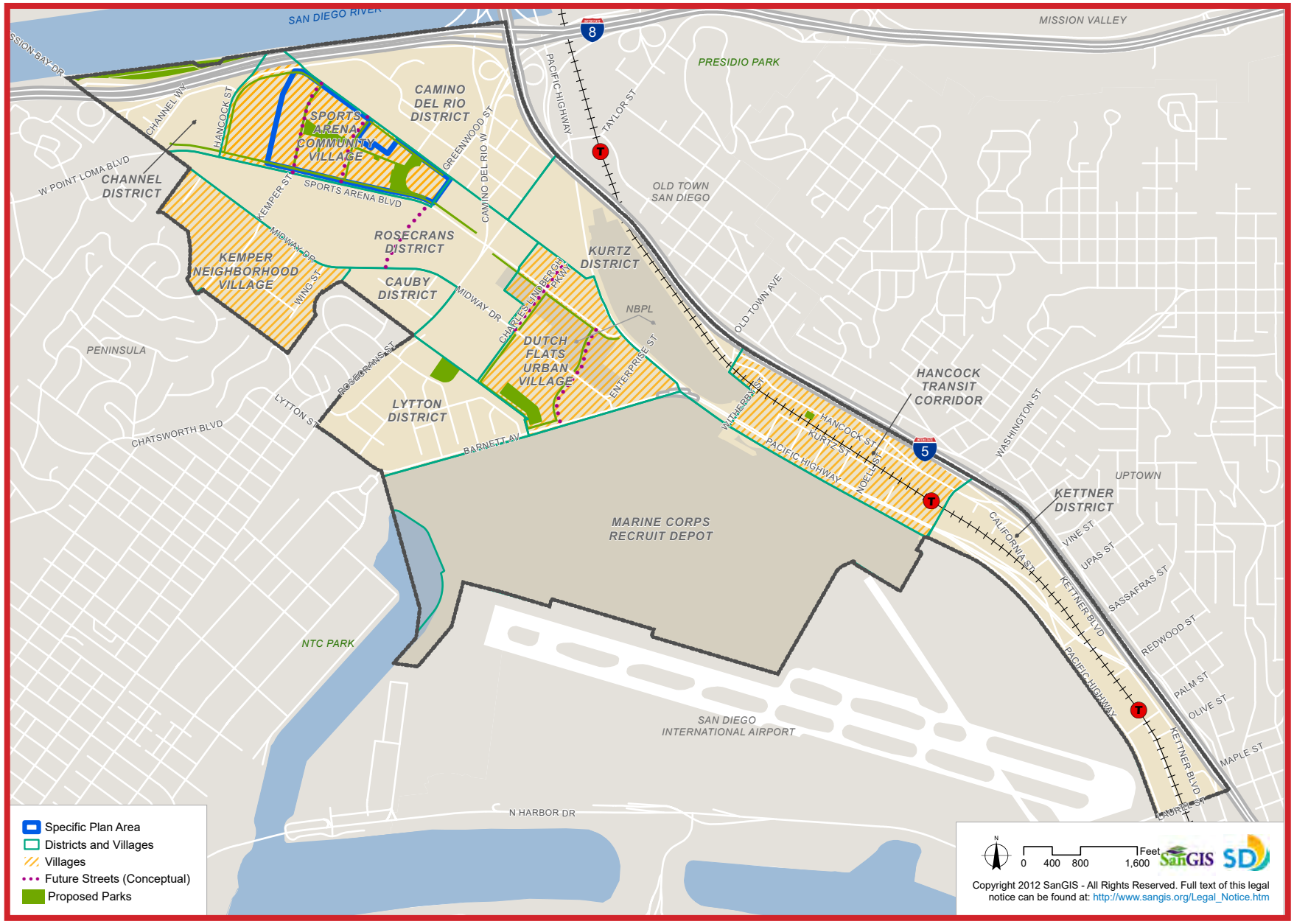
Transit services, including bus routes and trolley lines, are available within a 10-minute walking distance of most locations in Midway - Pacific Highway. The Middletown/Palm Street trolley station is shown here.

FIGURE 2-2: VILLAGES AND DISTRICTS MAP



See Revised Figure 2-2

FIGURE 2-2: VILLAGES AND DISTRICTS MAP



2.4.1 SPORTS ARENA COMMUNITY VILLAGE

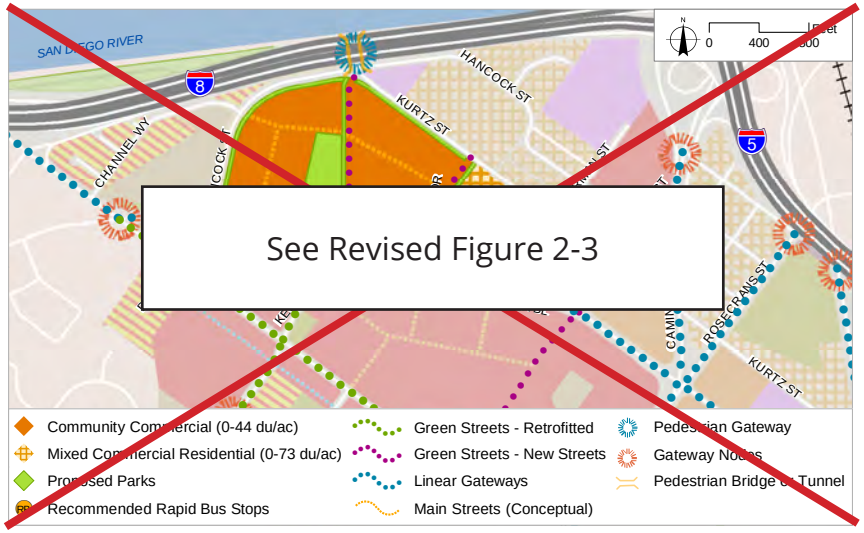
The Community Plan envisions the Sports Arena Community Village as a vibrant, pedestrian- and transit-oriented entertainment area that is a landmark and attraction for Midway-Pacific Highway and surrounding communities, and that also provides a connection to the San Diego River Park and Mission Bay Park. It will incorporate a mix of entertainment, office, retail, residential, public, and park uses, as shown in Figure 2-3. The Sports Arena Boulevard streetscape will be improved to create an inviting gateway to the village that features a linear park or promenade and pedestrian and bicycle multi-use path. A rapid bus station will be integrated along Sports Arena Boulevard to create a strong transit connection to serve employees, residents, and visitors.

Commercial and entertainment uses intermixed with residential uses will provide activity and vitality to the village. New uses can be integrated around ~~the existing Sports Arena building, or~~ a new arena or other entertainment attraction. A network of public and private streets and pedestrian and bicycle connections will break up the superblock to create a walkable block pattern for development while improving public north-south vehicular, pedestrian, and bicycle access. A main street within the village can provide a neighborhood focal point, pedestrian-oriented retail uses for shopping and dining, and spaces for social interaction and gathering. ~~Public parks~~ Parks, plazas, and/or urban greens will provide active and passive recreation opportunities. A linear park or promenade encircling the village and ~~extending through it~~ along the extension of Kemper Street and Frontier Drive, ~~and potentially also along Frontier Drive and Greenwood Street,~~ will connect to a pedestrian and bicycle connection across I-8 to the San Diego River Park. Public spaces including main streets can also accommodate an outdoor market. The vision for Sports Arena Community Village, including these elements, is illustrated in Figure 2-4. To ensure that the village is planned comprehensively, a specific plan or development plan with a Master Planned Development Permit will be required for the City-owned property.

Midway Rising Specific Plan

The Midway Rising Specific Plan (Specific Plan) implements the vision of the General Plan and Community Plan for the Sports Arena Community Village. The purpose of the Specific Plan is to provide guidance and direction on land use, site planning, building, public space, and landscape design to ensure that development of the community village results in a pedestrian and transit-oriented mixed use entertainment destination. The Specific Plan contains more detailed direction and Supplemental Development Regulations to guide the development of approximately 49 acres of City-owned property. The Specific Plan Area is shown in Figure 2-3.

FIGURE 2-3: SPORTS ARENA COMMUNITY VILLAGE



2.4.1 SPORTS ARENA COMMUNITY VILLAGE

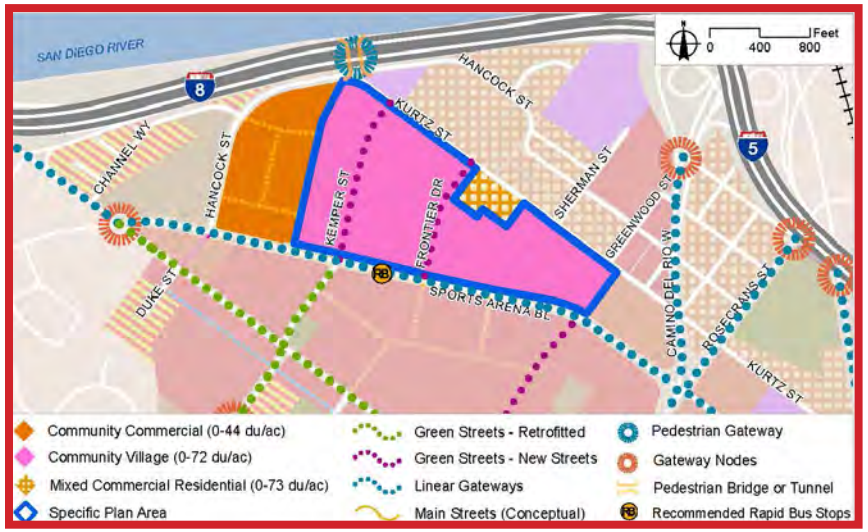
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FIGURE 2-3: SPORTS ARENA COMMUNITY VILLAGE



POLICIES

LU-4.1 Prepare a specific plan or a development plan with a Master Planned Development Permit that is consistent with the Community Plan vision and General Plan's City of Villages strategy to comprehensively guide the transformation of the City-owned property within Sports Arena Community Village.

Vision

A. Establish a pedestrian- and transit-oriented landmark entertainment destination.

Uses

B. Identify a mix of entertainment, office, retail, residential, recreational, public, and park uses.

C. Include an entertainment venue which could consist of the existing Sports Arena building, a new arena, or another entertainment facility.

D. Encourage on-site affordable housing.



~~*A mix of uses including entertainment, retail, office, and residential uses, public spaces, and a multimodal mobility network will be incorporated within the Sports Arena Community Village. Image provided by RRM Design Group.*~~

E. Support the continuation of existing retail uses in the village, including a swap meet or other outdoor retail market use.

Mobility

F. 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.

G. Provide pedestrian paths that create connections between adjacent developments and/or properties.

H. 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.

I. Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.

Parks

J. 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~~ promenades, 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.

K. Create a multi-use urban path and ~~linear park~~ promenades 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.

L. Provide continouous promenades along Frontier Street and Kurtz Street.

Urban Design and Public Realm

M. ~~L.~~ Incorporate a main street with pedestrian-oriented retail uses.

N. ~~M.~~ Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.

O. ~~N.~~ Incorporate space for an outdoor market, which can be on public right-of-way along main streets or at another public space.

P. ~~O.~~ Improve Sports Arena Boulevard as the gateway to the village with a multi-use urban path and linear park.

Q. ~~P.~~ Consider raising the grade of new development to reduce the potential for future flooding.

Coastal Access

R. ~~Q.~~ Provide a pedestrian and bicycle connection to the San Diego River Park and the Coastal Zone where feasible.

Implementation

S. ~~R.~~ 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.

T. Consider amendments to the Midway Rising Specific Plan to include adjacent City-owned property.

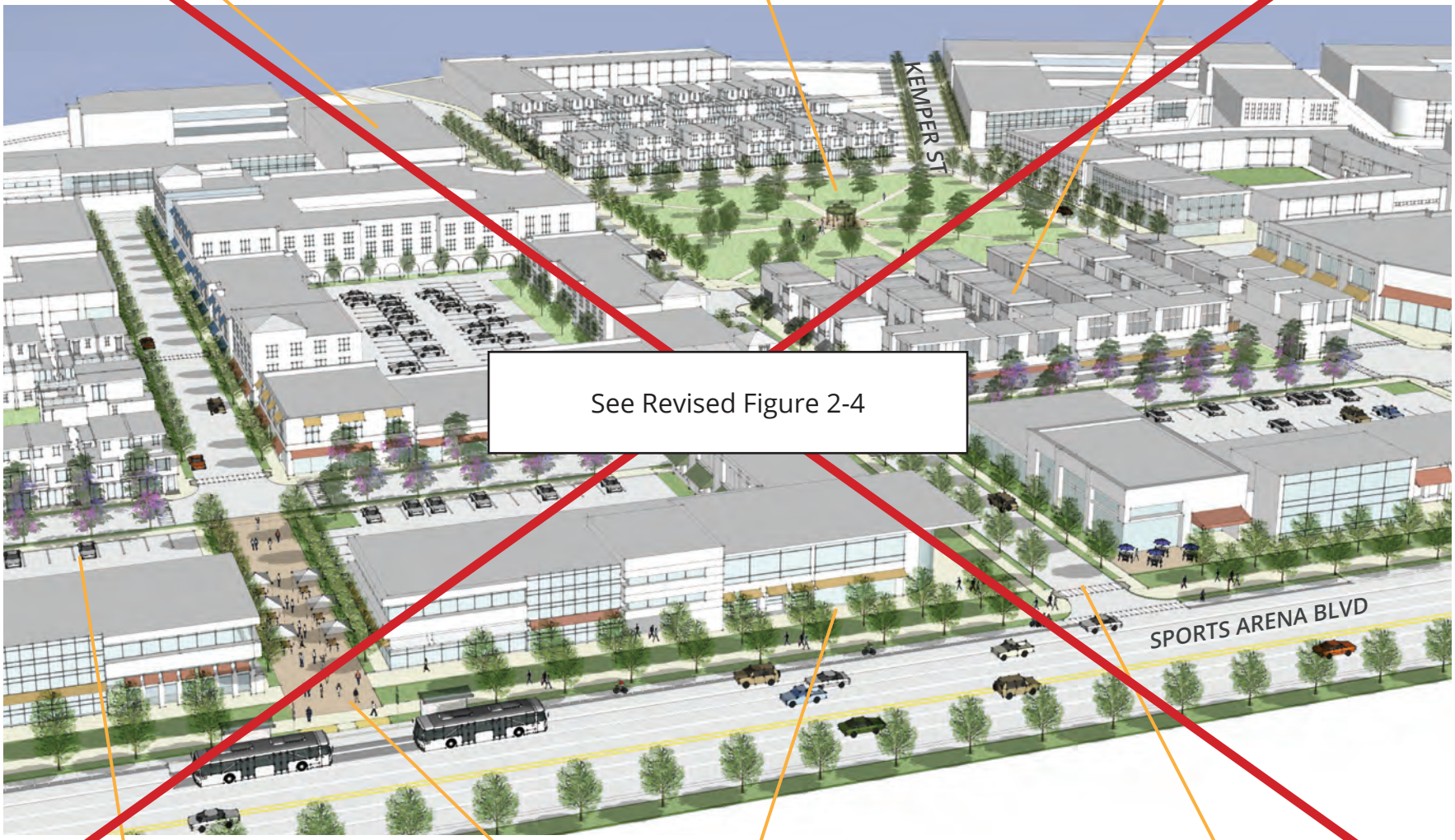
FIGURE 2-4: SPORTS ARENA COMMUNITY VILLAGE DEVELOPMENT VISION

Conceptual renderings have been developed to illustrate the vision and plan policies for the community villages.

Development incorporating parking structures; can accommodate shared parking arrangements.

Park or plaza centrally located within village. Development facing park/plaza.

Horizontal mixed-use, retail along main street and residential fronting park/plaza.



See Revised Figure 2-4

Parking located behind buildings to support pedestrian activity.

Pedestrian spaces that can also support outdoor markets.

Development with active ground floor fronting linear park

Network of new streets provides connectivity within the superblock

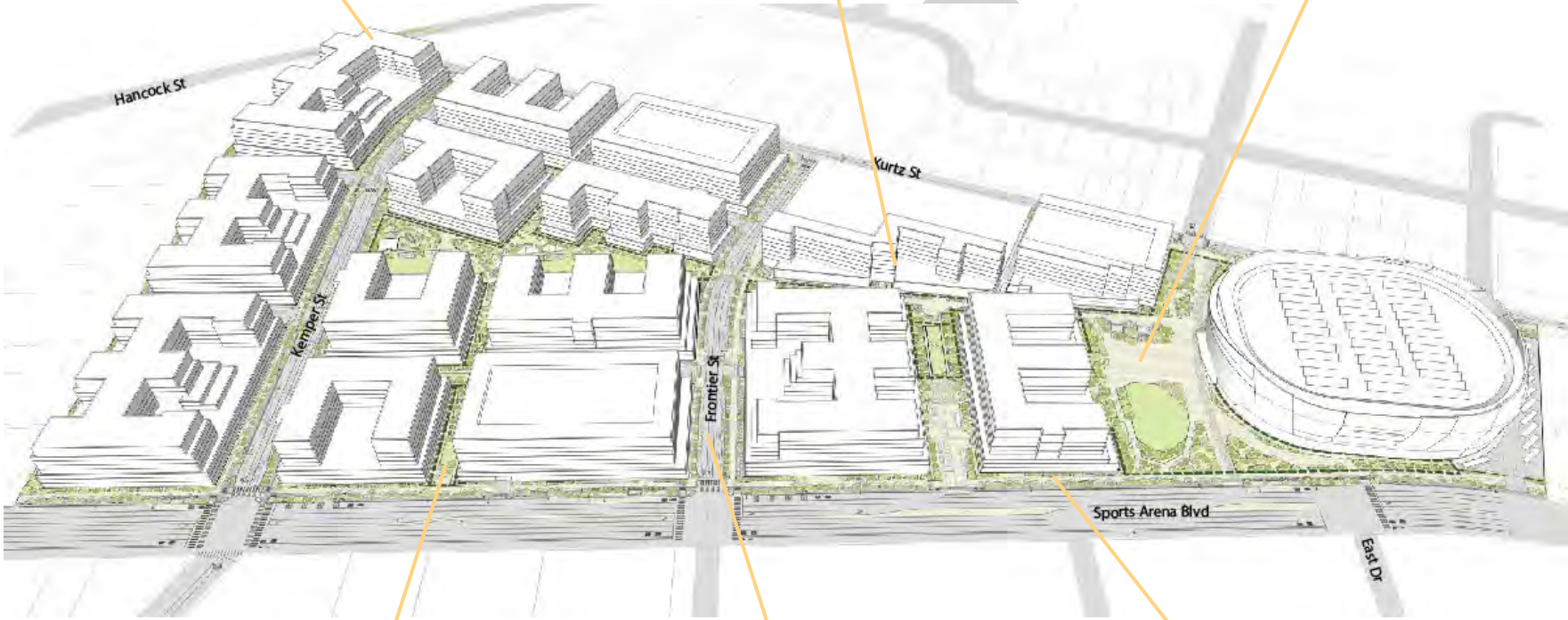
FIGURE 2-4: SPORTS ARENA COMMUNITY VILLAGE DEVELOPMENT VISION

Conceptual renderings have been developed to illustrate the vision and plan policies for the Sports Arena Community Village. Please refer to the Midway Rising Specific Plan for greater detail.

Development incorporating parking structures; can accommodate shared parking arrangements.

Horizontal mixed-use, retail along main street and residential fronting park/plaza.

Park or plaza centrally located within village. Development facing park/plaza.



Pedestrian spaces that can also support outdoor markets.

Network of new streets provides connectivity within the superblock

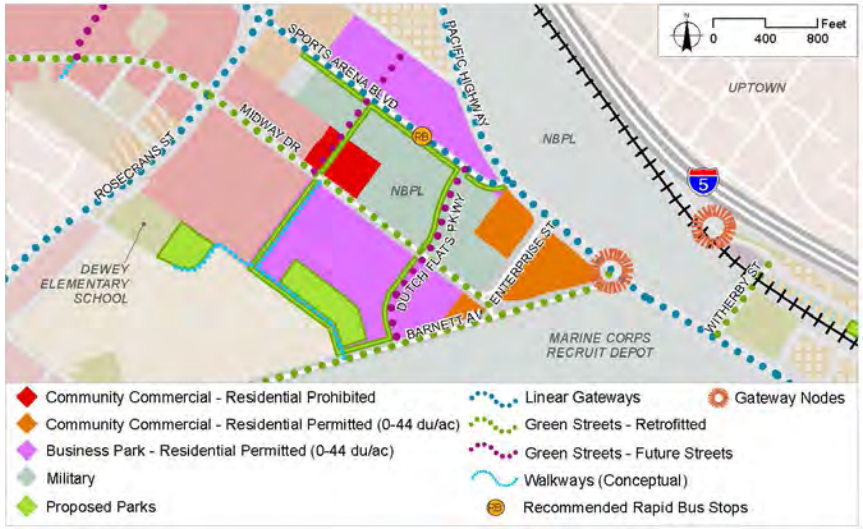
Development with active ground floor fronting promenade

2.4.2 DUTCH FLATS URBAN VILLAGE

The Community Plan envisions Dutch Flats as an employment and residential-focused urban village, as shown in Figure 2-5. Office uses and flex and innovation space will support and complement the Naval Base Point Loma (NBPL) properties and provide opportunities for defense-related, research and development, other base sector industries to establish business locations in proximity to transit, Downtown, and San Diego International Airport.

The integration of retail, park, public space, and residential uses within the village along new streets (Charles Lindbergh Parkway and Dutch Flats Parkway) and pedestrian and bicycle infrastructure will create a walkable, transit-oriented, mixed-use employment village. Plazas or urban greens will function as focal points within the village by providing social and recreation opportunities for residents, employees, and visitors. The public spaces will be connected via the community's green street and multi-use urban path networks to other parks, San Diego Bay, the San Diego River, and Mission Bay. To encourage pedestrian activity, buildings will front onto streets, pedestrian paths, and public spaces and incorporate active street-level uses. Improved pedestrian and bicycle facilities along Pacific Highway will facilitate access to the Old Town Transit Center, and the integration of a rapid bus station into the village will support transit use by employees, residents, and visitors. This vision for Dutch Flats Urban Village is illustrated in Figure 2-6.

FIGURE 2-5: DUTCH FLATS URBAN VILLAGE



POLICIES

Vision

LU-4.2 Establish a pedestrian- and transit-oriented urban village with an employment emphasis and a mix of commercial and residential uses to complement the employment uses.

LU-4.3 Support the continued use of the NBPL properties in the Dutch Flats Urban Village for military purposes.

LU-4.4 Should the U.S. Navy elect to undertake development on its property in the village, encourage the Navy to consult the Community Plan's vision of development that is integrated into the village while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.

Uses

LU-4.5 Provide employment uses which can include a mix of space for office, research and development, innovation, logistics, and technology uses.

LU-4.6 Encourage the integration of residential uses with the employment uses in the village.

LU-4.7 Encourage neighborhood-serving retail and dining uses within the business park-designated areas to reduce the need for employees and residents to drive.

LU-4.8 Should private development occur on Navy properties in the Dutch Flats Urban Village, recommend the processing of a Master Planned Development Permit with a development plan to assure that the Community Plan's vision and intent for the village, including urban design, mobility, and parks, is achieved.

Mobility

LU-4.9 Incorporate new streets and pedestrian and bicycle facilities within the superblocks as new private development occurs to create a walkable scale for new development and improve north-south access.

LU-4.10 Provide pedestrian paths that create connections between adjacent developments and/or properties.

LU-4.11 Integrate a Rapid Bus station with a mobility hub into the village to create a strong transit connection.

LU-4.12 Utilize shared structured parking serving multiple uses to efficiently meet the parking needs of the village.

Urban Design and Public Realm

LU-4.13 Improve Midway Drive as the gateway to the village with a multi-use urban path.

LU-4.14 Incorporate a main street with pedestrian-oriented retail uses into the village.

LU-4.15 Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.

LU-4.16 Incorporate green street improvements along Midway Drive, Dutch Flats Parkway, Charles Lindbergh Parkway, and Barnett Avenue.

Parks

LU-4.17 Provide a mix of parks that meets 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.

LU-4.18 Provide public spaces as focal points for recreation, events, and outdoor eating for employees.

LU-4.19 Improve Charles Lindbergh Parkway and a portion of Barnett Avenue with linear parks.

LU-4.20 Create a linear park and multi-use urban path along Sports Arena Boulevard and Dutch Flats Parkway, and a multi-use urban path along Barnett Avenue, to serve as a pedestrian and bicycle connection for the Bay-to-Bay link.

LU-4.21 Provide a linear park and pedestrian walkway along the village's southwestern boundary from Barnett Avenue to the Dewey Elementary School, and along its western boundary from Dewey Elementary to Midway Drive.



Business park and other complementary uses will be developed with public spaces as focal points in the Dutch Flats Urban Village.

FIGURE 2-6: DUTCH FLATS URBAN VILLAGE DEVELOPMENT VISION

Conceptual renderings have been developed to illustrate the vision and plan policies for the community villages.

Developments that incorporate active ground floors and pedestrian nodes along main streets.

Park or plaza centrally located within village. Development facing park/plaza.

Linear parks provide recreation opportunities and connections to other parks.



Network of new streets provides connectivity within the superblocks.

New streets will feature non-contiguous sidewalks, street trees, bicycle facilities, and can incorporate storm water infiltration features.

Development entrances fronting linear park

2.4.3 KEMPER NEIGHBORHOOD VILLAGE

The Community Plan envisions the Kemper Neighborhood Village as a pedestrian-oriented mixed-use neighborhood. The village will incorporate office, visitor, retail, residential, and institutional uses, as shown on Figure 2-7, with the San Diego Community College District's Continuing Education Center serving as a focal point of the village. A walkway from Duke Street to Wing Street will provide a pedestrian link through the village.

POLICIES

LU-4.22 Encourage the incorporation of a public space activity node in the village for passive recreation, events, and outdoor eating, such as a plaza, pocket park, or urban green, as part of an office, visitor-oriented commercial, and/or residential use development.

LU-4.23 Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway linear gateway.

LU-4.24 Retain the Continuing Education Center as a public educational use and strengthen it as a focal point of the village.

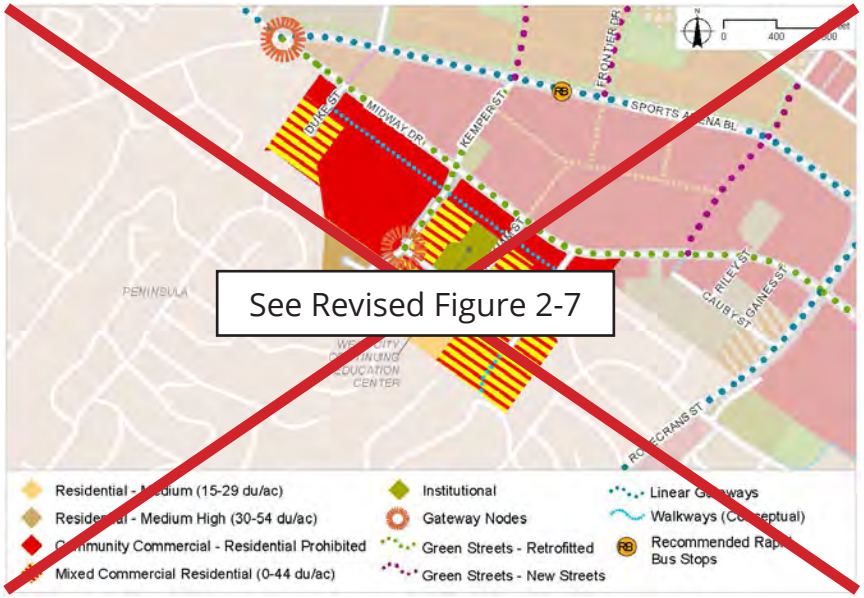
- **A.** Design development adjacent to the Continuing Education Center to provide enhanced sidewalks along Fordham Street and Kemper Street frontages and provide pedestrian connections to the Continuing Education Center site.
- **B.** Apply the Mixed Commercial Residential land use designation at a density of 0-44 dwelling units without a community plan amendment should the Continuing Education Center relocate or close.

LU-4.25 Encourage the construction of a walkway connecting Wing Street to Duke Street.

LU-4.26 Encourage the integration of commercial uses fronting Midway Drive with the abutting uses by providing pedestrian access to a walkway connecting Wing Street to Duke Street.

LU-4.27 Encourage future development to provide a landscaped setback along the slope that abuts single family residences in the Peninsula Community Plan area.

FIGURE 2-7: KEMPER NEIGHBORHOOD VILLAGE



2.4.3 KEMPER NEIGHBORHOOD VILLAGE

The Community Plan envisions the Kemper Neighborhood Village as a pedestrian-oriented mixed-use neighborhood. The village will incorporate office, visitor, retail, residential, and institutional uses, as shown on Figure 2-7, with the San Diego Community College District's Continuing Education Center serving as a focal point of the village. A walkway from Duke Street to Wing Street will provide a pedestrian link through the village.

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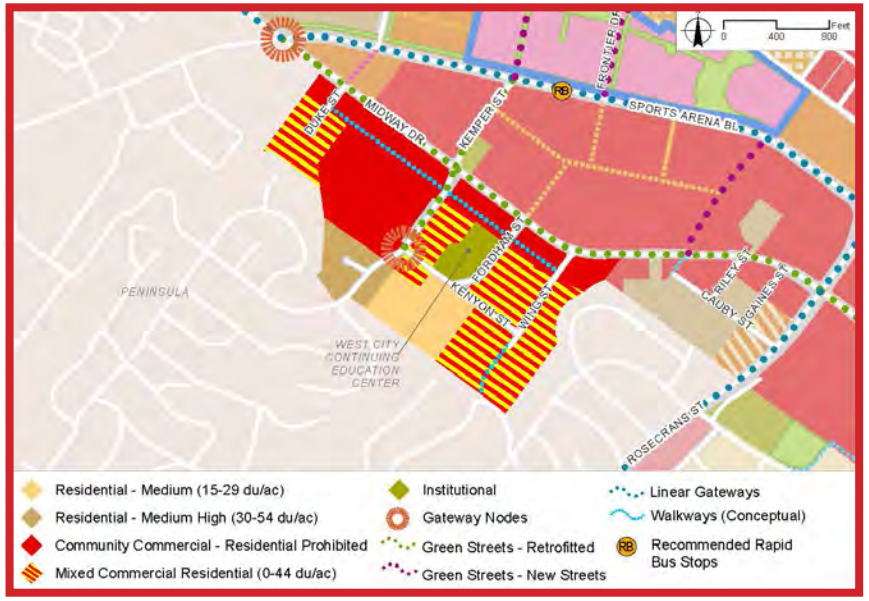
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FIGURE 2-7: KEMPER NEIGHBORHOOD VILLAGE



2.4.4 ROSECRANS DISTRICT

The Community Plan envisions the Rosecrans District as a pedestrian-oriented commercial area, as shown on Figure 28. Large-format retail uses can be retained while incorporating infrastructure that provides improved pedestrian and bicycle access and smaller infill pedestrian-oriented retail spaces fronting Rosecrans Street, Midway Drive, and Sports Arena Boulevard. Public spaces, such as plazas or an urban green, can be incorporated into shopping centers to function as community spaces for outdoor eating and events.

The superblock between Midway Drive and Sports Arena Boulevard is envisioned to be retrofitted with a pedestrian-oriented commercial main street lined with smaller infill retail uses and public spaces. Public or private streets and internal drives within the superblock can frame new and existing commercial uses and provide additional north–south access between Midway Drive and Sports Arena Boulevard, as addressed in the Mobility Element. Refer to the Mobility, Urban Design, and Recreation Elements for additional discussion and policies regarding planned improvements to Rosecrans Street, Sports Arena Boulevard, and the Rosecrans Street/Camino Del Rio West/Sports Arena Boulevard intersection.

POLICIES

LU-4.28 Redesign existing commercial centers into pedestrian-oriented shopping, dining, and entertainment areas with public spaces as focal points.

LU-4.29 Encourage active pedestrian-oriented streetfront retail uses for shopping, dining, and gathering along Sports Arena Boulevard, Midway Drive and Rosecrans Street.

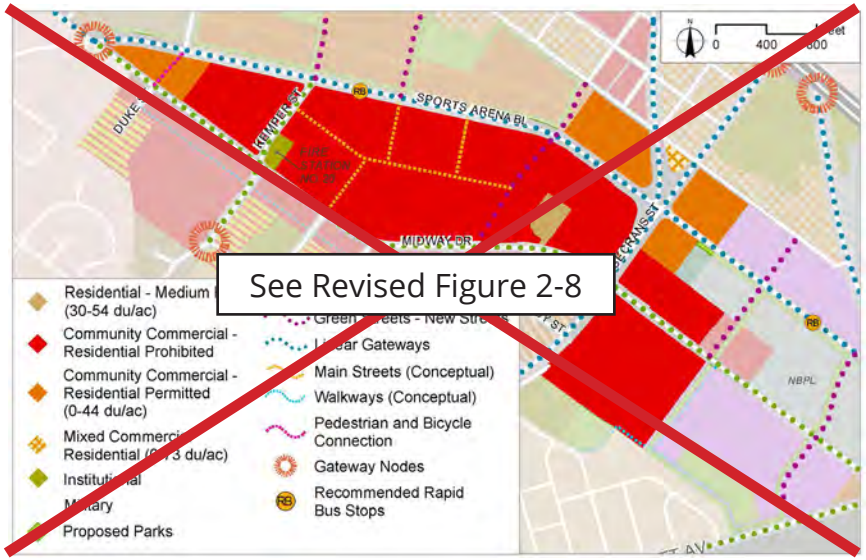
LU-4.30 Apply the Community Commercial - Residential Prohibited land use designation without a community plan amendment should Fire Station No. 20 relocate to another site in the community.

LU-4.31 Encourage the transformation of the superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street into to a pedestrian-, bicycle-, and transit-friendly commercial area.

- **A.** Provide a pedestrian design orientation that cohesively integrates a variety of active commercial uses along public and private streets and internal driveways.
- **B.** Develop a network of public or private streets and internal driveways with pedestrian and bicycle paths to break up the superblock and create a pedestrian scale for new development.
- **C.** Encourage the development of parking structures to reduce the amount of surface parking.
- **D.** Provide public spaces that serves as a focal point for passive recreation, events, and outdoor eating, such as plazas or urban greens.

LU-4.32 Create multi-use urban paths along Sports Arena Boulevard and the south side of Rosecrans Street.

FIGURE 2-8: ROSECRANS DISTRICT



2.4.4 ROSECRANS DISTRICT

The Community Plan envisions the Rosecrans District as a pedestrian-oriented commercial area, as shown on Figure 28. Large-format retail uses can be retained while incorporating infrastructure that provides improved pedestrian and bicycle access and smaller infill pedestrian-oriented retail spaces fronting Rosecrans Street, Midway Drive, and Sports Arena Boulevard. Public spaces, such as plazas or an urban green, can be incorporated into shopping centers to function as community spaces for outdoor eating and events.

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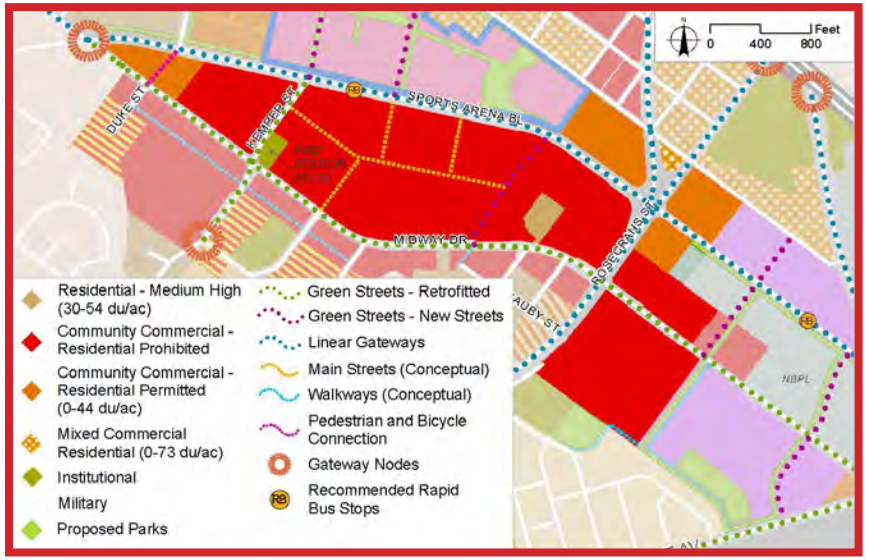
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FIGURE 2-8: ROSECRANS DISTRICT



2.4.5 CAMINO DEL RIO DISTRICT

The Community Plan envisions a mix of urban residential uses and small and mid-size businesses throughout the district with retail and visitor commercial uses along Camino Del Rio West and Rosecrans Street. The western portion of the district includes areas designated for business park use to support flex space as well as residential uses, as shown on Figure 2-9. Camino Del Rio West and Rosecrans Street are envisioned to be improved as major gateways into the community with enhanced streetscapes to provide a sense of arrival.

POLICIES

LU-4.33 Support the development of a mix of office, commercial, artisan food and beverage manufacturing, and urban residential uses.

LU-4.34 Support of the development of flex space for business and light industry uses and complementary residential uses in the Business Park - Residential Permitted areas.

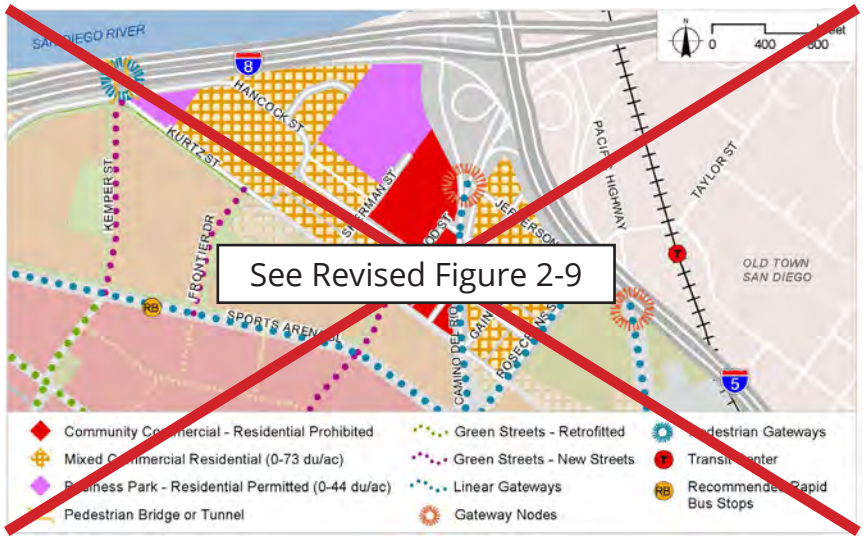
LU-4.35 Support the development of retail, office, and visitor-oriented commercial uses along Camino Del Rio West and Rosecrans Street.

LU-4.36 Encourage renovation, reuse and infill development along Camino Del Rio West and Rosecrans Street that contributes to the improvement of these community gateways by incorporating notable architecture and building design and gateway architectural elements.

LU-4.37 Encourage streetscape treatments along Camino Del Rio West and Rosecrans Street to enhance the community's visual identity and incorporate community gateway elements that could include gateway signs.

LU-4.38 Encourage development with varying building facades with a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.

FIGURE 2-9: CAMINO DEL RIO DISTRICT





Existing buildings in the Camino Del Rio District can be renovated or reused for commercial and live/work uses, and new pedestrian-oriented development can incorporate commercial uses along with residential and shopkeeper units.

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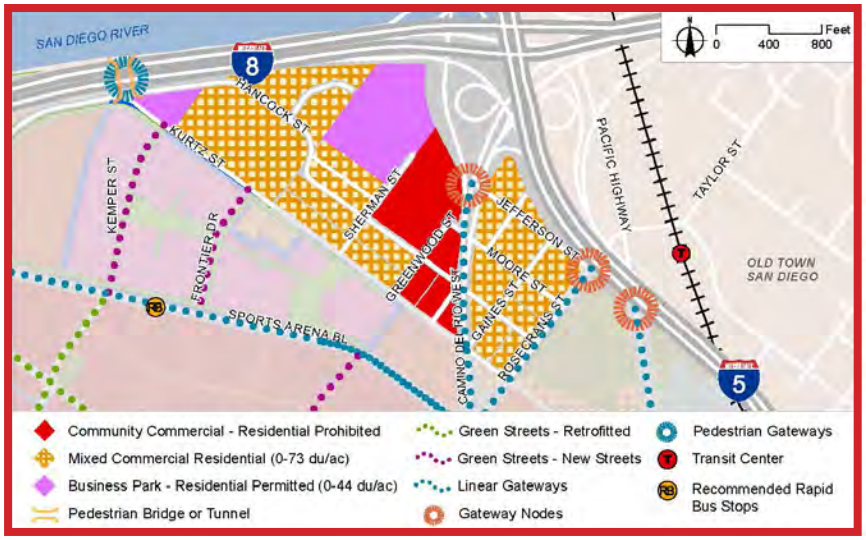
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2.4.6 CHANNEL DISTRICT

The Community Plan envisions the Channel District as a residential-oriented area with complementary visitor and office commercial uses, as shown in Figure 2-10. The creation of a pedestrian and bicycle linkage along Sports Arena Boulevard to serve as a community gateway to the San Diego River Park and Mission Bay Park will enhance the public realm and support the development of pedestrian-oriented buildings.

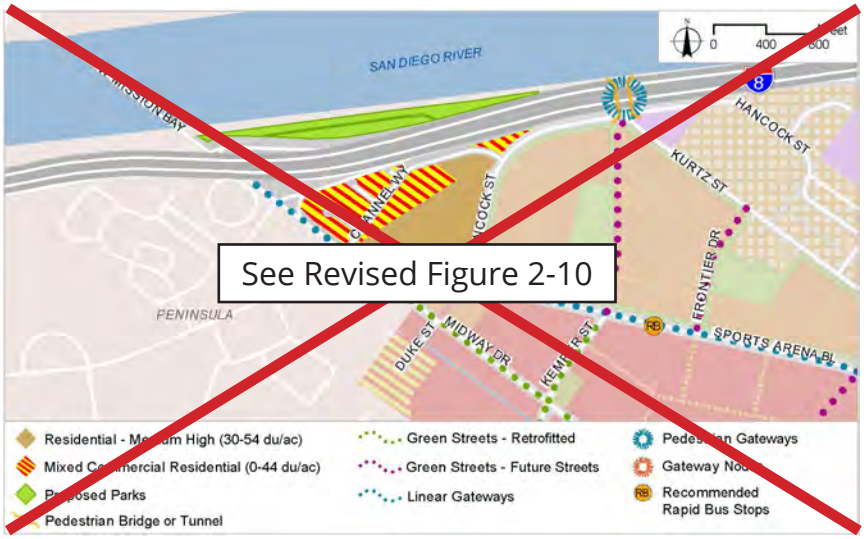
POLICIES

LU-4.39 Maintain and consider increasing the supply of affordable housing residential uses on the City-owned land within the Channel District.

LU-4.40 Support the development of residential, retail, office, and visitor-oriented commercial uses along Sports Arena Boulevard and Channel Way.

LU-4.41 Incorporate building and streetscape design along Sports Arena Boulevard that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateway from Mission Bay Park and San Diego River.

FIGURE 2-10: CHANNEL DISTRICT





Residential uses including affordable housing, commercial uses, and notable architecture marking the community gateway at I-8 are envisioned for the Channel District.

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FIGURE 2-10: CHANNEL DISTRICT





Residential uses including affordable housing, commercial uses, and notable architecture marking the community gateway at I-8 are envisioned for the Channel District.

2.4.7 CAUBY DISTRICT

The Community Plan envisions the Cauby District as a pedestrian-oriented residential and commercial district, with pedestrian-oriented commercial uses along Midway Drive and Rosecrans Street as shown on Figure 2-11. The creation of a pedestrian and bicycle multi-use path along Midway Drive will connect Mission Bay Park and the San Diego River Park to San Diego Bay.

POLICIES

LU-4.42 Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along neighborhood streets.

LU-4.43 Support the use of excess right-of-way at Riley Street and Midway Drive to create a pedestrian plaza.

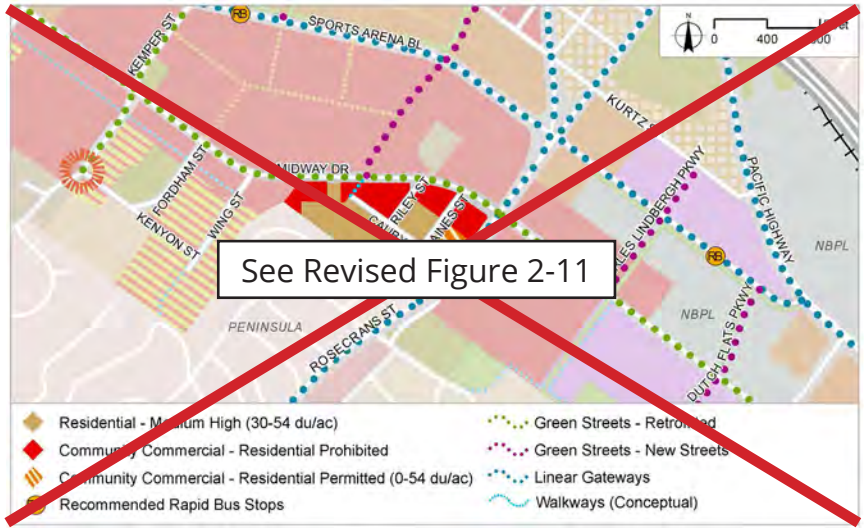
LU-4.44 Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway link.

LU-4.45 Encourage the development of a walkway from the western end of Cauby Street to Midway Drive.

LU-4.46 Encourage the integration of the commercial uses fronting Midway Drive with the abutting residential uses by providing pedestrian access paths or walkways.

LU-4.47 Encourage development to provide a landscaped setback abutting the single family residences in the Peninsula Community Plan area.

FIGURE 2-11: CAUBY DISTRICT





Existing and new residential development along neighborhood streets in the Cauby District can incorporate distinct and varying building facades with a landscaped setback.

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FIGURE 2-11: CAUBY DISTRICT





Existing and new residential development along neighborhood streets in the Cauby District can incorporate distinct and varying building facades with a landscaped setback.

2.4.8 KURTZ DISTRICT

The Community Plan envisions the Kurtz District as an employment area with military, institutional, office, research and development, and complementary residential uses, as shown on Figure 2-12, which support and complement the Naval Base Point Loma (NBPL) properties in the district. Infrastructure and design improvements along Rosecrans Street and Pacific Highway will enhance the pedestrian and bicycle environment and the links to Old Town and Downtown. Improvements at the intersections of Pacific Highway with Barnett Avenue and Witherby Street are also envisioned to improve pedestrian and bicycle access and safety. Refer to the Mobility and Urban Design Elements for additional discussion and policies regarding improvements to Pacific Highway and Rosecrans Street.

POLICIES

LU-4.48 Incorporate building and streetscape design along Rosecrans Street and Pacific Highway that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateways from Old Town San Diego.

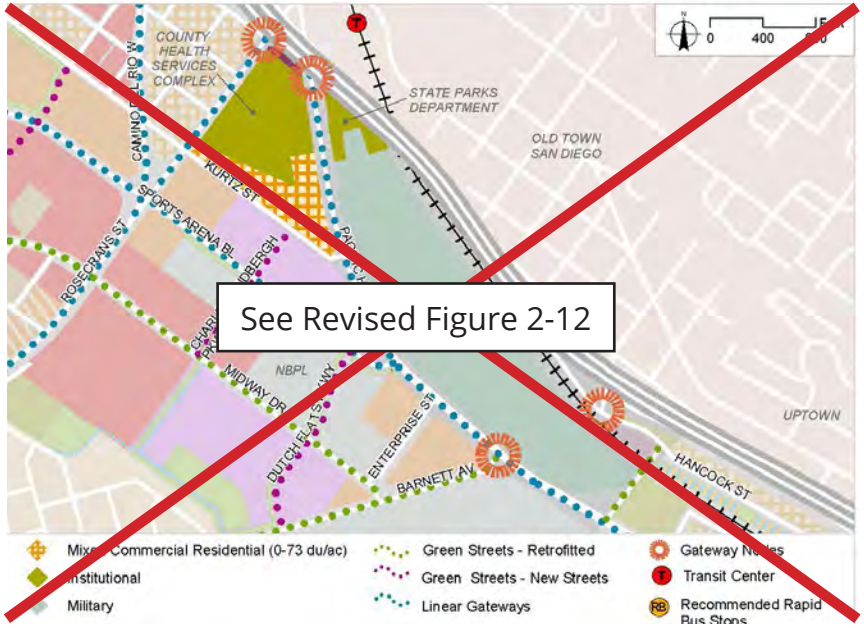
LU-4.49 Work with property owners to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street.

LU-4.50 Encourage the U.S. Navy to consult the Community Plan's vision of development that could serve as the district's focal point while maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.

LU-4.51 Apply the Business Park - Residential Permitted land use designation at a density of 0-44 dwelling units per acre without a community plan amendment should all or a portion of the County's Health Services Complex site become available for repurposing.

- **A.** Consider extending Hancock and Moore Streets through the site to improve mobility connections for vehicles, pedestrians and bicycles.
- **B.** Encourage new development to provide park space to serve any proposed residents.

FIGURE 2-12: KURTZ DISTRICT



2.4.8 KURTZ DISTRICT

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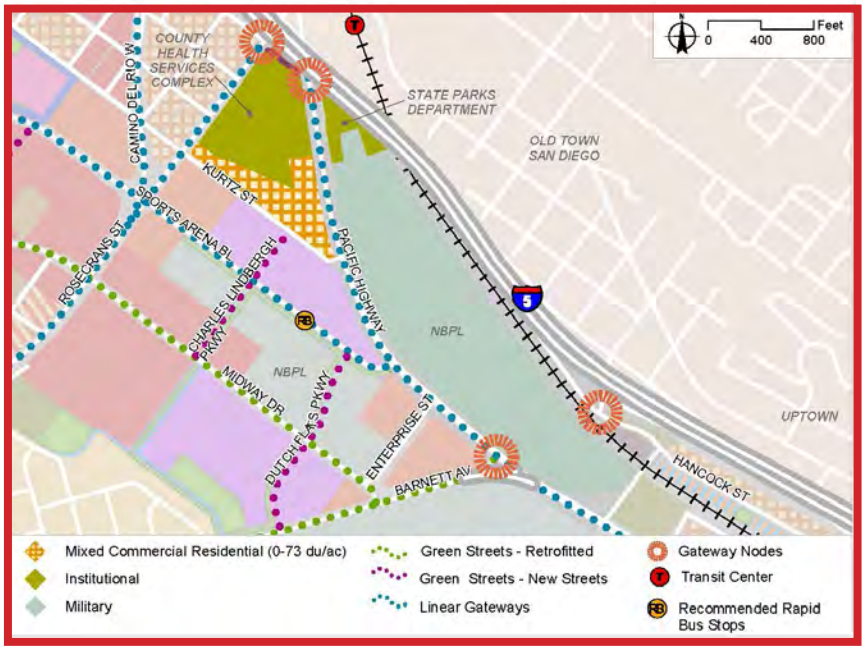
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FIGURE 2-12: KURTZ DISTRICT



2.4.9 LYTTON DISTRICT

The Community Plan envisions the Lytton District as a residential-oriented district with mixed-use residential and neighborhood-serving commercial uses along Lytton Street and Rosecrans Street, as shown in Figure 2-13. Gateway Village, which comprises the majority of the District, provides housing for military families, and the Loma Theater on Rosecrans Street services as a community icon and gateway landmark. A pivotal component of the Community Plan is the creation of a pedestrian and bicycle linkages to NTC Park at Liberty Station and San Diego Bay along Lytton Street, Barnett Avenue, and Rosecrans Street. This pedestrian and bicycle linkage should be accommodated by new development in the district.

POLICIES

LU-4.52 Encourage mixed-use neighborhood commercial uses along Rosecrans Street and residential uses along Rosecrans Place as part of single- or multiple-building developments.

LU-4.53 Encourage the adaptive reuse of the Loma Theater for residential and neighborhood-serving commercial uses while preserving the exterior form of the building.

LU-4.54 Encourage mixed-use neighborhood commercial and residential uses along Lytton Street and residential along Cadiz Street as part of single- or multiple-building developments that propose to consolidate properties between Lytton Street and Cadiz Street.

LU-4.55 Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along Cadiz Street.

LU-4.56 Incorporate a pedestrian and bicycle connection between Rosecrans Street, Liberty Station, and Dutch Flats Urban Village via Lytton Street and Barnett Avenue.

LU-4.57 Incorporate a pedestrian and bicycle connection between the Peninsula community and the Old Town Transit Center via Rosecrans Street.

LU-4.58 Encourage incorporation of park space and pedestrian walkways to connect Shoup Drive and Dewey Elementary School to the conceptual linear park along the boundary between the Lytton District and Dutch Flats Urban Village.

LU-4.59 Should Dewey Elementary School relocate, the site should be considered for use as a public space, park, or recreational facility. If development of a public space, park or recreational use is infeasible, apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment and require on-site public park space to meet population-based needs.

LU-4.60 Apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment should the St. Charles Borromeo Church, Convent, and Academy relocate.

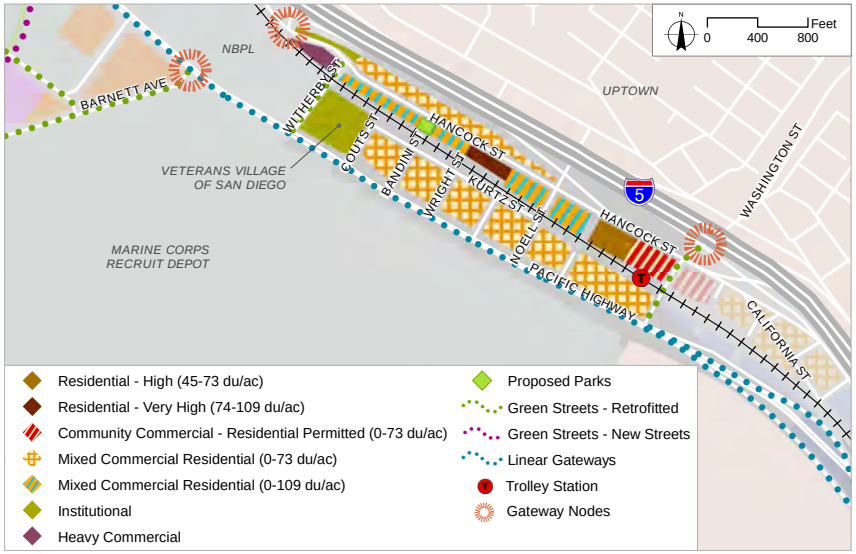
FIGURE 2-13: LYTTON DISTRICT



2.4.10 HANCOCK TRANSIT CORRIDOR

The Community Plan envisions the Hancock Transit Corridor as a multiple-use and mixed-use corridor connected to the Washington Street Trolley Station and the historic Mission Brewery, with a diverse mix of residential, office, and retail uses as shown in Figure 2-14. Residential development which can include workforce and affordable housing will activate the area and take advantage of nearby access to trolley service. Active pedestrian-oriented retail uses along Pacific Highway and Hancock Street will complement residential and office uses. Pacific Highway will be transformed into a linear gateway providing an enhanced pedestrian and bicycle connection between Old Town, Midway-Pacific Highway and Downtown. This street enhancement includes the installation of a multi-use urban path along the frontage road on Pacific Highway, and is further described in the Mobility and Urban Design Elements. The vision for the Hancock Transit Corridor is illustrated in Figure 2-15.

FIGURE 2-14: HANCOCK TRANSIT CORRIDOR



POLICIES

LU-4.61 Support the incorporation of residential and commercial uses within the historic Mission Brewery building while preserving the exterior form of the building.

LU-4.62 Support the construction of live/work quarters (for adaptive reuse of an existing building) and shopkeeper units (for new development) suitable for artists, innovators, craftspeople, and other businesses.

LU-4.63 Support the development of residential and/or office uses at the MTS storage yard property adjacent to Hancock Street should the property become available for development.

- **A.** Incorporate a plaza or pocket park open to the public to provide a view corridor to Bandini Street.
- **B.** Encourage the site plan and building massing to maintain the grid block pattern.
- **C.** Consider the construction of a new trolley station should MTS/SANDAG relocate the Washington Trolley Station to the potential Intermodal Transit Center.

LU-4.64 Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.

LU-4.65 Maintain the grid block pattern along Pacific Highway to promote pedestrian activity.

LU-4.66 Support landscaping and walkways adjacent to the rail right-of-way that are compatible with rail operations to facilitate pedestrian connections to the Washington Trolley Station.

LU-4.67 Enhance the pedestrian and bicycle environment along Hancock Street and Pacific Highway to support connections to the Washington Street Trolley Station, Old Town San Diego, and Downtown.

LU-4.68 Encourage building and streetscape design along West Washington Street to enhance the pedestrian environment and community identity as gateway to the Pacific Highway Corridor and the Coastal Zone area.

LU-4.69 Consider the development of pedestrian plazas and public or recreational space at unused right-of-way along Hancock Street, Pacific Highway, or at cross streets bisected by the rail corridor.

LU-4.70 Consider development of a park and ride facility adjacent to the Washington Street Trolley Station and Pacific Highway.

LU-4.71 Work with property owners along Hancock Street to provide a mini park at the former alignment of Bandini Street east of the rail corridor.

LU-4.72 Apply a Community Commercial - Residential Permitted land use designation at a density of 45-74 dwelling units per acre without a community plan amendment to the Veterans Village of San Diego site should the facility close or relocate.

LU-4.73 Collaborate with neighborhood businesses on Hancock Street to identify and evaluate options to improve multi-modal mobility and safety and increase and manage the supply of public parking, which could include the use of the City-owned parcel at Hancock and Witherby Streets for additional public parking.



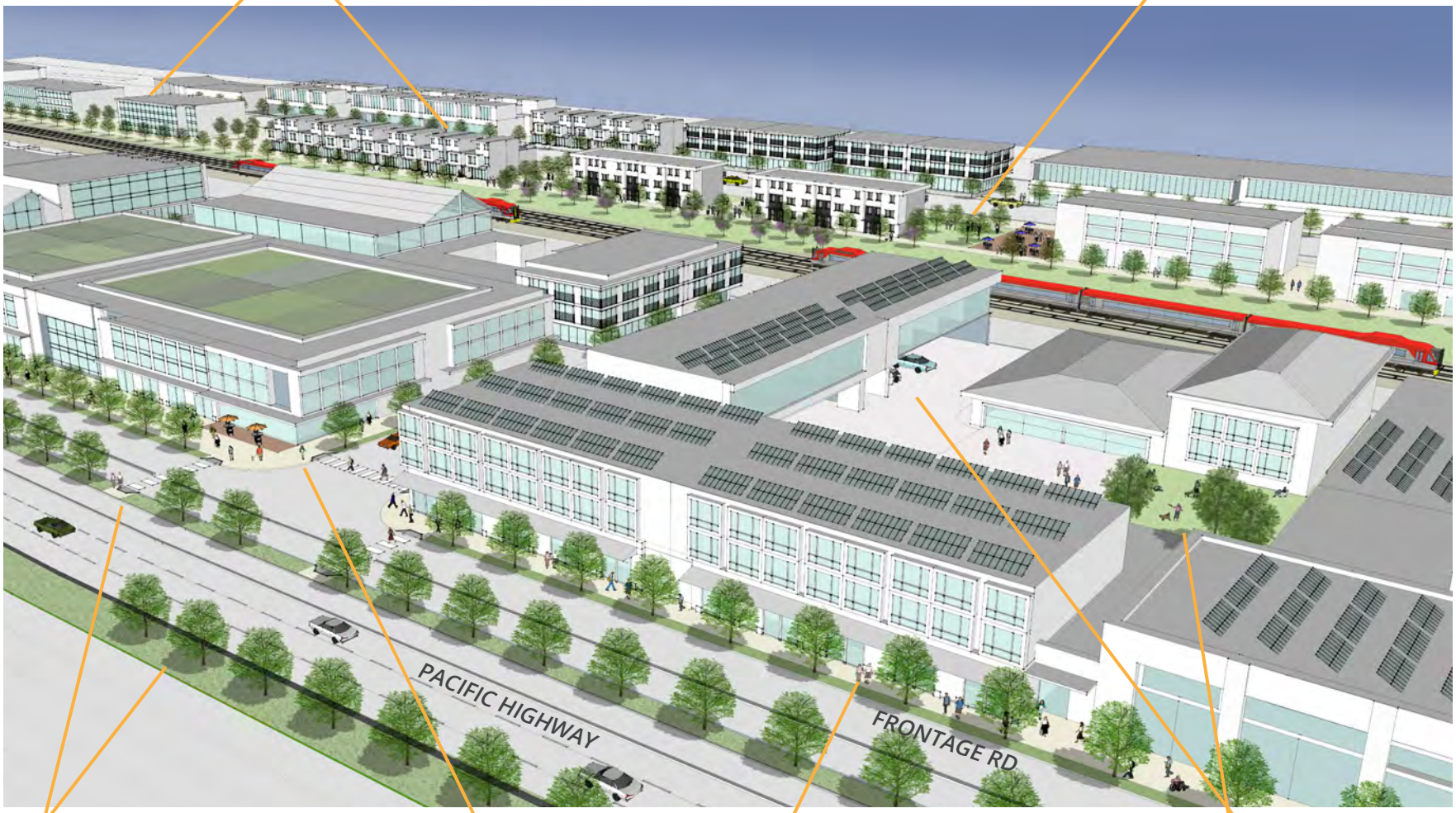
Commercial and residential development that takes advantage of transit access, and which can include shopkeeper and live/work units, is encouraged in Hancock Transit Corridor.



Pedestrian-oriented development that incorporates building facades with visual interest and a human scale will encourage and support pedestrian activity and neighborhood vitality in the Hancock Transit Corridor.

FIGURE 2-15: HANCOCK TRANSIT CORRIDOR DEVELOPMENT VISION

Conceptual renderings have been developed to illustrate the vision and plan policies for the community villages.



2.4.11 KETTNER DISTRICT

The Community Plan envisions the Kettner District with a mix of residential, visitor, office, and commercial uses that benefit from access to transit at the Middletown Station and the Intermodal Transit Center (ITC), the San Diego International Airport (SDIA), and Downtown (see Figure 2-16). The Pacific Highway corridor will evolve into a linear gateway through infrastructure and urban design improvements to function as a community gateway and pedestrian and bicycle link to Downtown and the San Diego Bay. Limits on land uses, building intensities and residential densities, and structure heights in the Kettner District are required by the SDIA Land Use Compatibility Plan due to its proximity to the airport runway.

A portion of the Kettner District is within the Coastal Zone and is subject to the California Coastal Act. Also within the Coastal Zone area are tidelands and other properties within the jurisdiction of the San Diego Unified Port District. The policies of the Coastal Act are implemented by the Midway - Pacific Highway Local Coastal Program (incorporated into this Community Plan) and the Port of San Diego Port Master Plan. Not including street and rail right-of-way, the Coastal Zone includes 10.5 acres of Port District property and 1.5 acres of private property within the Kettner District. The Port District has land use jurisdiction on Port Tidelands and Port District-owned property (denoted as Port Properties). The City, Port District, and Airport Authority integrate their planning efforts within the Coastal Zone consistent with the Coastal Act.

The San Diego Association of Governments (SANDAG) is proposing the ITC as a major transit and passenger rail hub to serve the airport (see also the Mobility Element). The ITC will provide a focal point for the district, complemented by an enhanced pedestrian and bicycle environment and streetscape along Pacific Highway and Kettner Boulevard. As a gateway into San Diego, it has the potential to attract visitor and office commercial uses to the district.

FIGURE 2-16: KETTNER DISTRICT



POLICIES

LU-4.74 Encourage residential and mixed commercial and residential development between West Washington Street and Vine Street north of the rail corridor.

LU-4.75 Encourage the development of office and industrial space suitable for technology, green, and innovative businesses within Urban Industrial designated areas.

LU-4.76 Encourage office and visitor commercial uses adjacent to the Middletown Trolley Station.

LU-4.77 Support business, visitor-oriented, and public land uses within the Port Tidelands consistent with the San Diego Port Master Plan.

LU-4.78 Ensure that future uses, building intensity, and structure heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Plan for San Diego International Airport.

LU-4.79 Emphasize Pacific Highway as a linear gateway with streetscape, signage, pedestrian, and bicycle improvements.

LU-4.80 Enhance the pedestrian and bicycle environment and building frontages along Kettner Boulevard, Palm Street, Sassafras Street, and Pacific Highway.

LU-4.81 Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.

LU-4.82 Provide and emphasize physical access to San Diego Bay via Sassafras, Palm, and Laurel Streets, and maintain bay views from the public right-of-way at Kettner Boulevard and Redwood, Palm, and Olive Streets as feasible.



Urban Industrial-designated areas in the Kettner District can provide space for technology, innovation, creative, and light industrial businesses.

LU-4.83 Emphasize Laurel Street and Palm Street as connections between I-5 and San Diego Bay through streetscape enhancements.

LU-4.84 Support the development of an Intermodal Transit Center as a major transportation hub for the region.

- **A.** Encourage building and site design that creates a focal point for the district, which can including providing active frontages, limiting blank walls, and creating a street wall with varying facades.
- **B.** Enhance pedestrian and bicycle mobility within the district by supplementing planned multi-modal facilities.
- **C.** Provide vehicle parking within a parking structure (above or below ground) and/or at a shared airport parking facility on airport property.
- **D.** Provide public space that could include a plaza.
- **E.** Provide view opportunities to San Diego Bay where feasible.

LU-4.85 Coordinate planning efforts with the San Diego Unified District Port District and the San Diego County Regional Airport Authority.

- **A.** Encourage buildings and streetscape improvements that enhance the visual character along Pacific Highway.
- **B.** Encourage the installation of pedestrian and bicycle improvements along Pacific Highway.
- **C.** Encourage the development of shared parking programs or solutions for Port tenants, visitors, and commercial and industrial businesses.

2.4.12 MARINE CORPS RECRUIT DEPOT

The Community Plan envisions maintaining U.S. Marine Corps Recruit Depot San Diego as an active military installation and an iconic landmark of San Diego's military history. The community plan includes the Marine Corps Recruit Depot area to identify and maintain its land use importance for national defense.

The main focus of the United States Marine Corps Recruit Depot San Diego is the training and "the making of Marines." Construction of the base took place from 1919 through 1926, primarily on reclaimed tidelands. Many of the Depot's buildings have Spanish Colonial Revival style architecture. The overall site and specific building plans were developed the same architect who designed the buildings in San Diego's Balboa Park for the 1915 Panama-California Exposition. Twenty-five of the Depot's buildings are on the National Register of Historic Places.

POLICIES

LU-4.86 Support and retain the U.S. Marine Corps Recruit Depot San Diego as a recruit training installation for national defense.

LU-4.87 Consult and coordinate with U.S. Marine Corps regarding any proposed development projects or public improvements adjacent to the U.S. Marine Corps Recruit Depot San Diego.

LU-4.88 Assure continuity and compatibility between the City and the U.S. Marine Corps through the coordination of planning efforts.

LU-4.89 Prepare a specific plan to address the reuse of the property should the U.S. Marine Corps Recruit Depot San Diego close and the federal government determines that the property is not needed for another military use.

2.5 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Area for San Diego International Airport includes portions of the Midway - Pacific Highway Community. The Airport Influence Area serves as the planning boundary for the Airport Land Use Compatibility Plan, and is divided into two review areas. Review Area 1 is composed of the airport's noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for San Diego International Airport to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Refer also to the Kettner District section of this Element and to the Noise Element.

POLICY

LU-5.1 Ensure that planning efforts address airport land use compatibility issues consistent with land use compatibility policies and regulations in the Airport Land Use Compatibility Plan for San Diego International Airport and the Municipal Code.

2.6 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Midway – Pacific Highway Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code, as shown on Figure 2-19, to provide supplemental development regulations that are tailored to implement the vision and policies of this Community Plan. Where there is a conflict between a CPIOZ supplemental development regulation in this section and the development regulation of the applicable base zone, the CPIOZ supplemental development requirement applies.

As stated in the CPIOZ Municipal Code regulations, any development permit application within the boundaries of CPIOZ - Type A where the proposed development complies with the supplemental development regulations can be processed ministerially. Any development permit application within the boundaries of CPIOZ - Type A that does not comply with the supplemental development regulations in this section requires a Process Three Site Development Permit. Any development within the boundaries of CPIOZ - Type B requires a Process Three Site Development Permit. Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit are not subject to CPIOZ, and exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental and is consistent with the intent of CPIOZ.

SPORTS ARENA COMMUNITY VILLAGE CPIOZ - TYPE B

The intent of the Sports Arena Community Village CPIOZ - Type B is to require the preparation of a comprehensive specific plan or master plan for the City-owned parcels in the Sports Arena Community Village prior to significant new development within the village to implement the Community Plan's vision, and to allow maximum permitted development density and/or floor area to be calculated based on site area before dedication of the right-of-way for planned new streets and/or area for new linear parks and promenades, parks, and other park equivalencies. The CPIOZ also addresses greenhouse gas emissions from new development in the village by prohibiting the incorporation of wood and gas fireplaces in new dwelling units.

SPORTS ARENA COMMUNITY VILLAGE CPIOZ - TYPE B SUPPLEMENTAL DEVELOPMENT REGULATIONS

Requirement

SDR-1 For any development within the boundaries of the Sports Arena Community Village CPIOZ that proposes an increase in floor area or the development of residential use(s), a specific plan or a development plan with a Master Planned Development Permit (PDP) shall be required. The decision of which type of plan is required (specific plan or development plan with a Master PDP) shall be made by the Development Services Director. For a specific plan, a community plan amendment initiation is not required if the proposed scope or objectives are consistent with the Community Plan's vision regarding village development, mobility, parks, and urban design.

SDR-2 Wood and gas fireplaces shall not be permitted in any new dwelling unit within the boundaries of the Sports Arena Community Village CPIOZ. Gas fireplaces are permitted in common amenity spaces.

Incentive

SDR-3 Allow development on properties within the Sports Arena Community Village CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for new streets and the area provided for new parks, linear parks, and other park equivalencies.

SPORTS ARENA BOULEVARD STREETSCAPE CPIOZ - TYPE A

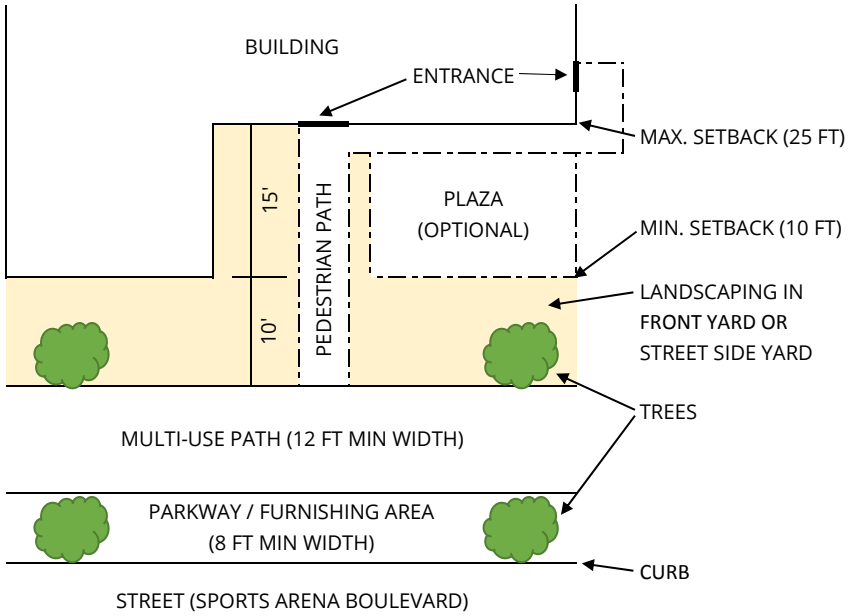
The intent of the Sports Arena Boulevard Streetscape CPIOZ - Type A is to create a streetscape along Sports Arena Boulevard that reflects its importance as part of the Bay-to-Bay connection and provides continuity between planned linear parks in the Sports Arena and Dutch Flats villages. The supplemental development regulations below either apply to a development's front yard or street side yard, depending on its orientation to Sports Arena Boulevard. For additional information on the planned mobility and streetscape improvements for the Bay-to-Bay multi-use path, refer to Mobility Element Sections 3.2 and 3.3 and Figure 3-15 and Urban Design Element Section 4.4. As an incentive for development on properties within this CPIOZ, SDR-7 allows proposed development to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for the enhanced streetscape.

SPORTS ARENA BOULEVARD STREETSCAPE CPIOZ - TYPE A SUPPLEMENTAL DEVELOPMENT REGULATIONS

Requirements

SDR-4 Development shall provide 20 feet of public right-of-way from the curb to the property line. Within the 20 feet of public right-of-way, development shall provide a multi-use path with a minimum width of 12 feet and, between the curb and the multi-use path, a parkway / furnishing area with a minimum width of 8 feet that incorporates tree wells.

FIGURE 2-17: SPORTS ARENA BOULEVARD STREETSCAPE DIAGRAM



SDR-5 Development shall provide street trees in the tree wells within the public right-of-way consistent with the Community Plan's street tree palette for Sports Arena Boulevard (refer to Appendix A).

SDR-6 Development shall observe a minimum front setback or street side setback of 10 feet and a maximum front setback or street side setback of 25 feet along Sports Arena Boulevard (see Figure 2-17).

A. Within the front yard or street side yard along Sports Arena Boulevard, development shall provide a row of

trees parallel to the multi-use path, equal in number to the required street trees; and consistent with the street tree palette for Sports Arena Boulevard in Appendix A; and landscaping.

B. Within the front yard or street side yard between the minimum setback and the maximum setback (if applicable), development may provide publicly accessible, privately owned pedestrian path(s), plaza space, and/or landscaping.

SDR-7 Development shall provide a pedestrian path from the sidewalk on Sports Arena Boulevard to the building entrance.

Incentive

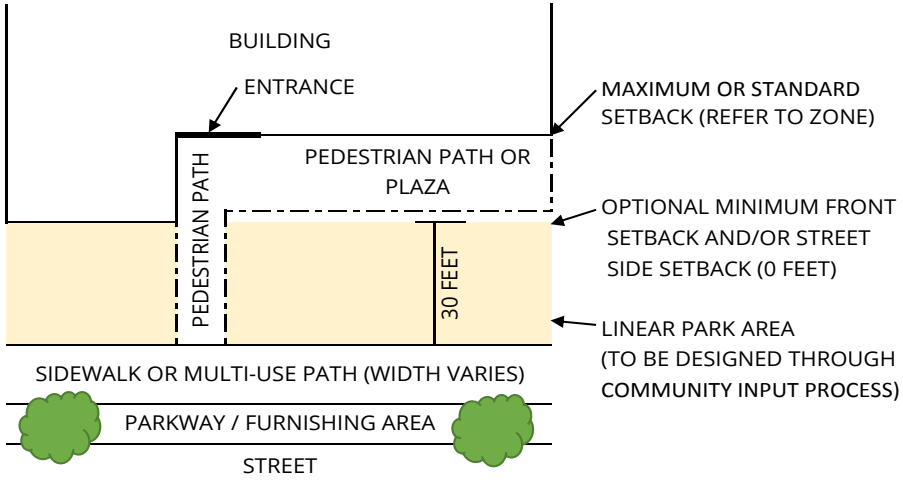
SDR-8 Allow development on properties within the Sports Arena Boulevard Streetscape CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for the enhanced streetscape.

DUTCH FLATS URBAN VILLAGE CPIOZ - TYPE A

The intent of the Dutch Flats Urban Village CPIOZ - Type A is to implement the Community Plan vision by ensuring the provision of space within the village to implement planned linear parks which will form a portion of the Bay-to-Bay connection, and to allow maximum permitted residential density and/or floor area to be calculated based on site area before dedication of the right-of-way for planned streets or area for planned linear parks, parks, and other park equivalencies. The planned linear parks and other parks are shown on Figure 2-1 and described in Table 8-1, and will provide recreational space for residents and employees.

Figure 2-18 illustrates the supplemental development regulations regarding planned linear parks. All public linear parks will be required to provide population-based park amenities and components as

FIGURE 2-18: DUTCH FLATS URBAN VILLAGE LINEAR PARK DIAGRAM



identified in General Plan Table RE-2, Park Guidelines. The amenities and components will be identified in a general development plan to be prepared in accordance with Council Policy 600-33, "Community Notification and Input for City-Wide Park Development Projects." The area covered by pedestrian paths that cross the linear park area should be limited to ensure the continuity and usability of the planned linear parks.

This CPIOZ also addresses greenhouse gas emissions from new development in the village by prohibiting the incorporation of wood and gas fireplaces in new dwelling units.

Additionally, the CPIOZ also provides incentives for development on properties within the village which allow maximum floor area and/or residential density to be calculated on the parcel area including the area set aside for new streets, linear parks, and/or other parks and park equivalencies, and allow reduced setbacks along linear parks.

DUTCH FLATS URBAN VILLAGE CPIOZ - TYPE A SUPPLEMENTAL DEVELOPMENT REGULATIONS

Requirements

SDR-9 Development on properties identified as Dutch Flats Urban Village CPIOZ - Type A shall dedicate in fee ownership or record a recreation easement for the public linear park area adjacent to the public right-of-way where a linear park is planned. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width measured from the public right-of-way.

SDR-10 Walkways abutting proposed buildings shall be located outside of the linear park area.

SDR-11 Proposed buildings shall orient a primary façade or entrance to the public linear park.

SDR-12 The square footage of the pedestrian paths across the public linear park to proposed development shall not exceed 10 percent of the square footage of the public linear park.

SDR-13 The number of curb cuts and driveways across the public linear park shall not exceed the maximum number permitted by the Municipal Code.

SDR-14 The land reserved for a public linear park shall be exempt from the City's Landscape Regulations. Minimal landscaping and groundcover shall be provided as an interim condition prior to park planning and development.

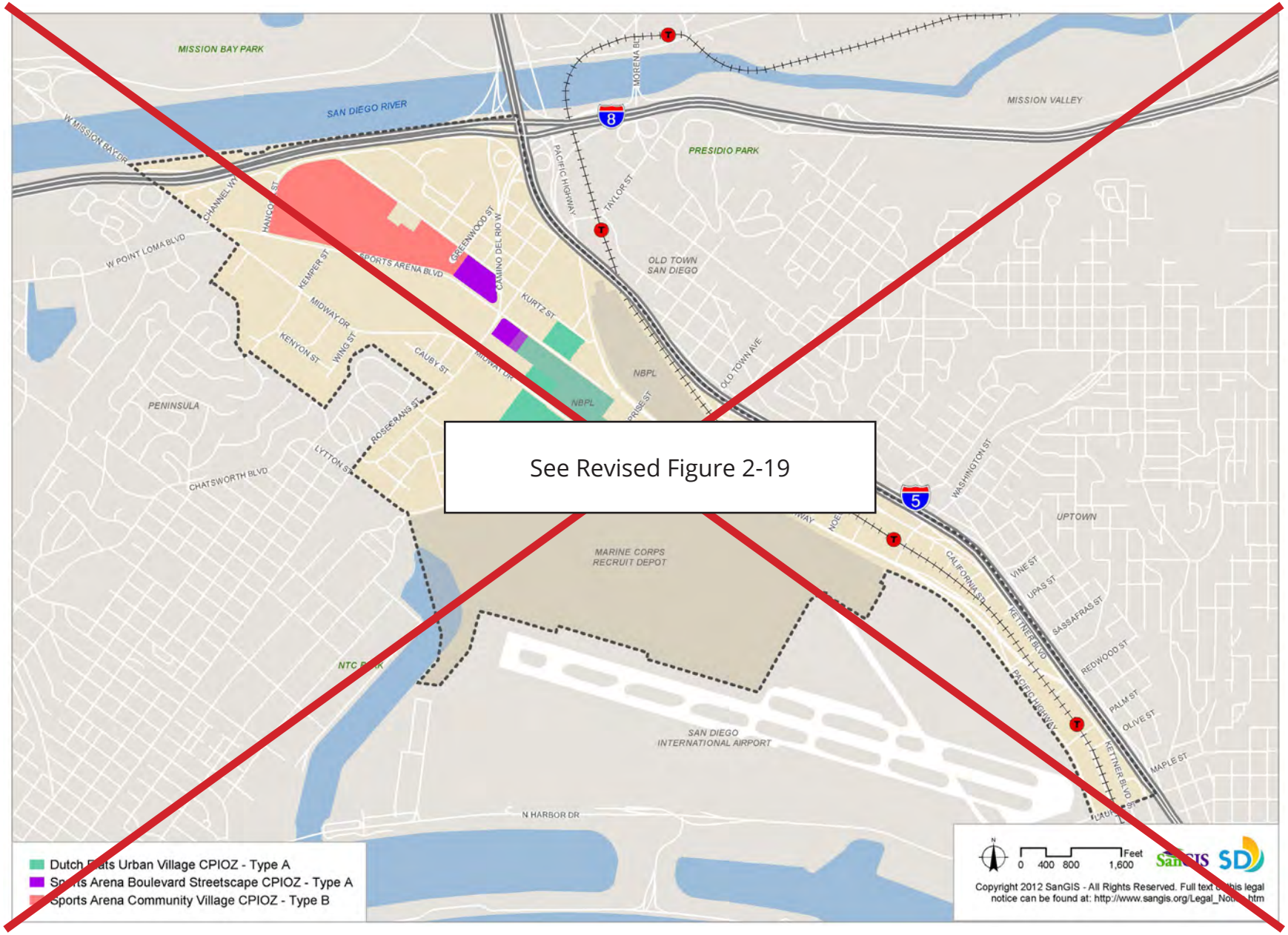
SDR-15 Wood and gas fireplaces shall not be permitted in any new dwelling unit within the boundaries of the Dutch Flats Urban Village CPIOZ. Gas fireplaces are permitted in common amenity spaces.

Incentives

SDR-16 Allow development on properties within the Dutch Flats Urban Village CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for new streets and the area provided for new parks, linear parks, and other park equivalencies.

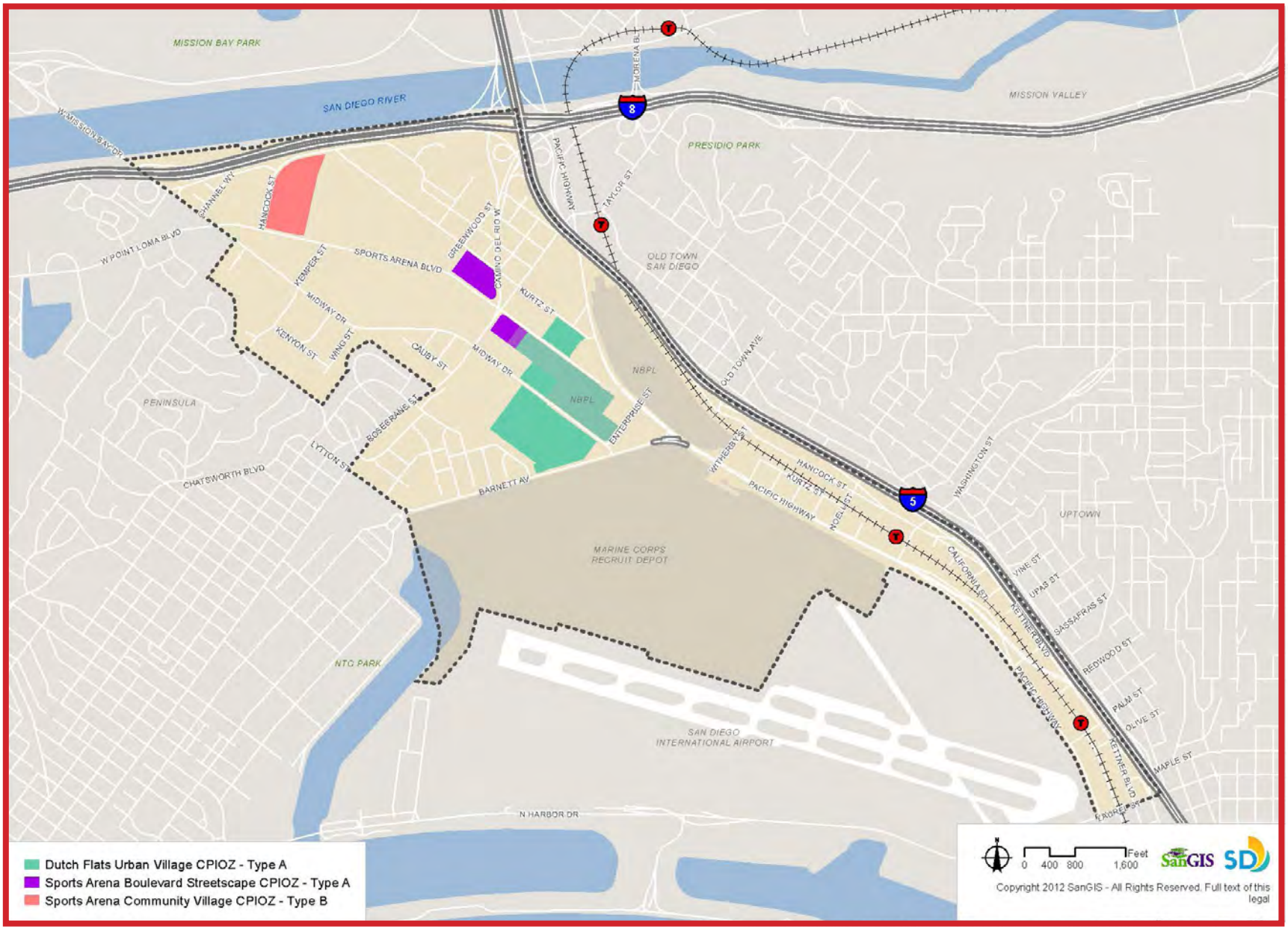
SDR-17 Allow development on properties where land is reserved for a public linear park to reduce the minimum front setback and/or minimum side setback to zero feet abutting the planned public linear park.

FIGURE 2-19: MIDWAY - PACIFIC HIGHWAY CPIOZ



See Revised Figure 2-19

FIGURE 2-19: MIDWAY - PACIFIC HIGHWAY CPIOZ



MOBILITY 3

3.1 Vision
3.2 Walkability
3.3 Bicycling
3.4 Transit
3.5 Street and Freeway Systems
3.6 Intelligent Transportation Systems (ITS)
3.7 Transportation Demand Management
3.8 Parking Management
3.9 Goods Movement and Freight Circulation

INTRODUCTION

The Community Plan envisions that the existing mobility system will evolve to allow all transportation modes to play a role in serving the travel needs of the community. Creative and thoughtful transportation improvements and technology will play a role in creating a balanced and well-integrated mobility system that facilitates efficient travel for all transportation modes. The planned mobility system will serve pedestrians, bicyclists, cars, and transit. Multimodal enhancements will be made to the existing mobility system, which include operational improvements, new streets, retrofitting existing streets with new pedestrian and bicycle facilities, intelligent transportation systems, and transportation demand management programs.

The community has portions of an interconnected grid-like street network with small blocks, as well as arterial streets that form large blocks and serve both local traffic and traffic from adjacent communities. The superblocks limit north-south connectivity, which causes a majority of north-south vehicular traffic to use the Rosecrans Street/Camino Del Rio West corridor. As development occurs on these superblocks, new roadway connections and improvements will increase north/south interconnectivity for all modes and will increase network capacity. New streets and street extensions will be designed as "complete streets" (see Box 3-1) to enable safe, attractive, and comfortable access and travel for motorists, pedestrians, bicyclists, and transit riders. Improvements to existing streets will reflect complete streets principles as feasible, given right-of-way and design constraints.

Enhancing the operation and appearance of the community's streets is integral to enhancing the overall image and experience of the community. As part of the planned mobility framework, Rosecrans Street, Pacific Highway, Midway Drive, Barnett Avenue/Lytton Street, and Sports Arena Boulevard will serve as multimodal corridors, providing connections between the San Diego River, Mission Bay, San Diego Bay, and the Peninsula, Uptown, and Downtown communities. The right-of-way will incorporate feasible urban greening improvements, as discussed in the Urban Design Element.

This Element provides a vision, goals, and policy guidance to improve multimodal mobility and meet future mobility needs in Midway – Pacific Highway. The Mobility Element of the City's General Plan provides additional policy guidance as well as a Traffic Calming Toolbox.

MOBILITY GOALS

- Complete, safe, and attractive pedestrian linkages to regional recreational amenities, community destinations, and adjacent communities.
- A complete, safe, and efficient bicycle network that connects to community and regional destinations, surrounding communities, and the regional bicycle network.
- High-frequency transit service as a mode of choice for residents, employees, and visitors.
- A mobility system that provides adequate capacity and improved regional access for vehicular traffic and incorporates complete streets features and facilities wherever possible.
- Enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity.
- Efficient parking that is consistent with and supports the community's desired character.
- Safe and efficient truck routes for access to San Diego International Airport and community businesses that minimize the negative impacts associated with commercial truck traffic.

3.1 VISION

The Community Plan envisions meeting the transportation demand in the community by improving major street corridors according to complete streets principles to accommodate multiple modes of travel; by creating new streets and freeway connections; and by optimizing the function and capacity of the community's roads. Improving the appearance of Midway – Pacific Highway's streets is also envisioned to enhance the image and experience of the community.

The mobility vision includes a public realm, consisting of the public right-of-way and public and semi-public areas within private development, which provides attractive and comfortable pedestrian and bicycle facilities throughout the community and connecting to adjacent communities and recreational resources. Multi-use urban paths along major streets, as shown in Figure 3-2, will serve as linkages, enhance the pedestrian environment, and provide a sense of place within districts and villages. The urban paths will allow for shared pedestrian and bicycle use. The public right-of-way will also incorporate urban greening improvements, through the planting of street trees and landscaping, to create a pleasant and attractive travel environment. Parkways with street trees and landscaping will provide a buffer from vehicular traffic wherever possible.

The vision for walkability includes development that incorporates pedestrian plazas, paths, and other pedestrian amenities to complement the urban paths and other pedestrian facilities and further encourage walking as a mode of transportation. Enhancing pedestrian facilities and designing buildings to encourage pedestrian activity will support pedestrian, bicycle, and transit activity. The vision for bicycling includes new and enhanced bicycle connections between transit and employment and residential areas, to the regional bicycle network; and to San Diego Bay, Mission Bay, and the San Diego River.

BOX 3-1: COMPLETE STREETS IMPROVEMENTS

Complete Streets are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and transit users of all ages and abilities are able to safely move along and across the street. Complete streets improvements can include the following where needed and feasible:

- Wider sidewalks with continental crosswalks
- Bicycle facilities
- Vehicular and pedestrian-scale lighting
- Street trees
- Landscaped center medians
- Reduction in curb cuts



Complete Streets include features to serve all travel modes (vehicular, transit, pedestrian, and bicycle). Source: NACTO Urban Street Design Guide 2013.



Improved intersections and bicycle and pedestrian infrastructure will support and encourage active transportation modes.

The mobility vision includes improved access to regional transit and increased transit use to achieve sustainability goals. The Regional Plan includes future Rapid Bus service along Sports Arena Boulevard and Rosecrans Street, connecting to the Old Town Transit Center. The Community Plan envisions future Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village to support planned residential and employment uses. Other transit options such as modern streetcars or community circulators, with a possible extension to Mission Beach or Ocean Beach, could be pursued. The planned complete streets improvements, further described in the Walkability and Bicycling sections and the Urban Design Element, will improve safety and comfort for pedestrian and bicyclists traveling to transit stops and stations.

Streets are the framework for the improvements and serve as conduits for pedestrians, bicycles, transit, and vehicles. They form the arteries of the community's mobility system that connect it internally and to surrounding communities and freeways. The Community Plan envisions enhancing Midway-Pacific Highway's mobility system with new street and freeway connections, improved intersections, and new and improved pedestrian and bicycle infrastructure. New streets and street extensions will be designed according to complete streets principles. Intelligent Transportation Systems (ITS) tools and Transportation Demand Management (TDM) programs will help address the mobility needs of the community by maximizing existing roadway capacity and reducing congestion and parking demand in a cost-effective manner. The vision includes the management of parking to complement the planned mobility improvements.



Enhanced transit stops and planned Rapid Bus service will improve access to regional transit and increase transit use.

3.2 WALKABILITY

The Community Plan envisions a public realm that provides attractive and comfortable pedestrian facilities that connect to adjacent communities and recreational resources, and that improve the community's environment and image. Multi-use urban paths along major streets, as shown in Figure 3-2, will serve as linkages between San Diego Bay and Mission Bay, as well as other community and regional destinations; enhance the pedestrian and urban environment; and provide a sense of place within districts and villages. The urban paths will be wide enough to encourage pedestrian use and allow for share bicycle use, and will be buffered and shaded by street trees within the parkway where possible or on adjacent private property where necessary. Parkways with street trees and landscaping will buffer pedestrians from vehicular traffic wherever possible.

BOX 3-2: PEDESTRIAN ROUTE TYPES

- **District sidewalks** support heavy pedestrian levels in higher density mixed-use areas.
- **Corridor sidewalks** support moderate pedestrian levels along commercial and mixed-use corridors.
- **Connector sidewalks** support low pedestrian levels and connect to corridor and district sidewalks.
- **Neighborhood sidewalks** support low to moderate pedestrian levels in residential areas.
- **Ancillary pedestrian facilities** include bridges over streets and paths, walkways, promenades, plazas and courtyards away from streets.

The incorporation of pedestrian plazas, paths, and other pedestrian amenities and pedestrian-oriented building design as part of development projects will complement the public sidewalks and urban paths and further encourage pedestrian, bicycle, and transit activity. Refer to the Land Use, Villages, and Districts Element for policies regarding recommended pedestrian walkways.

Pedestrian facilities are shown in Figure 3-1, and are classified based on pedestrian facility type definitions in the citywide Pedestrian Master Plan as found in Box 3-2. The classifications relate to potential facility designs and design treatments to address pedestrian needs. Key pedestrian improvement locations are listed in Box 3-3, and improvement concept drawings are included in this Element.

POLICIES

ME-2.1 Implement the multi-use urban path system, which includes the La Playa Trail Urban Path, the Bay-to-Bay Urban Path, Midway Urban Path, and the Highway 101 Urban Path.

ME-2.2 Support and promote walkability and connectivity through the construction of sidewalk and intersection improvements throughout the community. Pedestrian improvement locations should include, but are not limited to, the locations listed in Box 3-3.

ME-2.3 Install missing sidewalks and curb ramps throughout the community. Prioritize improvements along the multi-use urban path system.

ME-2.4 Seek additional right-of-way for pedestrian facilities.

ME-2.5 Remove accessibility barriers along pedestrian paths of travel in the public right-of-way, which may include the undergrounding of public utilities and relocation of transit shelters to widen the pedestrian pathways.



A system of multi-use urban paths will provide attractive and safe connections for pedestrians and bicycles within the community and to nearby regional recreational amenities.

BOX 3-3: KEY PEDESTRIAN IMPROVEMENT LOCATIONS

- Sports Arena Boulevard (Figure 3-8)
- Midway Drive (Figure 3-9)
- Pacific Highway (Figure 3-10)
- Rosecrans Street (Figures 3-11 and 3-12)
- Camino del Rio West
- Barnett Avenue / Lytton Street (Figure 3-13)
- Sports Arena Boulevard / W. Point Loma Boulevard / Midway Drive intersection (Figure 3-14)
- Sports Arena Boulevard / Rosecrans Street / Camino del Rio West intersection (Figure 3-15)
- Pacific Highway / Barnett Avenue / Witherby Street intersection (Figure 3-16)

ME-2.6 Provide ADA-compliant pedestrian ramps, high visibility continental crosswalks, advanced stop bar placement and pedestrian countdown timers at all signalized intersections.

ME-2.7 Improve the pedestrian environment adjacent to transit stops and schools through the installation and maintenance of signs, lighting, high-visibility crosswalks, and other appropriate traffic calming measures.

ME-2.8 Encourage the implementation of the pedestrian walkways to improve pedestrian route connectivity.

ME-2.9 Install adequate street lighting along pedestrian routes throughout the community with priority on higher pedestrian/vehicle conflict areas.

ME-2.10 Coordinate with San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) to facilitate the development of a bicycle and pedestrian connection from the Sports Arena Community Village to the San Diego River Park.

ME-2.11 Coordinate with Caltrans to improve the pedestrian and bicycle environment, improve access to nearby communities, and reduce conflicts with motor vehicles at all freeway undercrossings and overcrossings.

ME-2.12 Coordinate with Caltrans to enhance the Palm Street/I-5 pedestrian bridge to improve the pedestrian environment and facilitate the use of the Palm Street Trolley station. Consider complementary pedestrian improvements on Kettner Boulevard to improve the ease and safety of the connection between the pedestrian bridge and Palm Street.

ME-2.13 Provide vehicle access to properties located along the south side of Rosecrans Street at intersections with Hancock Street and Moore Street to reduce or eliminate the need for existing and new driveway curb cuts between the intersections of Kurtz Street and Pacific Highway.

FIGURE 3-1: PLANNED PEDESTRIAN FACILITIES

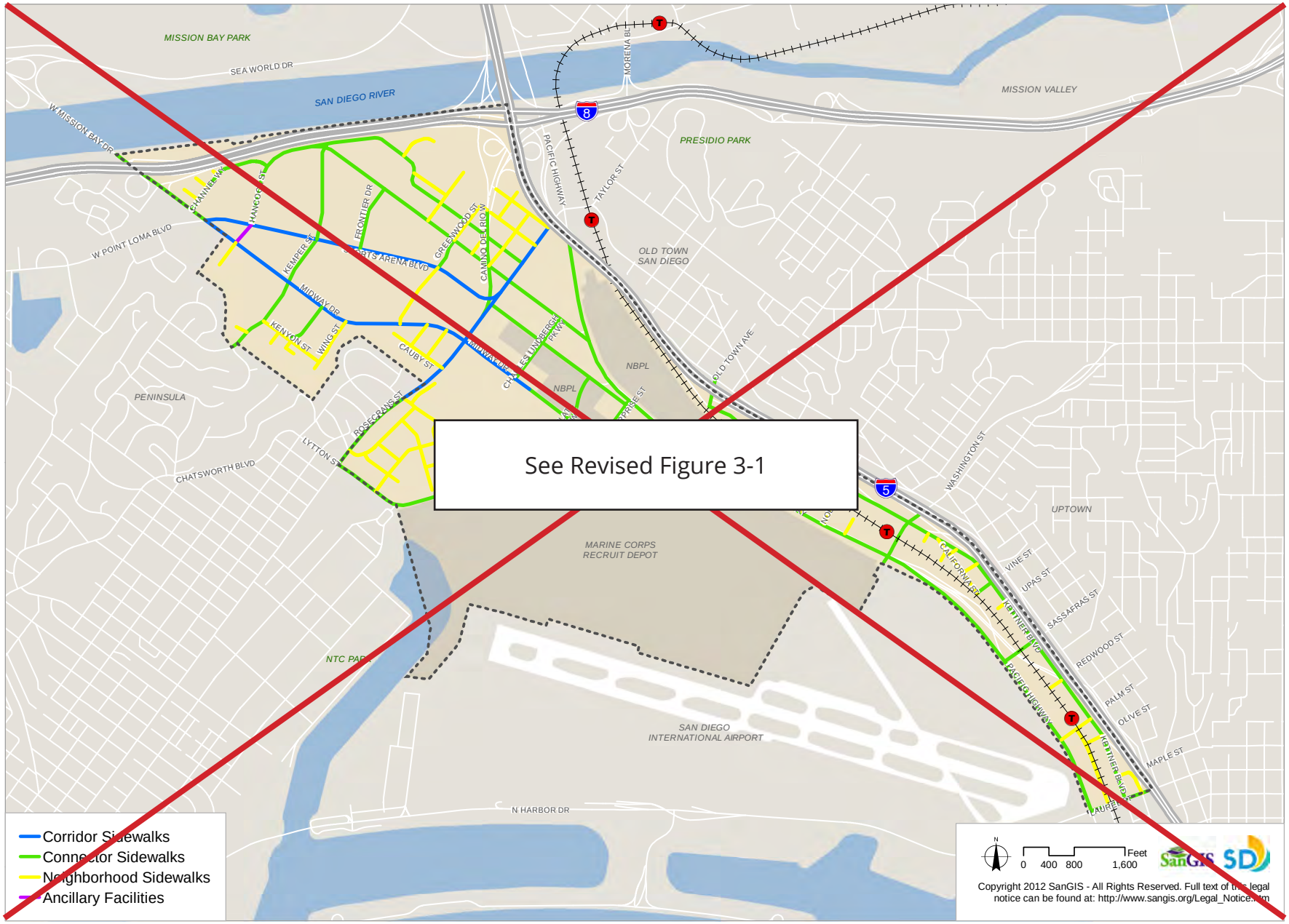


FIGURE 3-1: PLANNED PEDESTRIAN FACILITIES

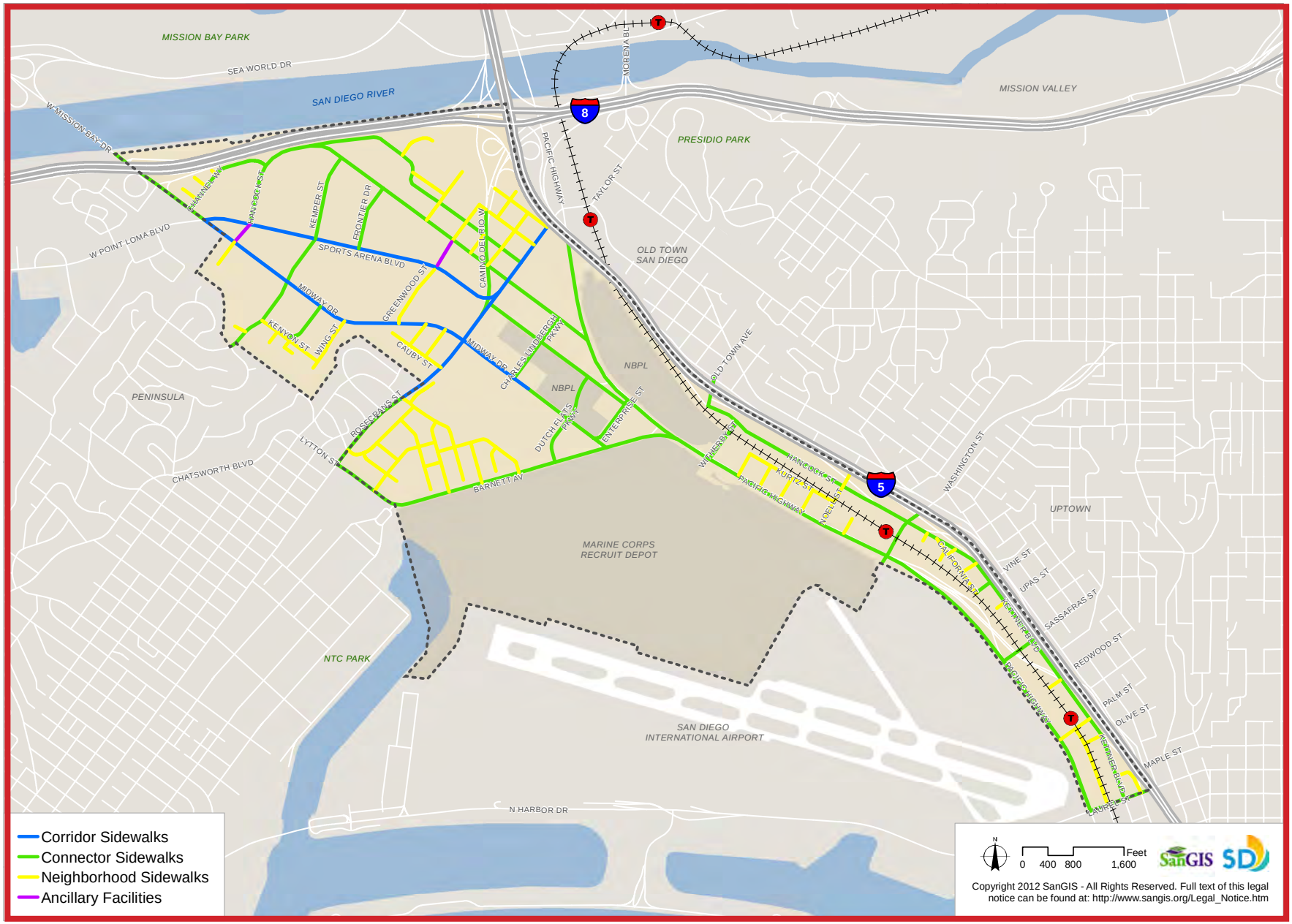


FIGURE 3-2: MULTI-USE URBAN PATH SYSTEM

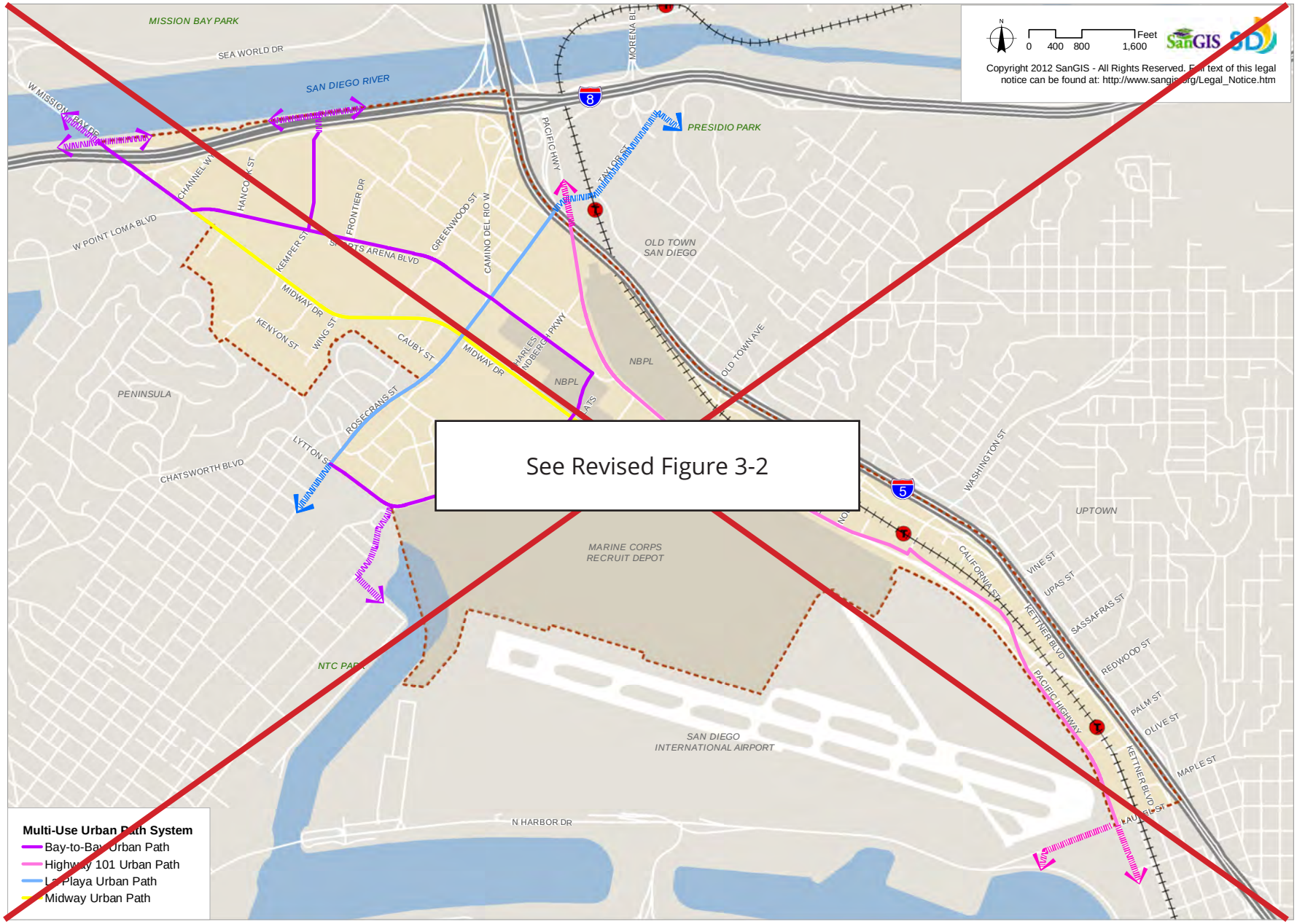
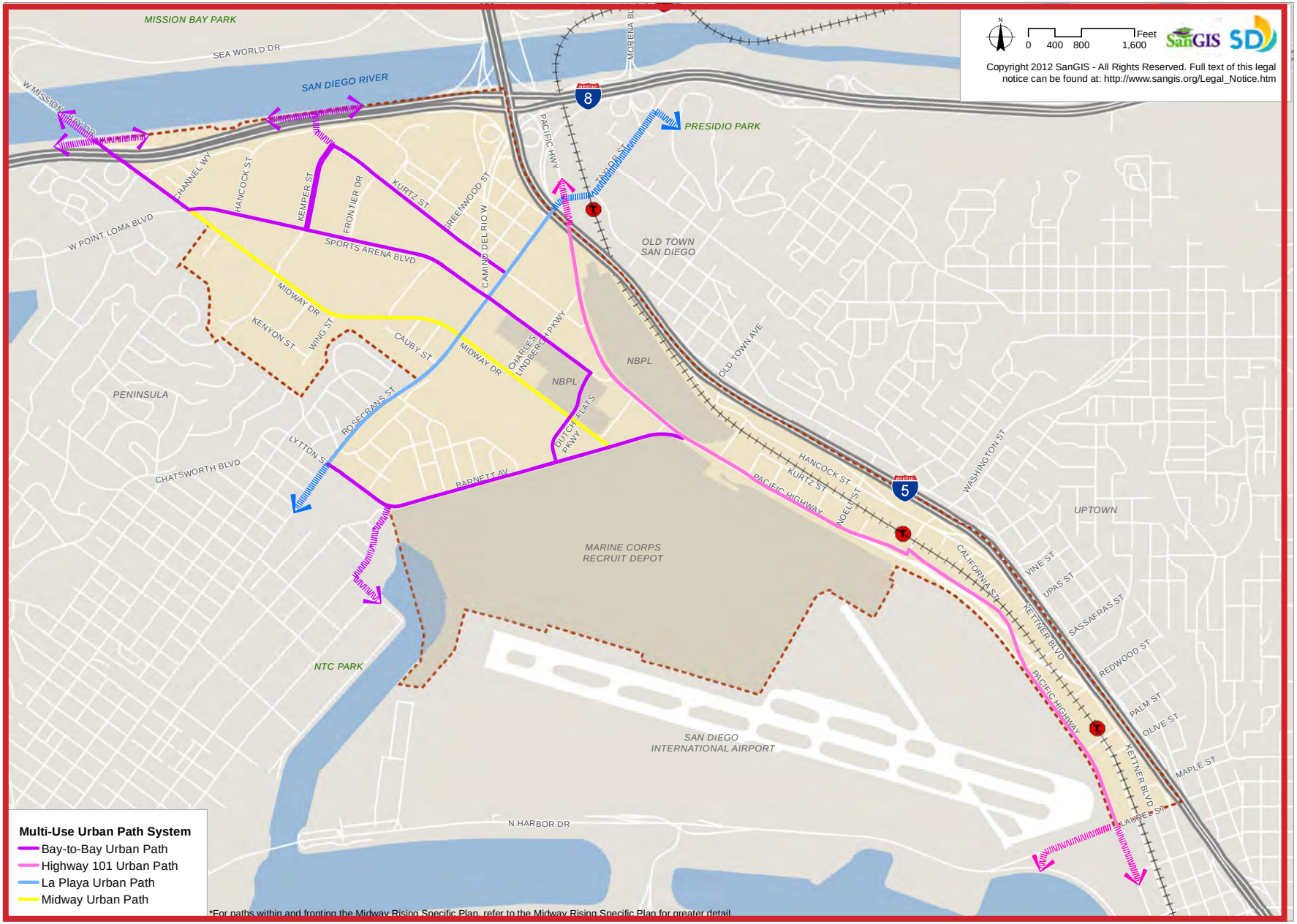


FIGURE 3-2: MULTI-USE URBAN PATH SYSTEM



3.3 BICYCLING

The Community Plan envisions the development of a safe, comfortable, and well-connected bicycle network that will make bicycling an attractive mode of transportation and help to meet sustainability goals. The community's flat topography and moderate size makes it well suited for bicycling between residential areas, commercial areas, employment areas, and transit stops and stations.

The planned bicycle network includes new and enhanced bicycle connections between transit and employment and residential areas; a Bay-to-Bay connection between San Diego Bay, the San Diego River, and Mission Bay; and connections to the regional bicycle network. The planned bicycle network includes separated and on-street bicycle facilities. Separated bicycle facilities enhance the comfort and safety of the bicycling environment, contribute to lower levels of rider stress, and promote increased bicycling rates. The multi-use urban path system shown in Figure 3-2 will provide joint-use paths for bicyclists and pedestrians that separate bicyclists from vehicles in locations with limited right-of-way. Existing (2017) and planned bicycle facilities are shown in Figure 3-3, and the bicycle facility types are described in Box 3-4.

POLICIES

ME-3.1 Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Midway - Pacific Highway to other communities and to the regional bicycle network, as recommended in Figure 3-3.

ME-3.2 Provide secure, accessible, and adequate bicycle parking along village and district main streets, within shopping centers, at concentrations of employment and education uses in the community, and at the future Intermodal Transit Center.

ME-3.3 Coordinate with SANDAG and the Metropolitan Transit System (MTS) to provide secure and accessible bicycle parking at Rapid Bus stops and Trolley stations.

ME-3.4 Implement separated bicycle facilities as part of the multi-use urban path system, as shown in Figure 3-2, along the following existing roadways:

- Rosecrans Street (Lytton Street to Pacific Highway)
- Sports Arena Boulevard (I-8 to Dutch Flats Parkway)
- Midway Drive (Sports Arena Boulevard to Barnett Avenue)
- Lytton Street / Barnett Avenue (Rosecrans Street to Pacific Highway)
- Pacific Highway (Taylor Street to Laurel Street)

ME-3.5 Encourage separated or buffered bicycle facilities along new streets where feasible.

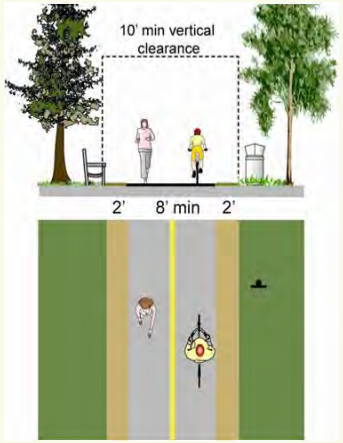
ME-3.6 Provide an easement for a pedestrian and bicycle ancillary facility as an extension of Hancock Street between Sports Arena Boulevard and Midway Drive that will not be open to vehicular traffic (see Figure 3-14).

ME-3.7 Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, actuated signal timing, bicycle parking, buffered bicycle lanes, and protected bicycle facilities.

BOX 3-4: BICYCLE FACILITIES CLASSIFICATIONS

Class I - Bike Path

Bike paths, also termed shared-use or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections where roadways are absent or not conducive to bicycle travel.



Class II - Bike Lane

Bike lanes are defined by pavement striping and signs used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists. Whenever possible, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signs. Enhanced buffered bike lanes add additional striping and lateral clearance between bicyclists and vehicles, leading to lowered levels of stress for riders.







Class III - Bike Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, bike routes should be enhanced with treatments that improve safety and connectivity, such as the use of "Sharrows" or shared lane markings to delineate that the road is a shared-use facility.



Class IV - Cycle Track

A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barrier or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. To provide bicyclists with the option of riding outside of the cycle track to position themselves for a left or right turn, parallel bikeways should be added adjacent to cycle track facilities whenever feasible.







FIGURE 3-3: EXISTING AND PLANNED BICYCLE FACILITIES

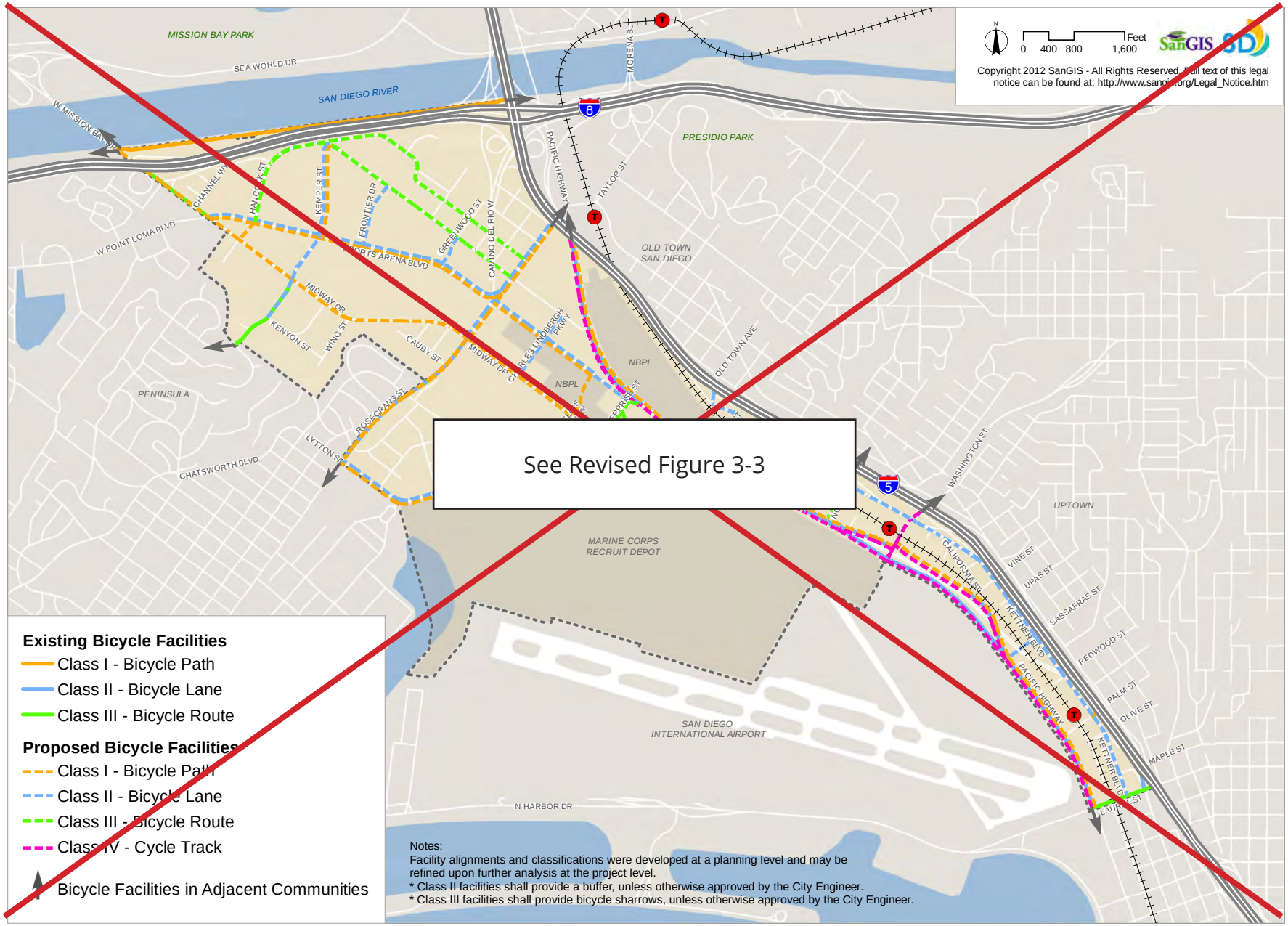
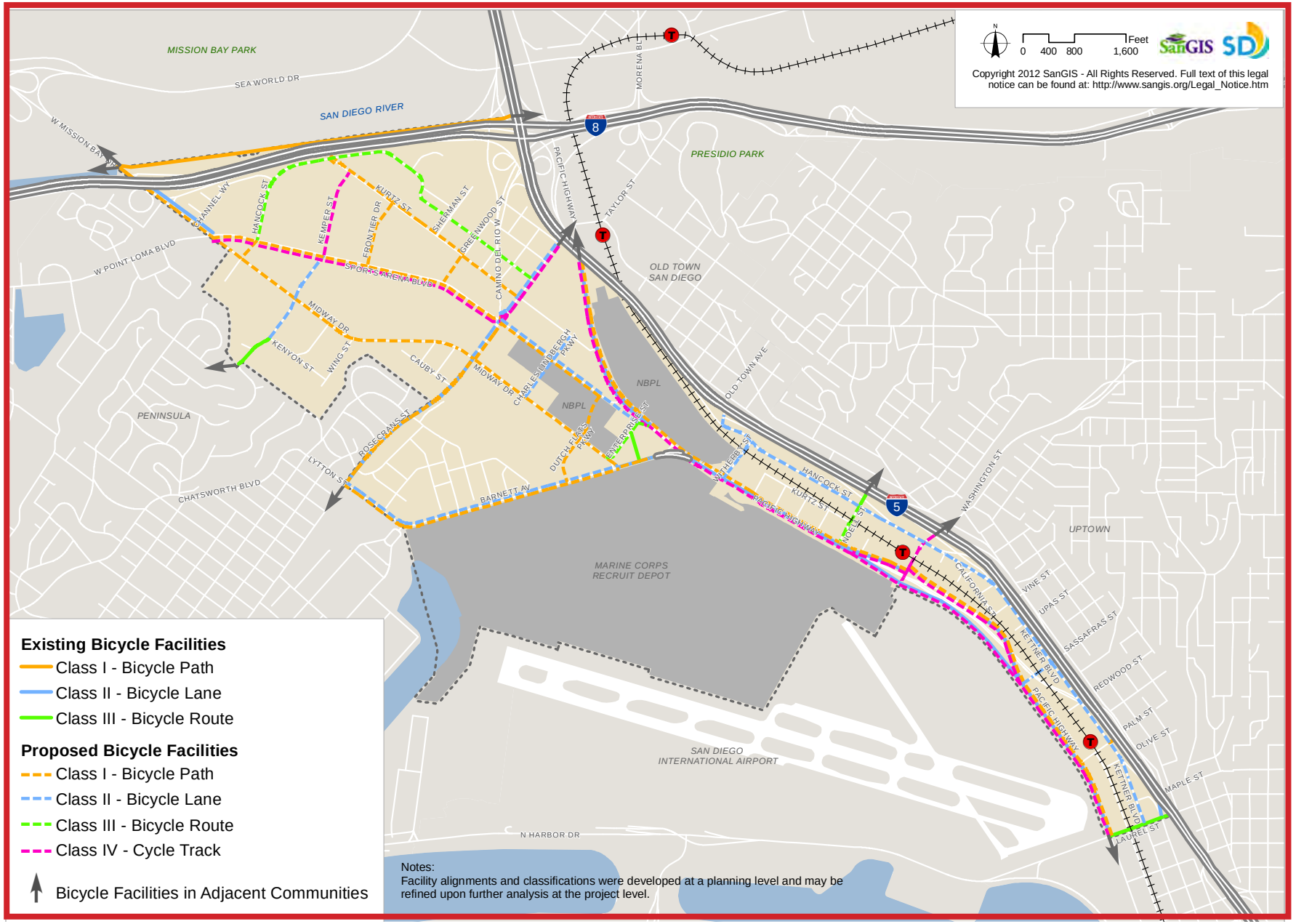


FIGURE 3-3: EXISTING AND PLANNED BICYCLE FACILITIES



3.4 TRANSIT

The Community Plan envisions connecting transit and land use to create walkable, transit-oriented villages and districts. Box 3-5 describes the existing transit system and Figure 3-5 shows the planned transit network. SANDAG's Regional Plan identifies planned transit system improvements including trolley service and capacity upgrades and the implementation of Rapid Bus service in Midway – Pacific Highway. Rapid Bus will provide a higher-speed service along Sports Arena Boulevard, between the Old Town Transit Center and Ocean Beach, and along Rosecrans Street between Old Town and Point Loma. The Community Plan envisions future Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village to support planned residential and employment uses. The complete streets improvements discussed in previous sections, as well as the implementation of transit priority measures and other intelligent transportation systems, will support efficient transit service and transit use as a transportation mode of choice.



Planned Rapid Bus service along Sports Arena Boulevard and Rosecrans Street, connecting to the Old Town Transit Center, will complement existing trolley service.

BOX 3-5: TRANSIT SYSTEMS

- **San Diego Trolley.** The San Diego Trolley, operated by the Metropolitan Transit System (MTS), connects the Midway - Pacific Highway community to Downtown, Mission Valley, San Diego State University, El Cajon, Santee, National City, Chula Vista, and San Ysidro. By 2020, the Trolley will be extended from Old Town to the University of California San Diego and the University community. Other future trolley extensions are identified in the Regional Plan.
- **Coaster.** The Coaster, operated by North County Transit District (NCTD), is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town, and Downtown.
- **Rapid Bus.** The Rapid Bus service operated by MTS will provide a higher-speed service along Rosecrans Street, Sports Arena Boulevard, and Pacific Highway with connections to the Old Town Transit Center.
- **Local Bus.** Local bus routes are operated by MTS with stops throughout Midway-Pacific Highway.

The Regional Plan also includes the future development of an Intermodal Transit Center (ITC) along the rail corridor south of Washington Street to provide a regional transit hub connecting Amtrak, Coaster, Trolley, and bus service to the San Diego International Airport. The ITC could provide a pedestrian bridge to an airport shuttle or people-mover system that would transport passengers to the airport terminals. The ITC could evolve over time from initially accommodating improvements for the Trolley, Coaster, Amtrak, and local bus service, to becoming a station for High Speed Rail service. The California High Speed Rail Authority is planning a statewide, intercity high-speed passenger rail system with San Diego as the southern terminus. The proposed High Speed Rail alignment will follow the existing rail corridor, with options for track segments to be above, at, and below grade. Design guidelines for the future ITC are provided in the Land Use, Villages & Districts Element.

POLICIES

ME-4.1 Coordinate with MTS, SANDAG, and adjacent property owners to improve accessibility and the environment at transit stops through the installation of amenities such as ADA-compliant shelters and additional seating, bicycle parking, lighting, and landscaping, where appropriate.

ME-4.2 Coordinate with MTS and SANDAG to provide enhanced station amenities at the trolley stations at Washington Street and Palm Street and at the recommended future Rapid Bus stations serving the Sports Arena Community Village and Dutch Flats Urban Village that reflect their importance and improve safety. These amenities can include unique shelter designs, bicycle lockers, artwork, real-time transit information, lighting, surveillance, and emergency call boxes.

ME-4.3 Improve access to transit by prioritizing improvements to pedestrian and bicycle facilities that provide connections to transit stops, stations, and the Old Town Transit Center.

ME-4.4 Coordinate with MTS and SANDAG to implement transit priority measures such as queue jumpers and priority signal operations along current and future transit corridors such as Sports Arena Boulevard, Midway Drive, Rosecrans Street, and Pacific Highway.

ME-4.5 Encourage the implementation of Rapid Bus to serve areas of future residential and employment uses in the Sports Arena Community Village and Dutch Flats Urban Village.

ME-4.6 Coordinate with MTS and SANDAG to provide Rapid Bus stations and mobility hubs at the Sports Arena Community Village and the Dutch Flats Urban Village.

ME-4.7 Coordinate with MTS and public and private developers to ensure accessibility and compatibility between transit operations and future development plans.

ME-4.8 Coordinate with MTS and SANDAG for the installation of electronic arrival schedules where appropriate and implement real-time transit schedule updates to provide timely information and support efficient boarding.

ME-4.9 Coordinate with MTS, North County Transit District, and the California Public Utilities Commission to reduce trolley, train, vehicle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, vehicular and pedestrian safety improvements at existing rail crossings, and aesthetic improvements to strengthen pedestrian access and walkability. At-grade rail crossings that may be targeted for improvement are Noell Street, Washington Street, Sassafras Street, and Palm Street.

ME-4.10 Coordinate with SANDAG to increase the length of the heavy-rail bridge at Witherby Street to create additional right-of-way for planned multimodal improvements.

ME-4.11 Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional

FIGURE 3-4: PLANNED TRANSIT FACILITIES

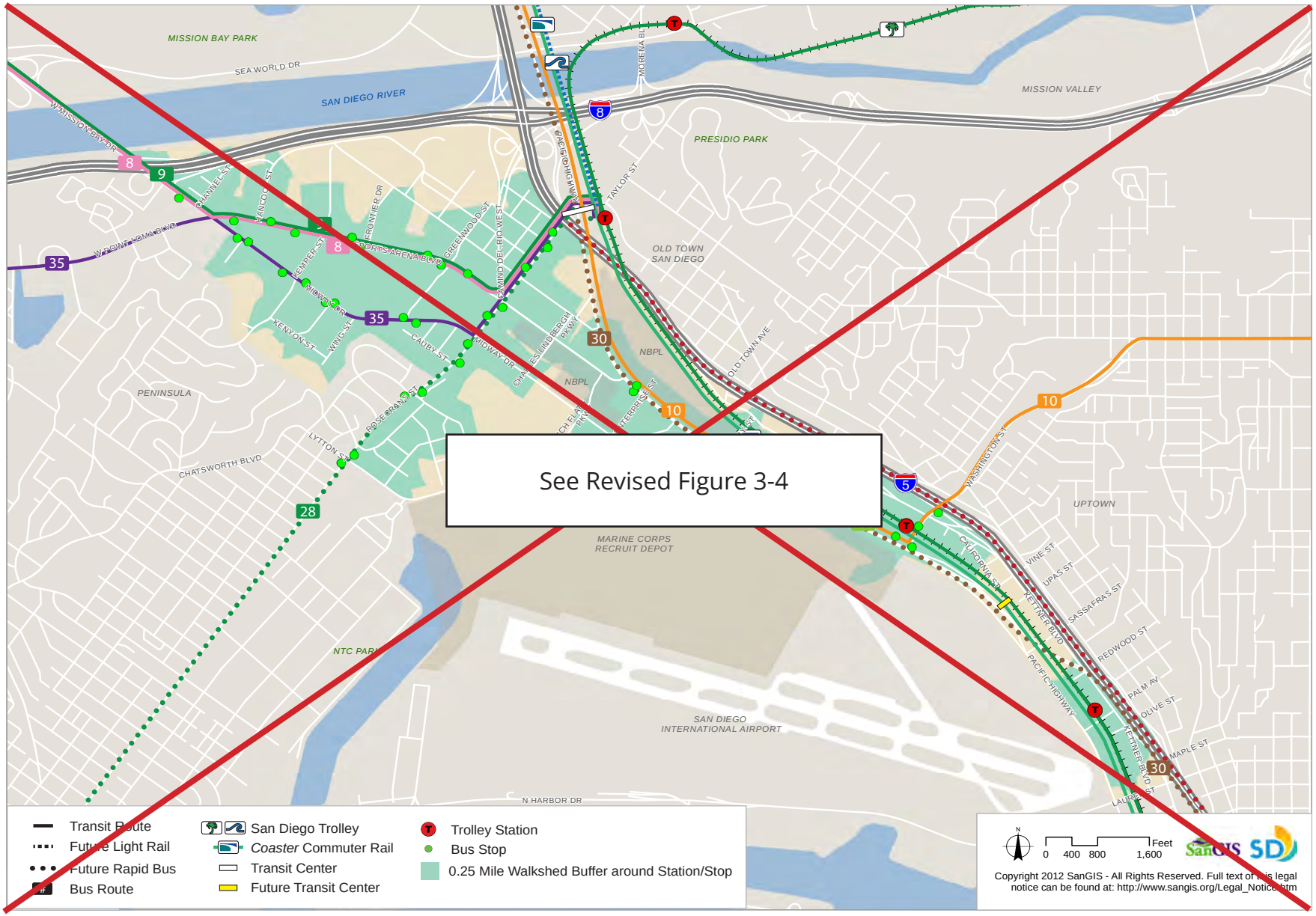
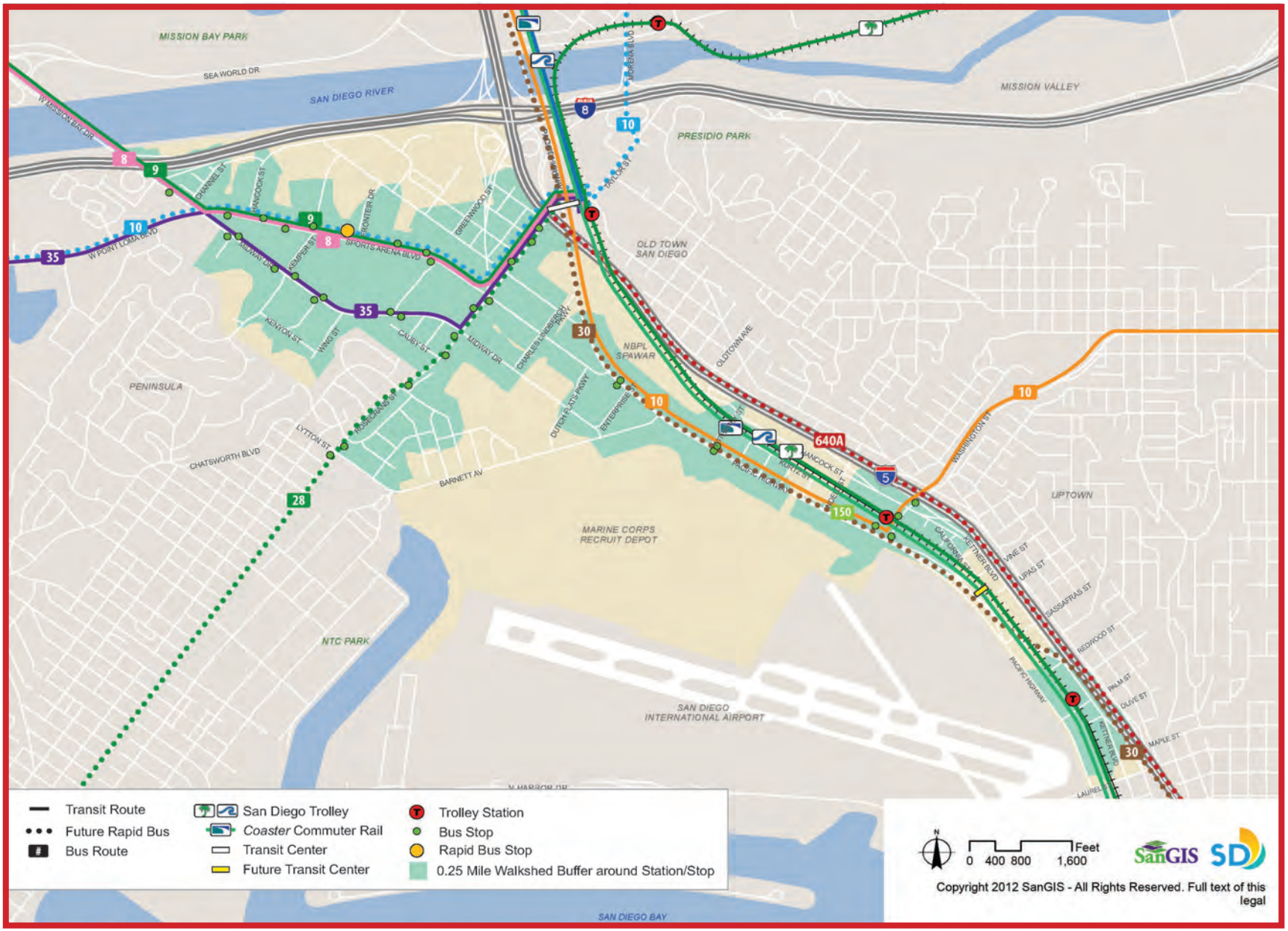


FIGURE 3-4: PLANNED TRANSIT FACILITIES



Plan, including the construction of the future ITC located along the rail corridor.

ME-4.12 Coordinate with SANDAG and the California High Speed Rail Authority to support the statewide, intercity high-speed passenger rail system with San Diego as the southern terminus.

ME-4.13 Support the implementation of the Intermodal Transit Center (ITC), as planned in the Regional Plan.

A. Coordinate with SANDAG, MTS, NCTD, Caltrans, San Diego County Regional Airport Authority, San Diego Unified Port District, and California High Speed Rail Authority during the planning, design and construction process for the ITC to address the needs of the Midway - Pacific Highway community.

B. Encourage engagement with the Midway - Pacific Highway community and affected business and property owners throughout the development process for the ITC.

C. Encourage the ITC design to provide adequate parking to meet the needs of transit passengers.

D. Encourage SANDAG and Caltrans to provide improvements to enhance vehicular access between I-5 and the ITC.

E. Support implementation of a pedestrian bridge or connection from the ITC to the west side of Pacific Highway.

F. Support the use of regional transportation and state high speed rail funding to construct the facility and associated off-site improvements.

G. Support the construction of a new trolley station at the MTS property between Witherby Street and Noell Street should the Washington Street trolley station be relocated to the ITC to ensure ongoing transit service for the Hancock Transit Corridor village.

3.5 STREET AND FREEWAY SYSTEMS

To meet existing and future transportation demand, the Community Plan envisions improving and supplementing Midway – Pacific Highway's existing mobility network of streets and freeway connections, pedestrian facilities, and bicycle facilities. As development occurs within the Sports Arena Community Village and Dutch Flats Urban Village, new public, complete streets will be constructed to enhance connectivity, as listed in Box 3-5. Figure 3-5 shows the existing (2017) functional street classifications, and Figure 3-6 shows the planned street classifications. New public or private streets may also be constructed in other areas of limited connectivity as part of private development projects.

Focused street improvements, transportation systems management techniques, and traffic-calming measure can increase mobility network capacity, reduce congestion, reduce speeding, and improve neighborhood livability. Recommended physical and operational improvements that will assist in meeting existing and projected vehicular mobility needs, as shown in Figure 3-7, include street widening, improving signalization, adding turn lanes, restriping, modifying medians and intersections, removing on-street parking, and freeway access and signage improvements. Conceptual diagrams for some of the proposed street and intersection improvements are provided in Figures 3-8 through 3-16. New technologies and improvement concepts can also be considered to address Midway-Pacific Highway's mobility needs.

Existing streets will also be improved to incorporate the proposed multi-use urban path system and bicycle facilities within and alongside existing roadways, as described in the Walkability and Bicycling sections. Refer also to the General Plan's Mobility Element, and Urban Design Element for policy guidance regarding the streetscape and urban greening components of complete streets design.

Improving access to the freeway system and reducing the amount of congestion on local streets, including Rosecrans Street/Camino Del Rio West, Sports Arena Boulevard, and Pacific Highway, are key objectives for Midway - Pacific Highway. The addition of I-8/I-5 east-to-north and south-to-west freeway connector ramps and improved connections between I-5 and Pacific Highway will improve interchange functionality and regional access in the area. Additionally, access improvements from the Camino Del Rio West interchange to I-5 south, access and capacity improvements at the Old Town Avenue interchange with I-5, and direct access from I-5 to the airport would help alleviate traffic congestion along local streets, including Pacific Highway, Hancock Street, and Laurel Street, that is exacerbated by airport traffic. Operational and intersection improvements on the Rosecrans Street/ Camino del Rio West corridor will help to address congestion in the near- to mid-term. The City and Caltrans may need to study long-term grade separation options as part of regional access improvements from Midway Drive to the I-5/I-8 interchange.

POLICIES

ME-5.1 Provide a network of complete streets throughout the community that safely accommodates all travel modes and users of the right-of-way.

ME-5.2 Reconfigure existing right-of-way as appropriate to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access.

ME-5.3 Implement focused intersection improvements to improve safety and operations for all travel modes.

ME-5.4 Introduce new streets to break up the scale of existing superblocks to improve multimodal mobility and reduce vehicular congestion, including the new streets listed in Box 3-5.

ME-5.5 Incorporate balanced multimodal street design concepts into the planning, design, retrofit, and maintenance of streets.

BOX 3-6: RECOMMENDED NEW ROADWAY CONNECTIONS

- **Kemper Street** (Sports Arena Boulevard to Hancock Street / Kurtz Street intersection)
- **Frontier Drive** (Sports Arena Boulevard to Kurtz Street)
- **East Drive ~~Greenwood Street~~** (Sports Arena Boulevard to Midway Drive ~~Kurtz Street~~)
- **Charles Lindbergh Parkway** (Midway Drive to Kurtz Street)
- **Dutch Flats Parkway** (Sports Arena Boulevard to Barnett Avenue)



Creating new complete street connections and improving existing streets to safely accommodate all modes of travel will help meet the community's travel demand.

ME-5.6 Consider innovative transportation improvements and emerging technologies to address regional and local transportation demand in Midway - Pacific Highway.

ME-5.7 Support the implementation of modern roundabouts throughout the community, where appropriate, and evaluate roundabout intersection control for all new intersections.

ME-5.8 Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve multimodal safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street (see conceptual plan in Figure 3-16).

ME-5.9 Consider a public road connection between Sports Arena Boulevard and Midway Drive ~~to connect to the Greenwood Street extension~~ in order to improve the mobility system.

ME-5.10 Coordinate with SANDAG and Caltrans to recommend a future ramp connection between northbound Camino del Rio West and I-5 South to enhance regional access for Midway - Pacific Highway and adjacent communities.

ME-5.11 Coordinate with SANDAG, Caltrans, and the California Coastal Commission for the implementation of the I-8 East to I-5 North and I-5 South to I-8 West connector ramps to enhance regional access and reduce congestion for Midway - Pacific Highway and adjacent communities.

A. Coordinate with SANDAG and Caltrans to support the initiation of a project study report to evaluate the engineering feasibility of the connector ramps.

B. Coordinate with SANDAG to program the connector ramps in the Regional Plan and prioritize their completion.

ME-5.12 Coordinate with SANDAG, Caltrans, San Diego County Regional Airport Authority, San Diego Unified Port District, and California Coastal Commission to reduce congestion on community streets from vehicles traveling to and from San Diego International Airport through the implementation of airport- and/or regionally-funded transportation improvements, which could include:

- Direct access connection from I-5 to the San Diego International Airport.
- Connector ramp from northbound Pacific Highway to I-5 North
- Connector ramp from I-5 South to southbound Pacific Highway

ME-5.13 Coordinate with SANDAG, Caltrans, and the U.S. Navy to study the feasibility of an extension of Barnett Avenue to the Old Town Avenue/I-5 interchange to enhance regional access and reduce congestion for Midway - Pacific Highway and adjacent communities. Consider potential impacts to the Old Town San Diego community in the feasibility study.

ME-5.14 Support an engineering feasibility study to analyze potential grade separation of Camino del Rio West from Rosecrans Street to the I-5/I-8 interchange to separate regional traffic from local traffic.

ME-5.15 Support implementation of traffic control improvements at the Hancock Street/Old Town Avenue/I-5 Southbound Ramps intersection and the Old Town Avenue/Moore Street intersection. Improvements could include intersection reconfiguration and/or alternative traffic control (e.g. roundabouts) at these closely spaced intersections.

ME-5.16 Ensure efficient movement and delivery of goods to commercial and industrial uses while minimizing impacts on residential and mixed-use neighborhoods.

FIGURE 3-5: EXISTING (2017) STREET CLASSIFICATIONS

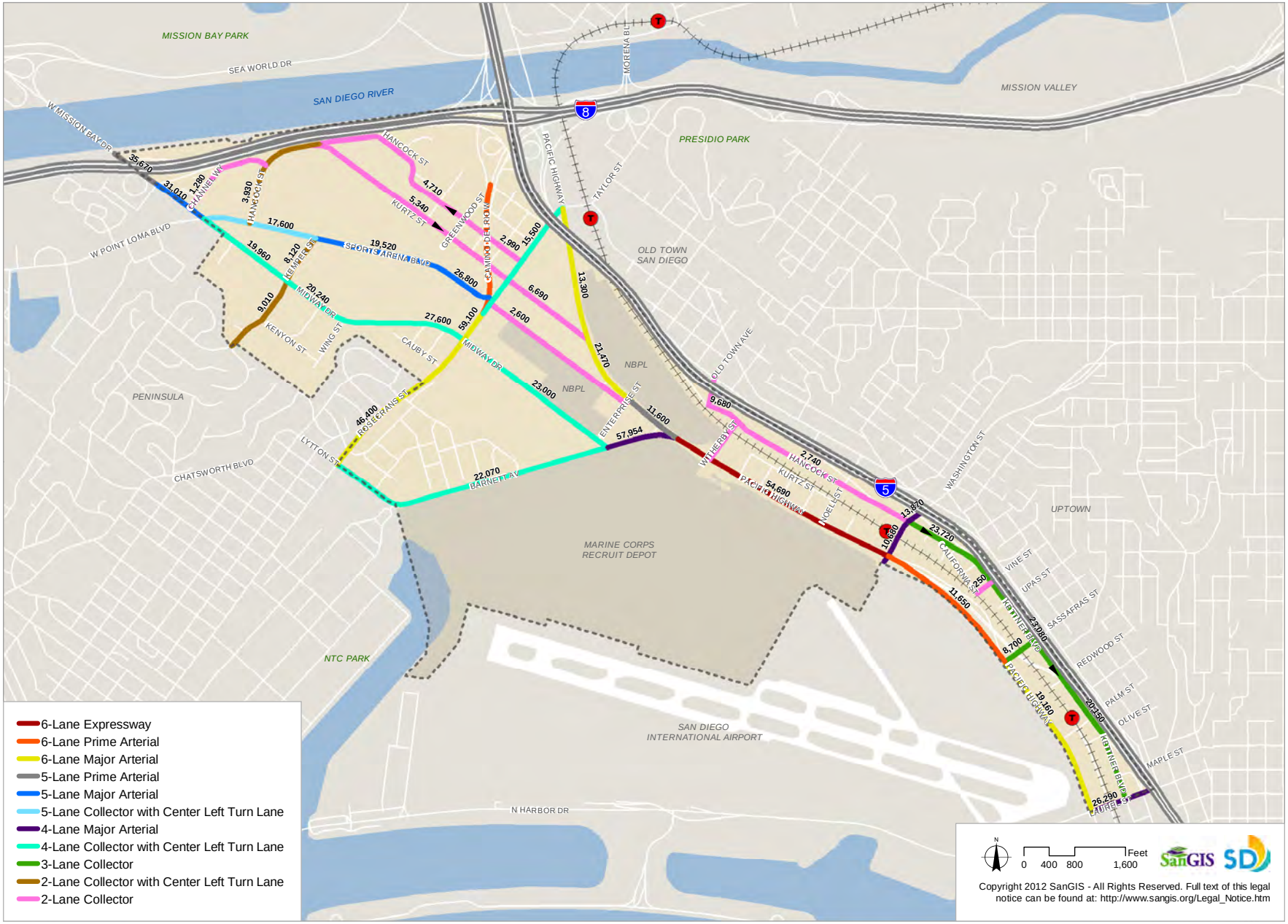


FIGURE 3-6: PLANNED STREET CLASSIFICATIONS

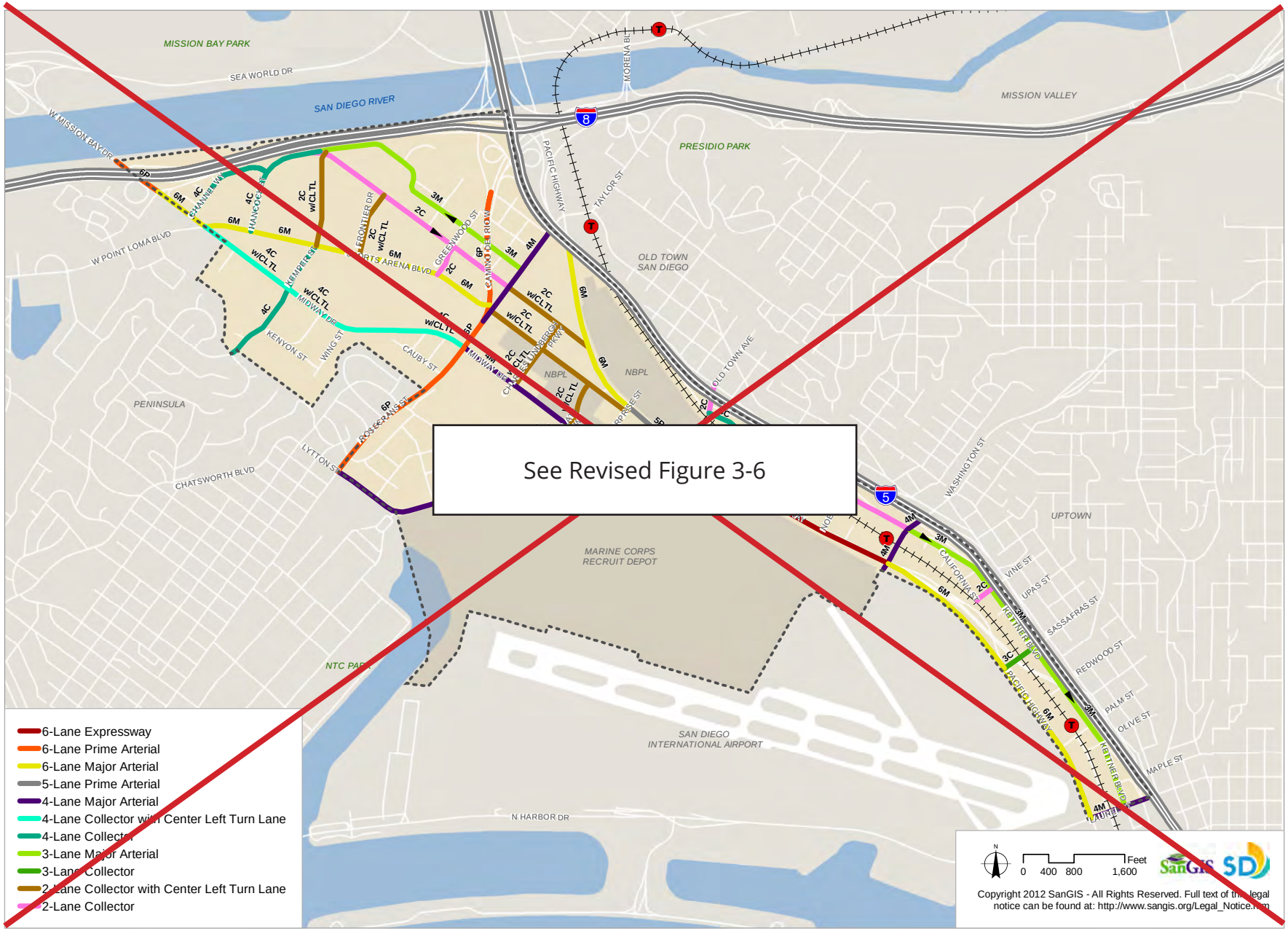


FIGURE 3-6: PLANNED STREET CLASSIFICATIONS

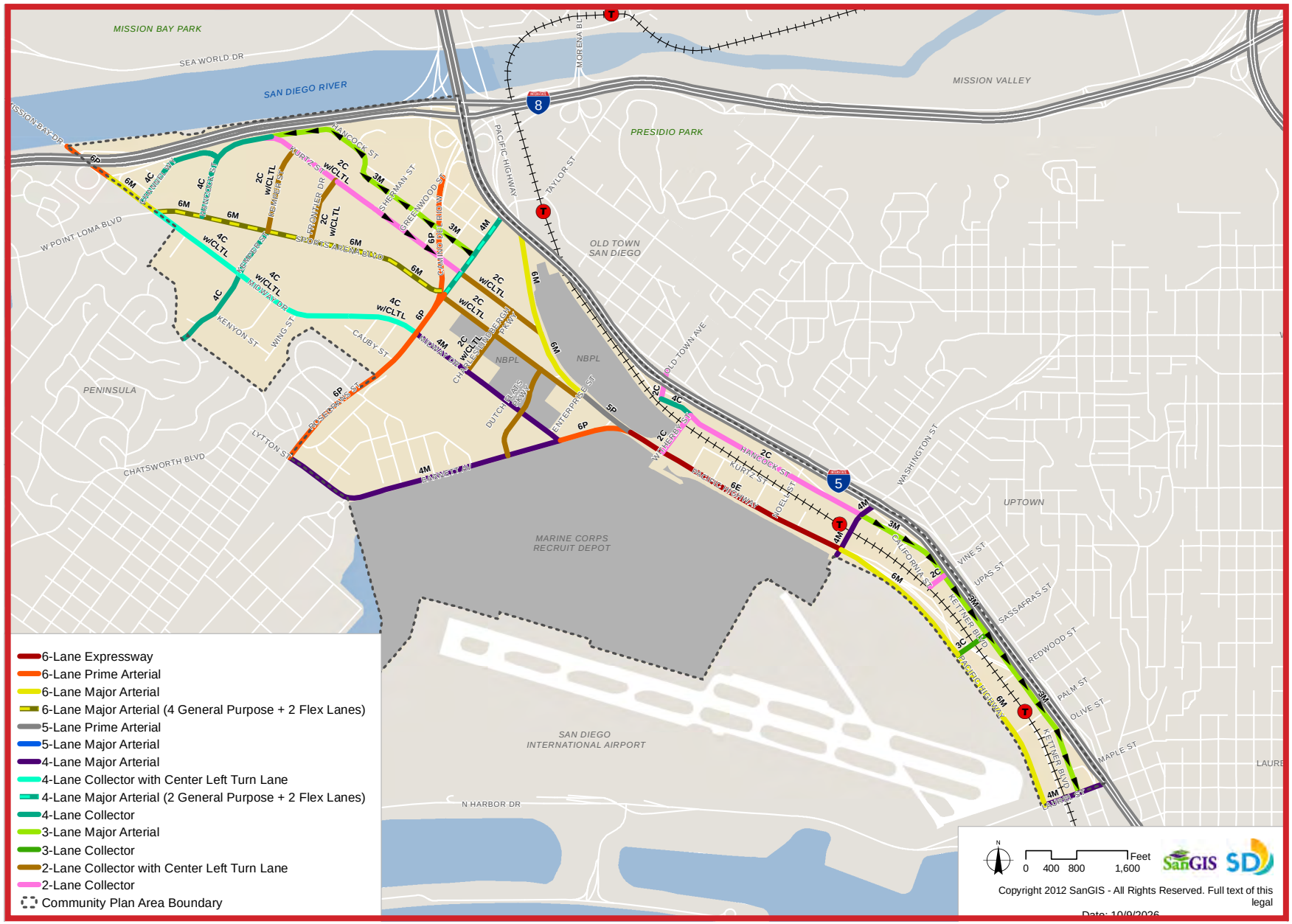


FIGURE 3-7: RECOMMENDED STREETS AND FREEWAYS IMPROVEMENTS

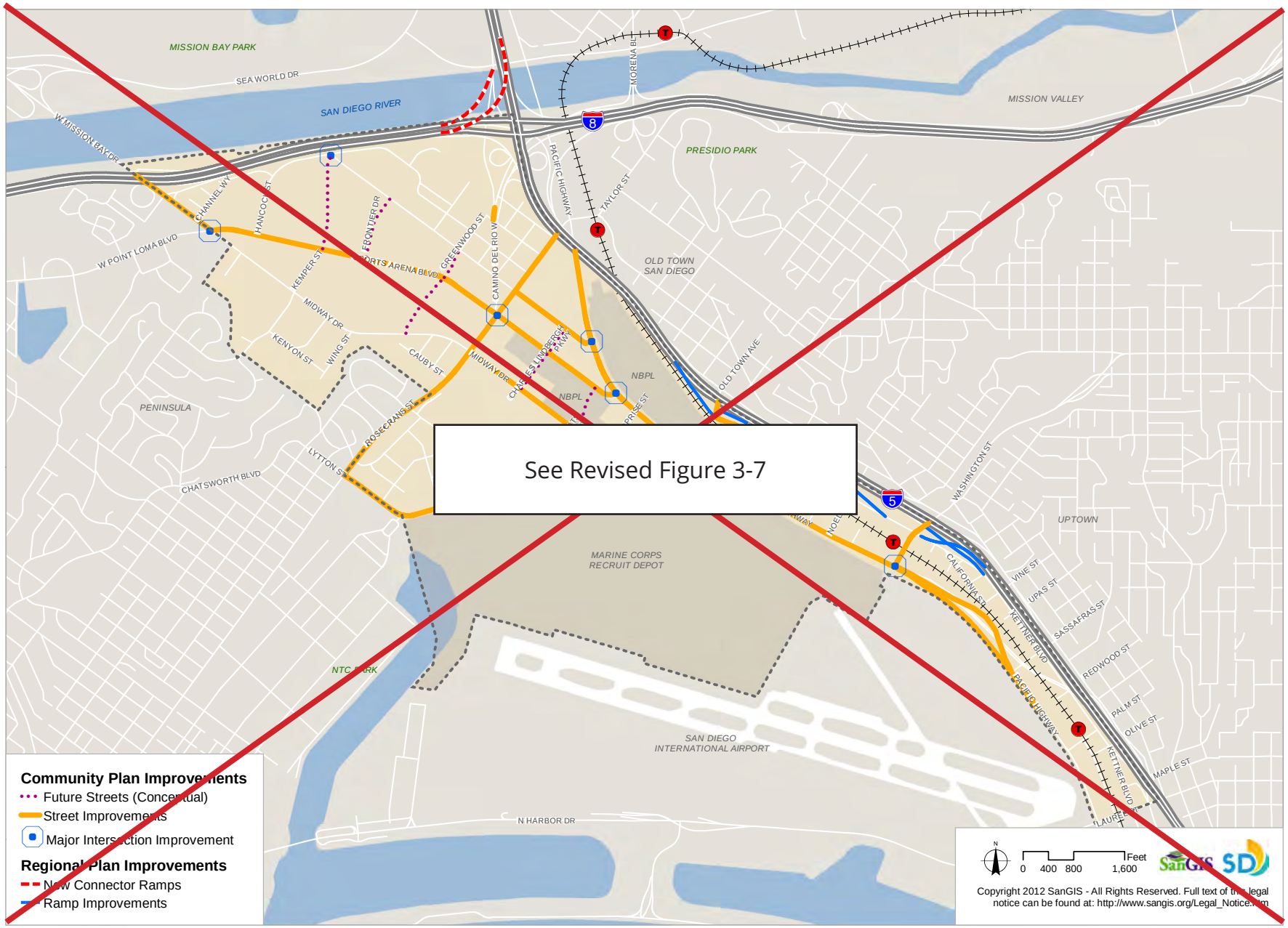
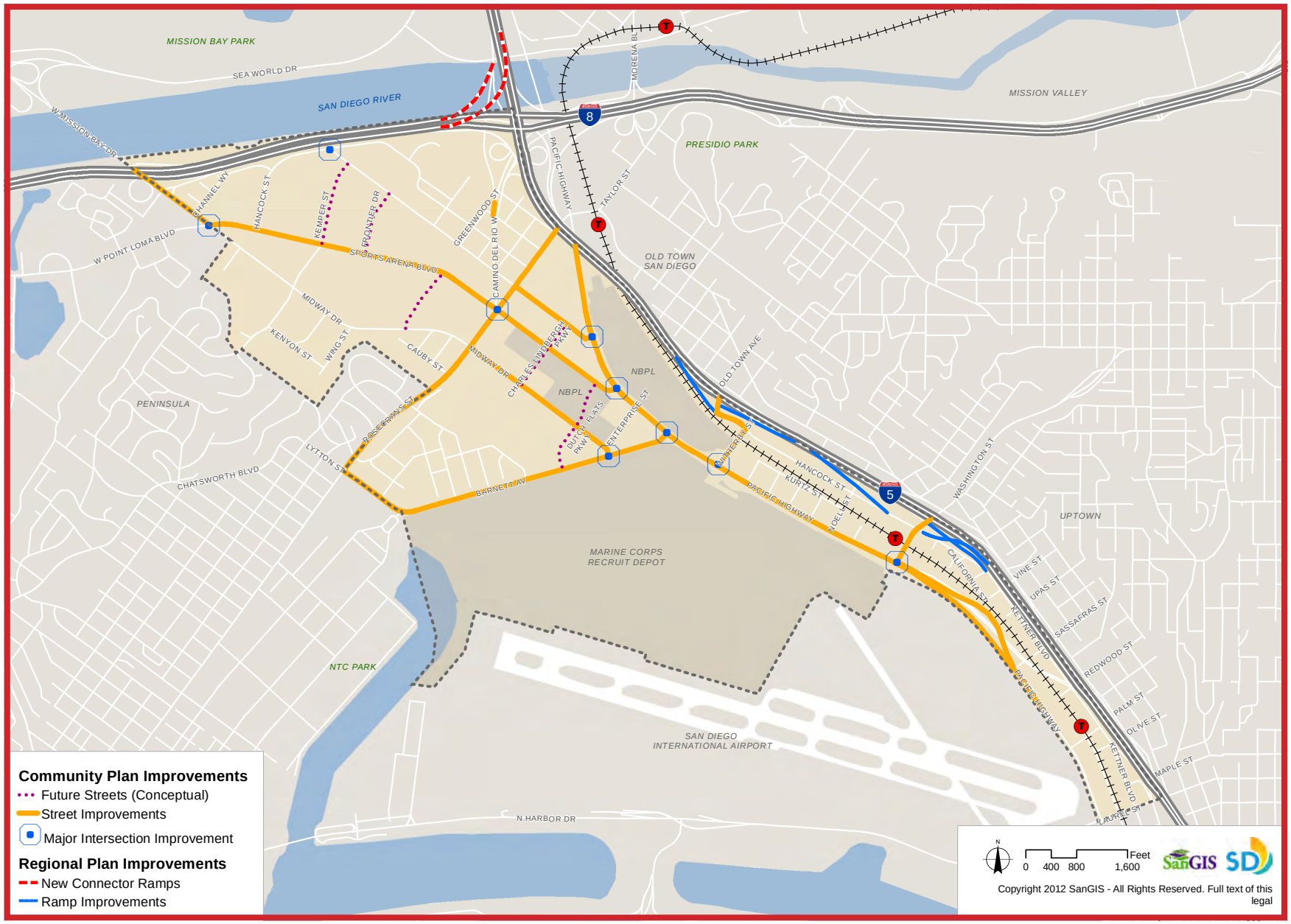


FIGURE 3-7: RECOMMENDED STREETS AND FREEWAYS IMPROVEMENTS



3.6 INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent transportation systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their function. The goal of ITS implementation is to maximize efficiency of these transportation systems, increase vehicle throughput, reduce congestion, and provide useful information to the commuting public. Information may be relayed or reflected through flashing messaging boards, allowing travelers to make informed travel mode and route decisions, and self-adjusting traffic signals during peak traffic hours. The use of ITS tools will be instrumental to addressing the community's mobility needs.



Real-time information, such as parking spots available and next-bus information, will help travelers make more efficient travel choices.

POLICIES

ME-6.1 Facilitate implementation of ITS and emerging technologies to help improve public safety, reduce collisions, optimize traffic signal timing, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.

ME-6.2 Prioritize ITS strategies such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion on Sports Arena Boulevard, Midway Drive, Rosecrans Street, and Pacific Highway.

ME-6.3 Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, industrial, and infrastructure development projects based on future demand and changes in technology.

ME-6.4 Support infrastructure to accommodate connected and autonomous vehicles.



Incorporating emerging technologies such as electric vehicle charging stations as part of infrastructure and development projects will encourage and support sustainable travel choices.

3.7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing, and to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Midway - Pacific Highway.

POLICIES

ME-7.1 Encourage new residential, office, and commercial developments, as well as any new parking garages, to provide spaces for car-sharing.

ME-7.2 Encourage large employers and institutions in Midway - Pacific Highway, such as the U.S. Navy and U.S. Marine Corps, to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

ME-7.3 Encourage the implementation of an employee shuttle between the Dutch Flats Urban Village and the Old Town Transit Center during morning and afternoon peak travel periods as a TDM measure prior to the start of Rapid Bus service.

ME-7.4 Encourage new multifamily residential development to provide discounted transit passes to residents.

ME-7.5 Encourage new commercial, office, and industrial development to provide discounted transit passes to employees.

ME-7.6 Encourage employers to participate in and inform employees about SANDAG's Transportation Demand Management programs.

ME-7.7 Encourage participation in active transportation programs to and from schools, in conjunction with Safe Routes to School programs, to help promote physical activity and healthier lifestyles for students.

ME-7.8 Implement bike share and car share programs where appropriate to reduce the necessity for automobile ownership and use in the community.

ME-7.9 Encourage the implementation of a shuttle between the Sports Arena and the Old Town Transit Center during events as a TDM measure.

ME-7.10 Coordinate with SANDAG, MTS, and the U.S. Navy to reduce congestion in Midway - Pacific Highway and adjacent communities from vehicles traveling to and from Naval Base Point Loma facilities through the implementation of a federal- and/or regionally funded employee shuttle between Naval Base Point Loma, SPAWAR, and the Old Town Transit Center during morning and afternoon peak travel periods and provision of parking for Naval Base Point Loma employees at SPAWAR.



Transportation Demand Management efforts can include installation of bike sharing stations throughout the community.

3.8 PARKING MANAGEMENT

The achievement of many of the goals of the Community Plan depends on thoughtfully planning and effectively managing parking in the community. These goals include reduced congestion and vehicle trips, increased sustainability, improved pedestrian and bicycle facilities, improved transit use and transit service, revitalized employment and residential districts, and enhanced community character.

POLICIES

ME-8.1 Support reducing minimum parking requirements for mixed-use development, which could include the utilization of tandem parking.

ME-8.2 Encourage public parking structures and surface parking to utilize shared parking arrangements as part of new development to efficiently meet parking demands.

ME-8.3 Implement parking management strategies and enforce existing parking regulations and restrictions in order to more efficiently use on-street parking spaces, increase turnover and parking availability, and reduce on-street overnight parking of oversized vehicles.

ME-8.4 Encourage shared driveways where feasible to reduce curb cuts.

3.9 GOODS MOVEMENT AND FREIGHT CIRCULATION

Within Midway - Pacific Highway, medium to large trucks make deliveries to industrial, commercial, and institutional land uses in the community including the Post Office on Midway Drive, the Marine Corps Recruitment Depot (MCRD), the Naval Base Point Loma - SPAWAR complex, and the San Diego International Airport (SDIA). The community does not have any designated truck routes. Trucks are allowed to use major roadways to access the industrial and commercial sites. As Midway - Pacific Highway evolves and grows, steps can be taken in order to minimize potential impacts from truck activity within the community.

POLICIES

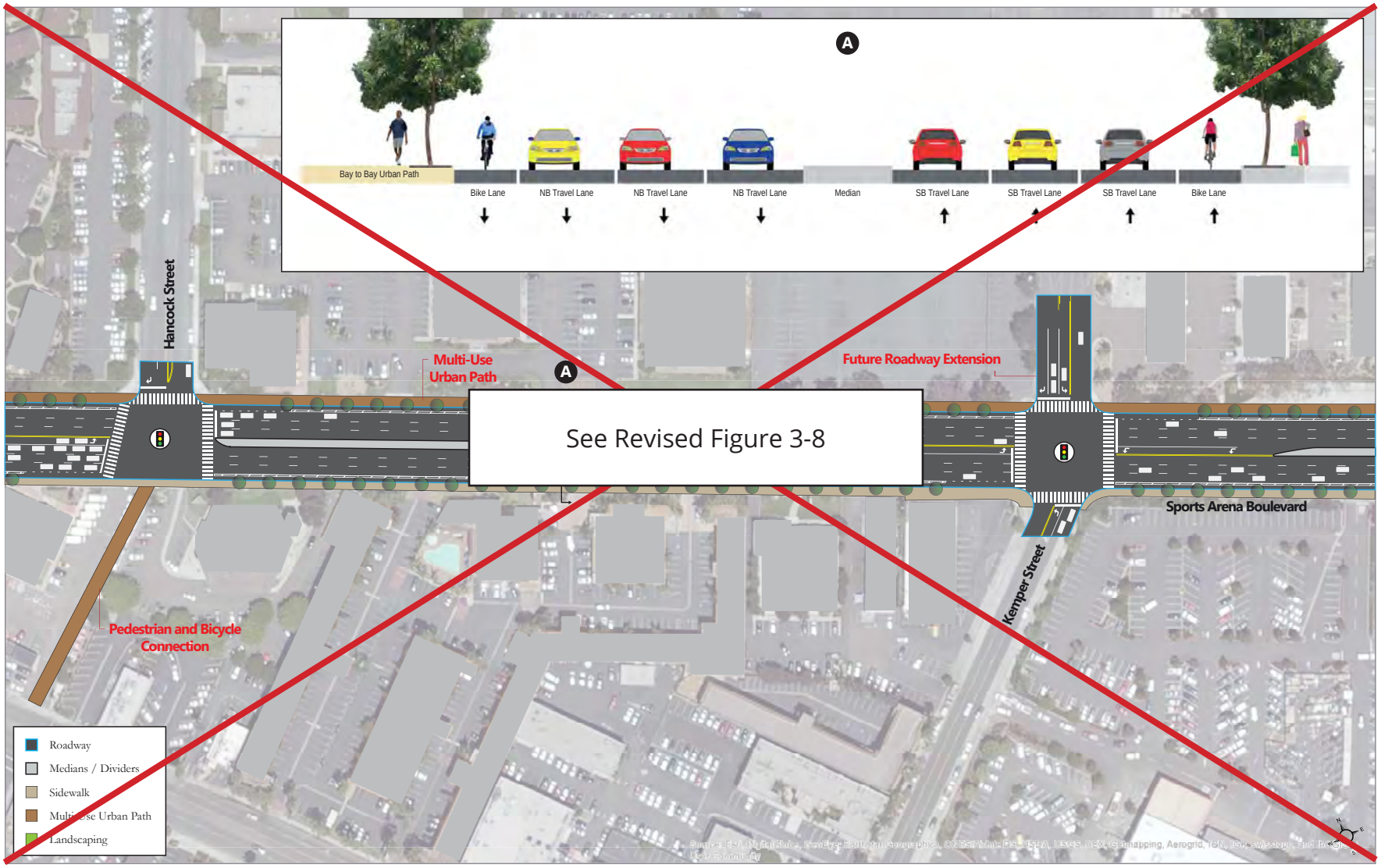
ME-9.1 Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.

ME-9.2 Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.

ME-9.3 Provide adequate short-term, on-street curbside loading spaces for existing developments where off-street loading is not accommodated.

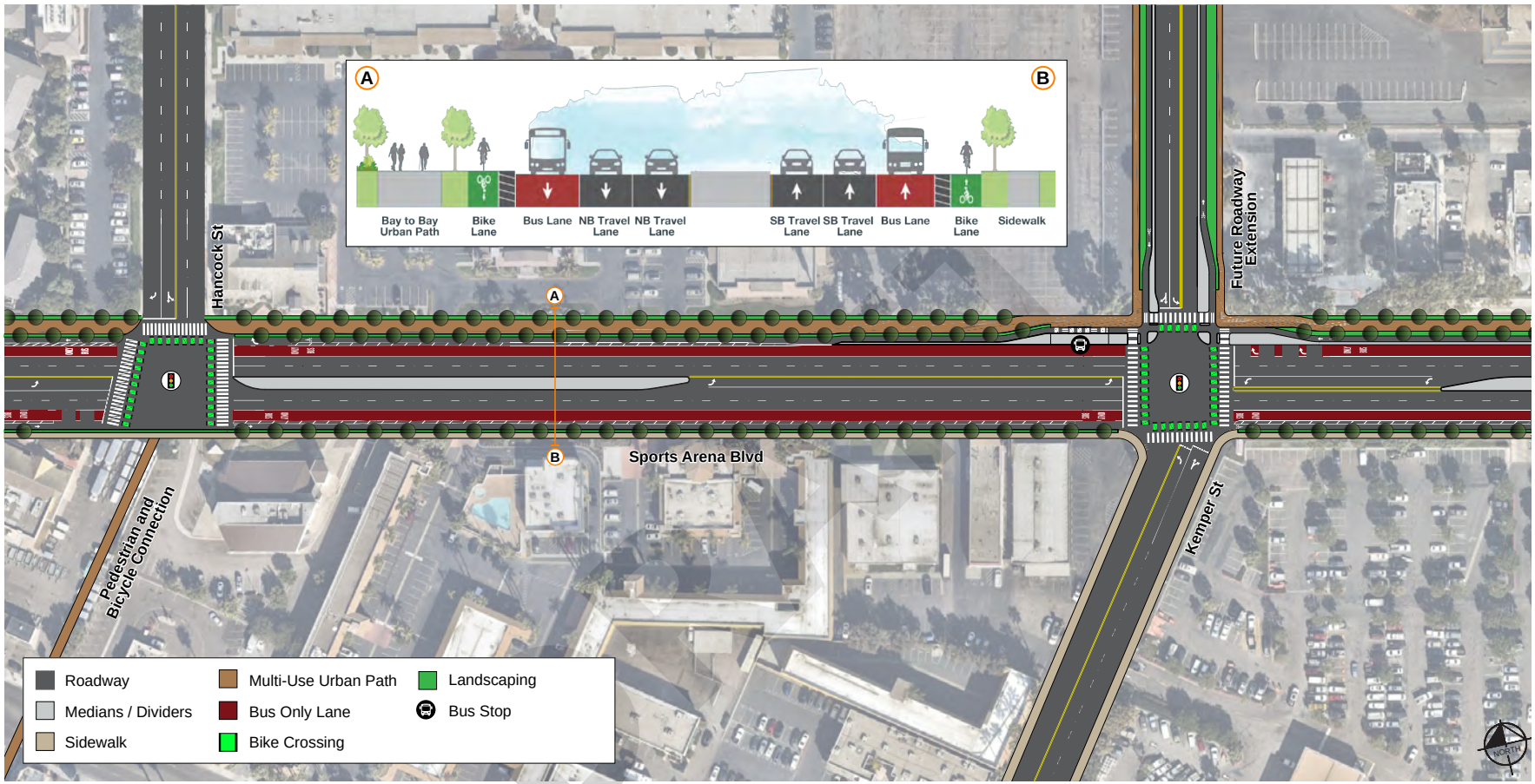
ME-9.4 Coordinate with Caltrans, the San Diego Unified Port District, the San Diego County Regional Airport Authority, and the California Public Utilities Commission to improve truck access to and from the San Diego International Airport and I-5.

FIGURE 3-8: SPORTS ARENA BOULEVARD IMPROVEMENTS



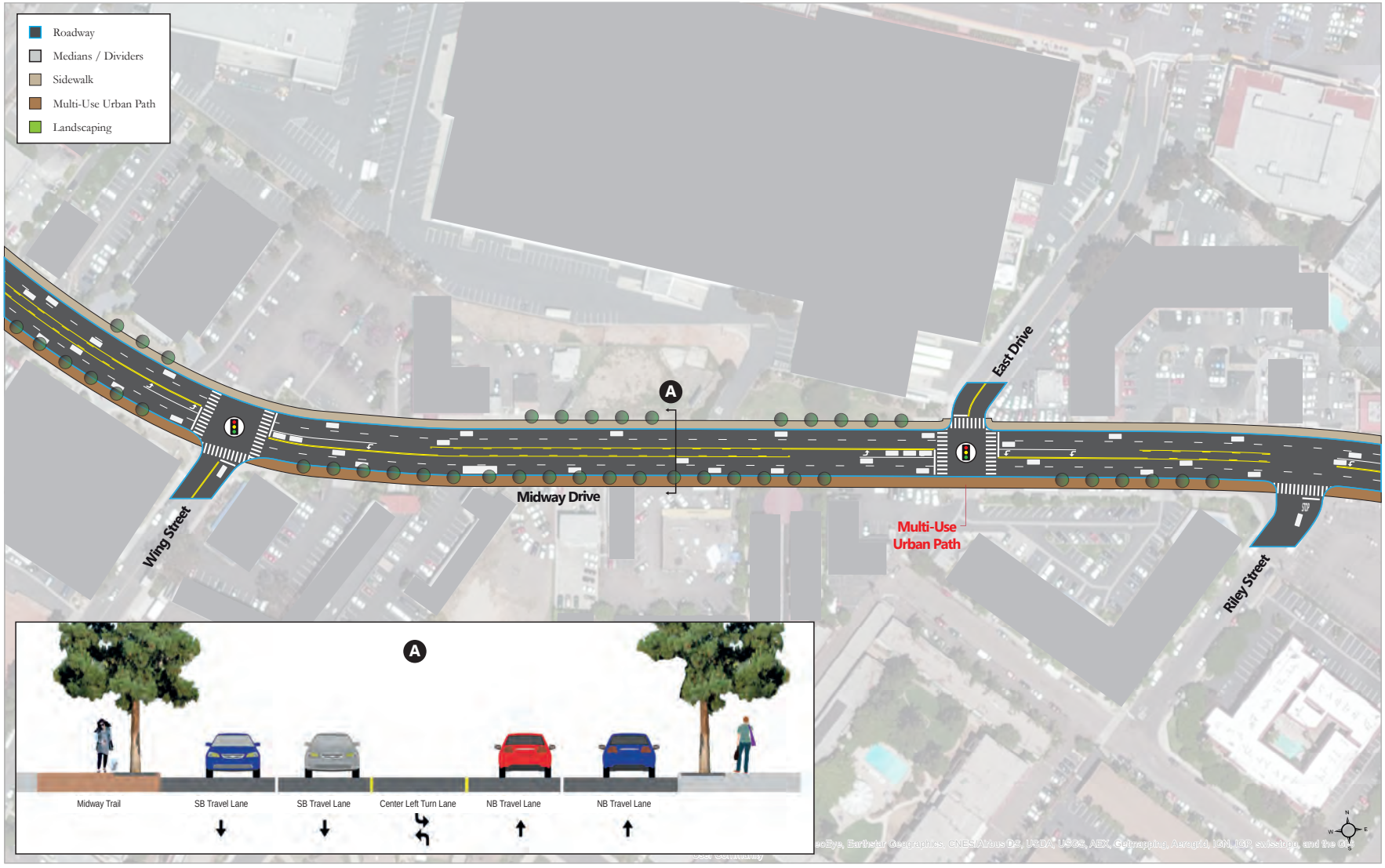
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-8: SPORTS ARENA BOULEVARD IMPROVEMENTS



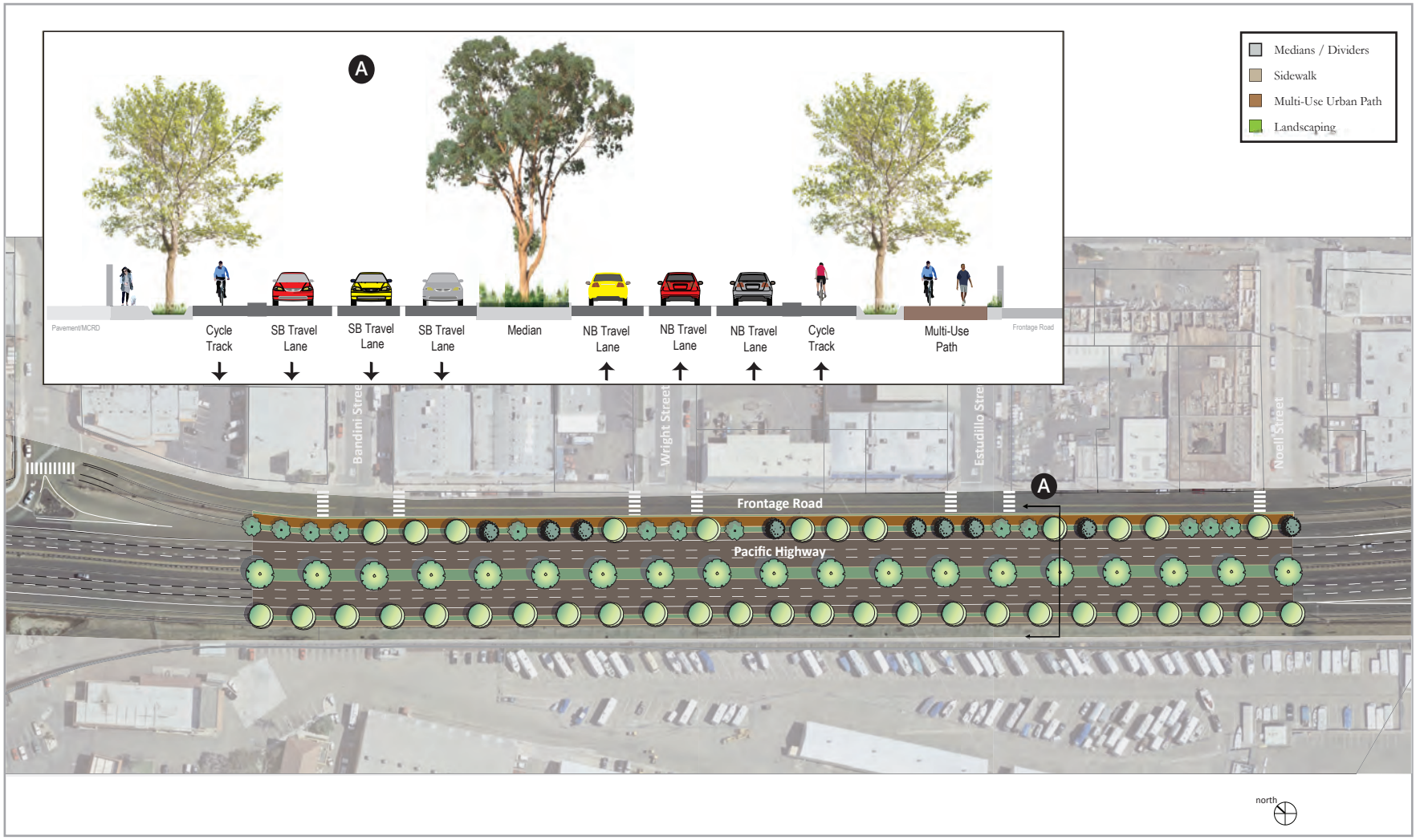
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-9: MIDWAY DRIVE IMPROVEMENTS



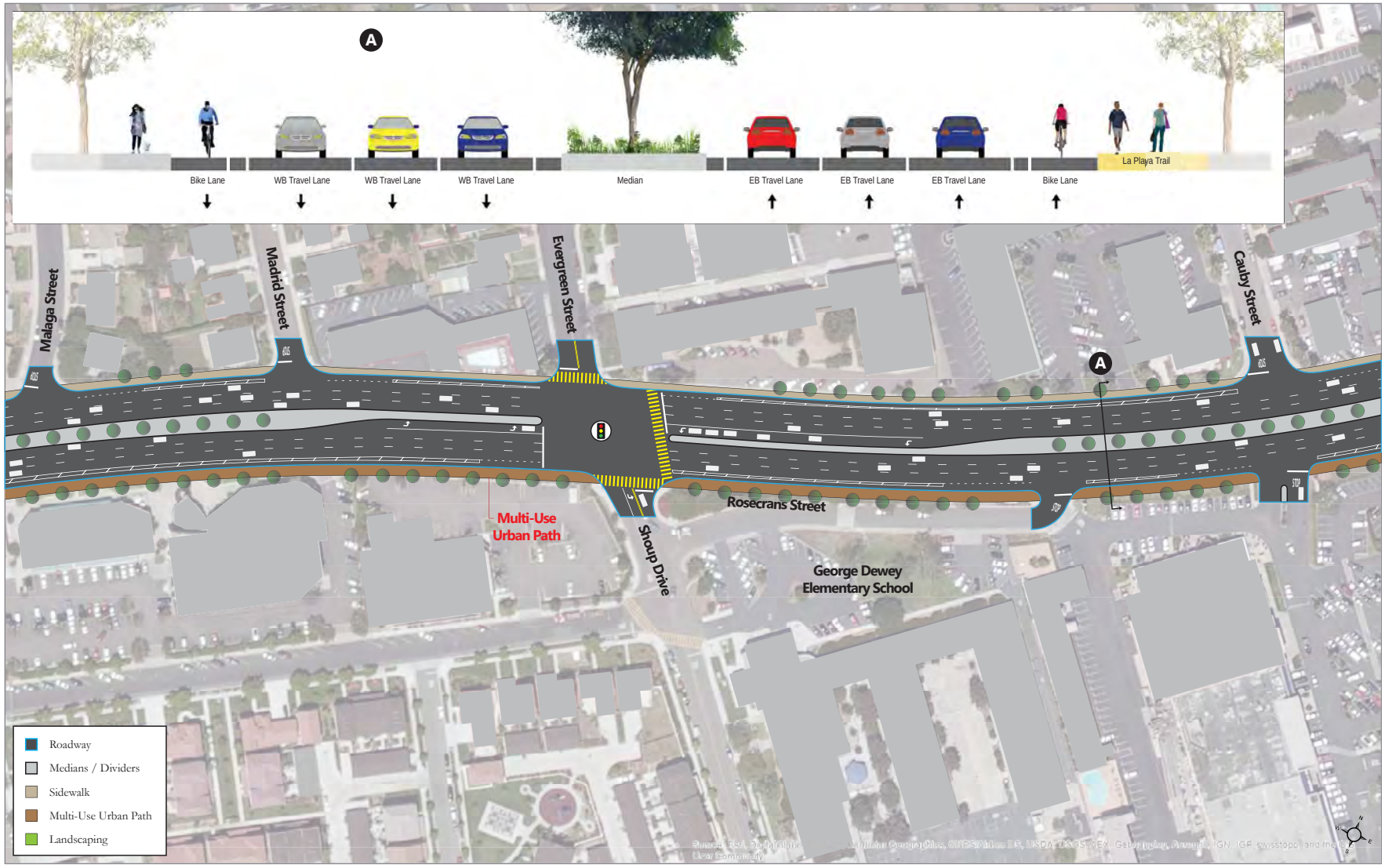
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-10: PACIFIC HIGHWAY IMPROVEMENTS



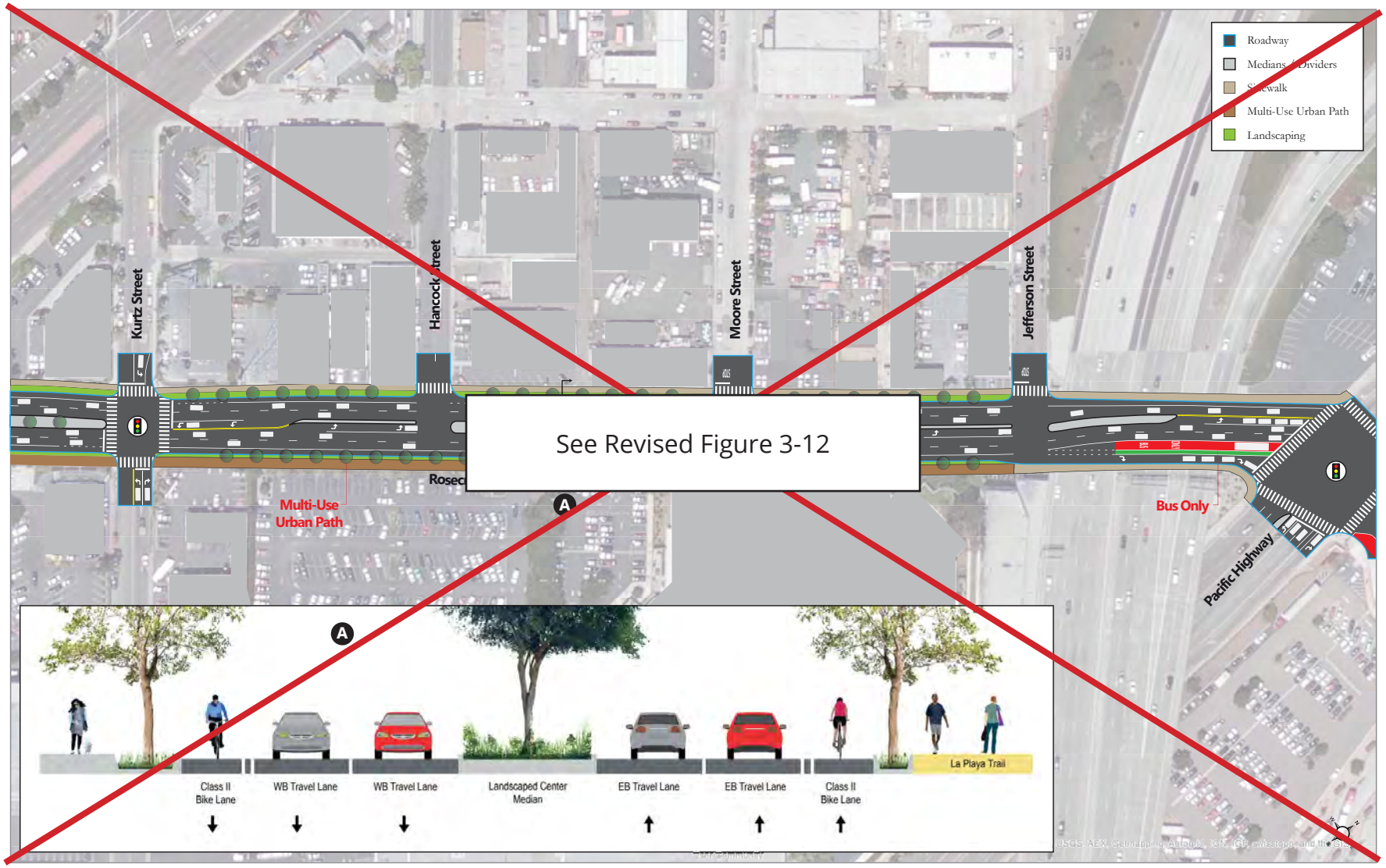
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-11: ROSECRANS STREET IMPROVEMENTS (WEST OF MIDWAY DRIVE)



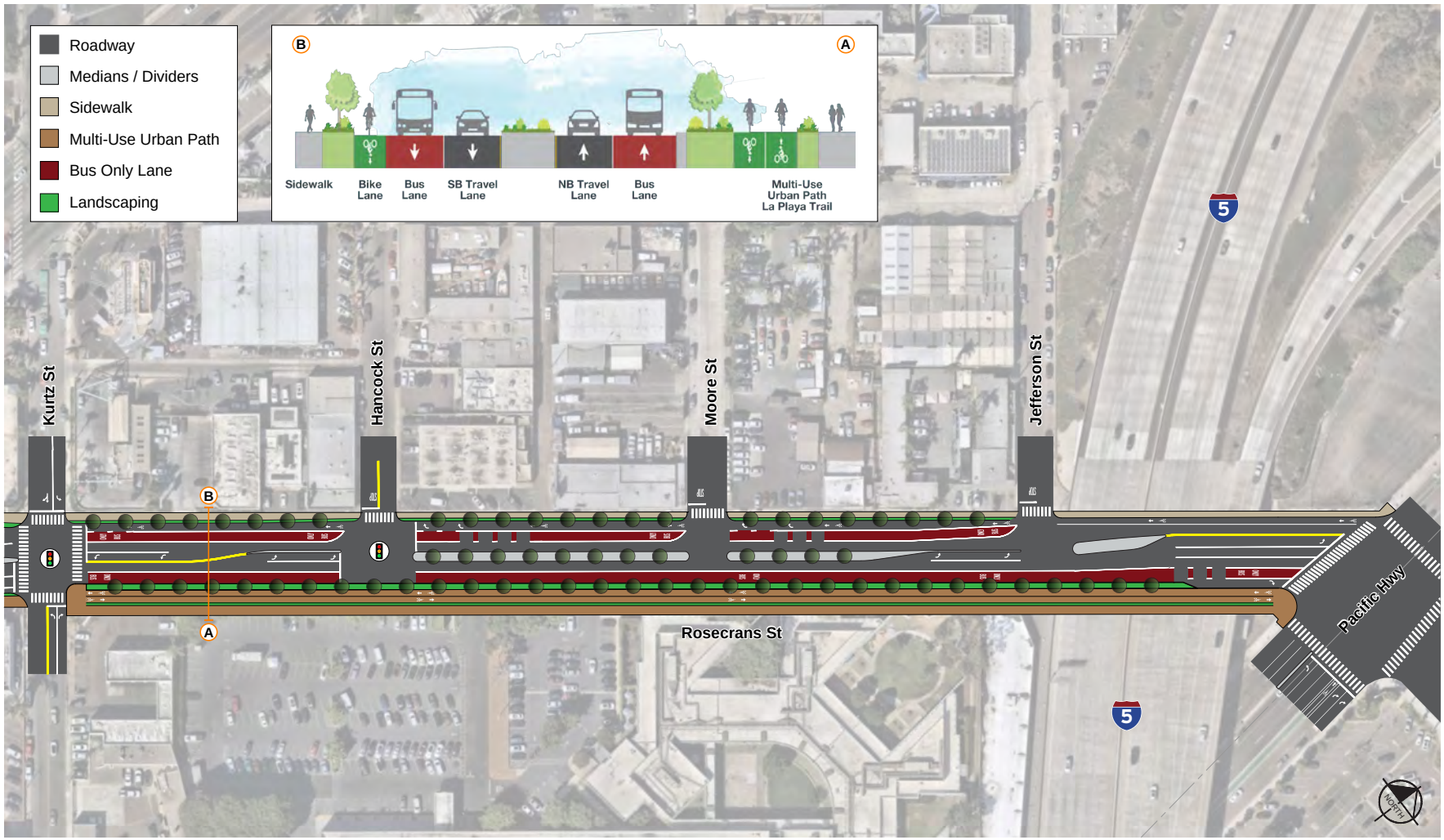
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-12: ROSECRANS STREET IMPROVEMENTS (EAST OF SPORTS ARENA BOULEVARD)



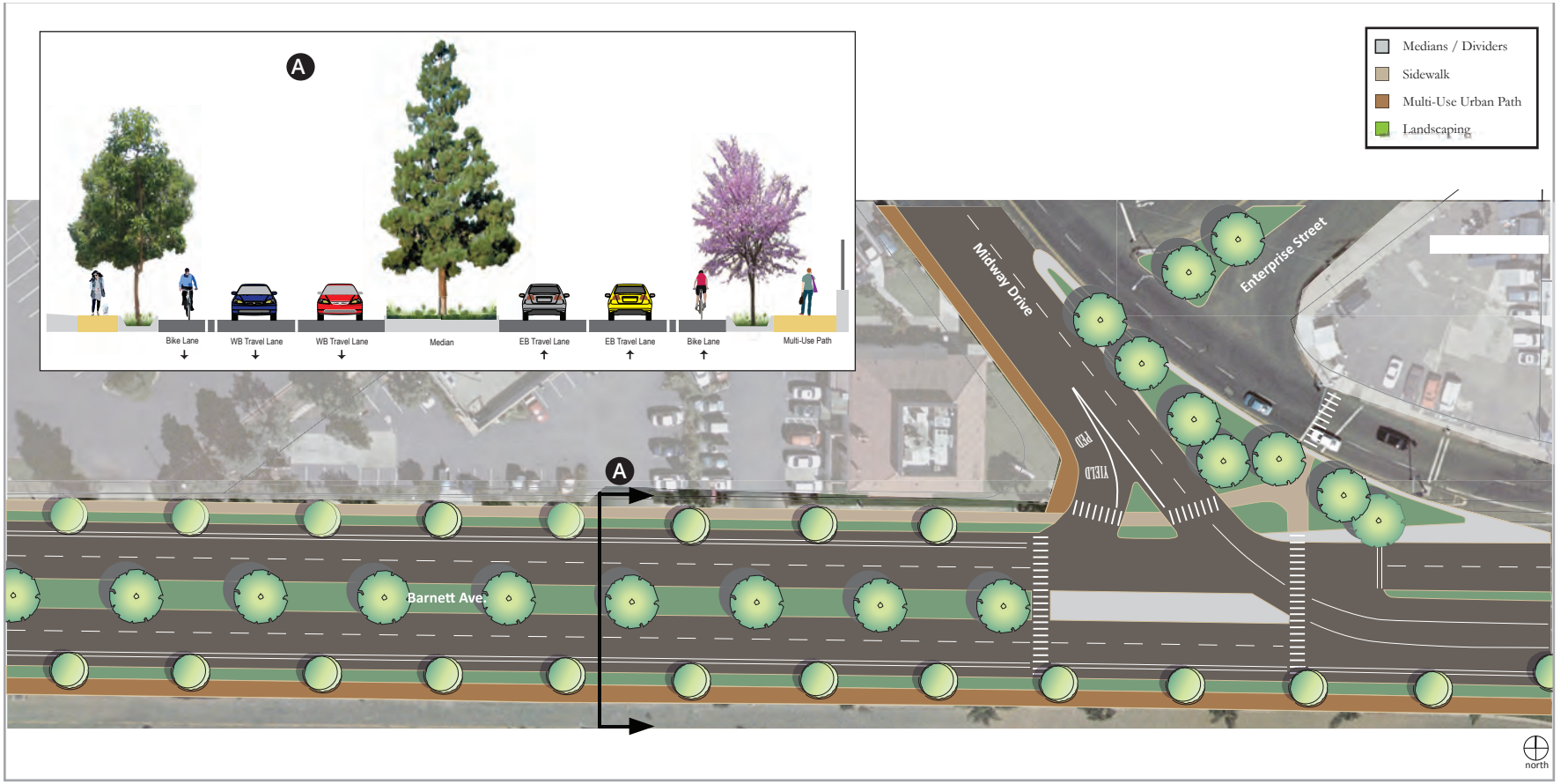
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-12: ROSECRANS STREET IMPROVEMENTS (EAST OF SPORTS ARENA BOULEVARD)



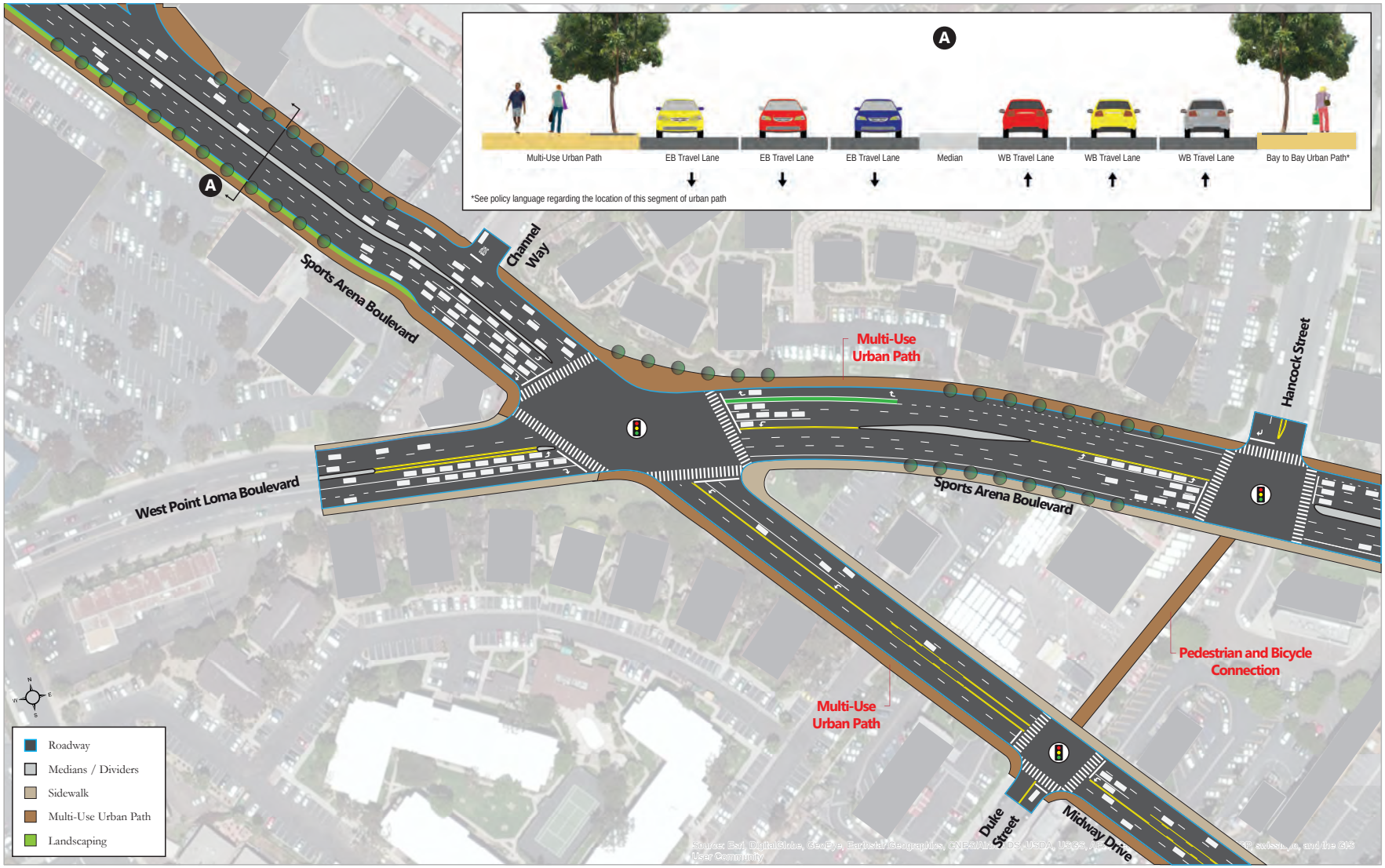
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.
Refer to Policy ME-2.13 regarding driveway to properties located along the south side of Rosecrans Street.

FIGURE 3-13: BARNETT AVENUE / LYTTON STREET IMPROVEMENTS



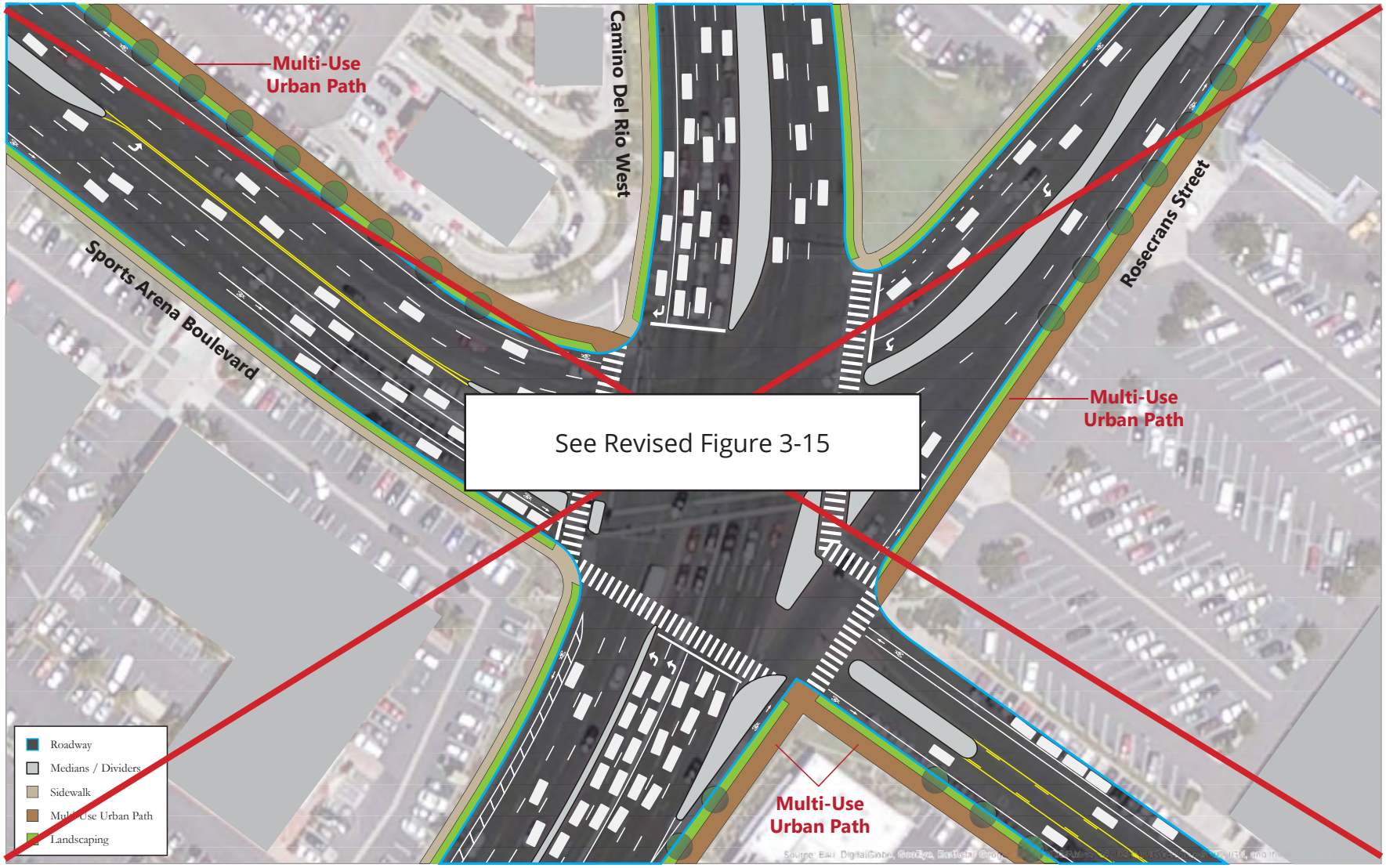
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-14: SPORTS ARENA BOULEVARD / W. POINT LOMA BOULEVARD / MIDWAY DRIVE INTERSECTION IMPROVEMENTS



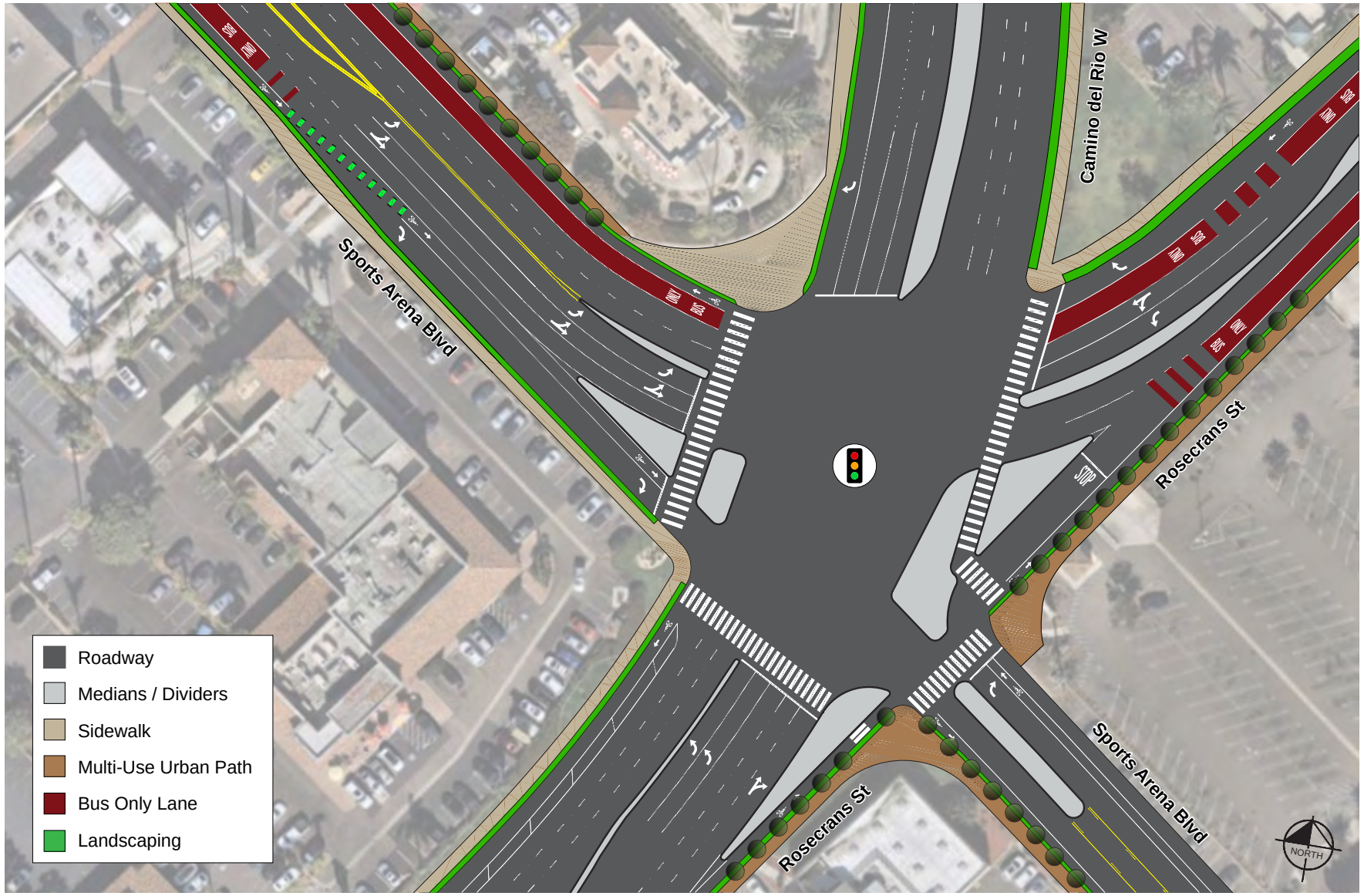
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-15: SPORTS ARENA BOULEVARD / ROSECRANS STREET / CAMINO DEL RIO WEST INTERSECTION IMPROVEMENTS



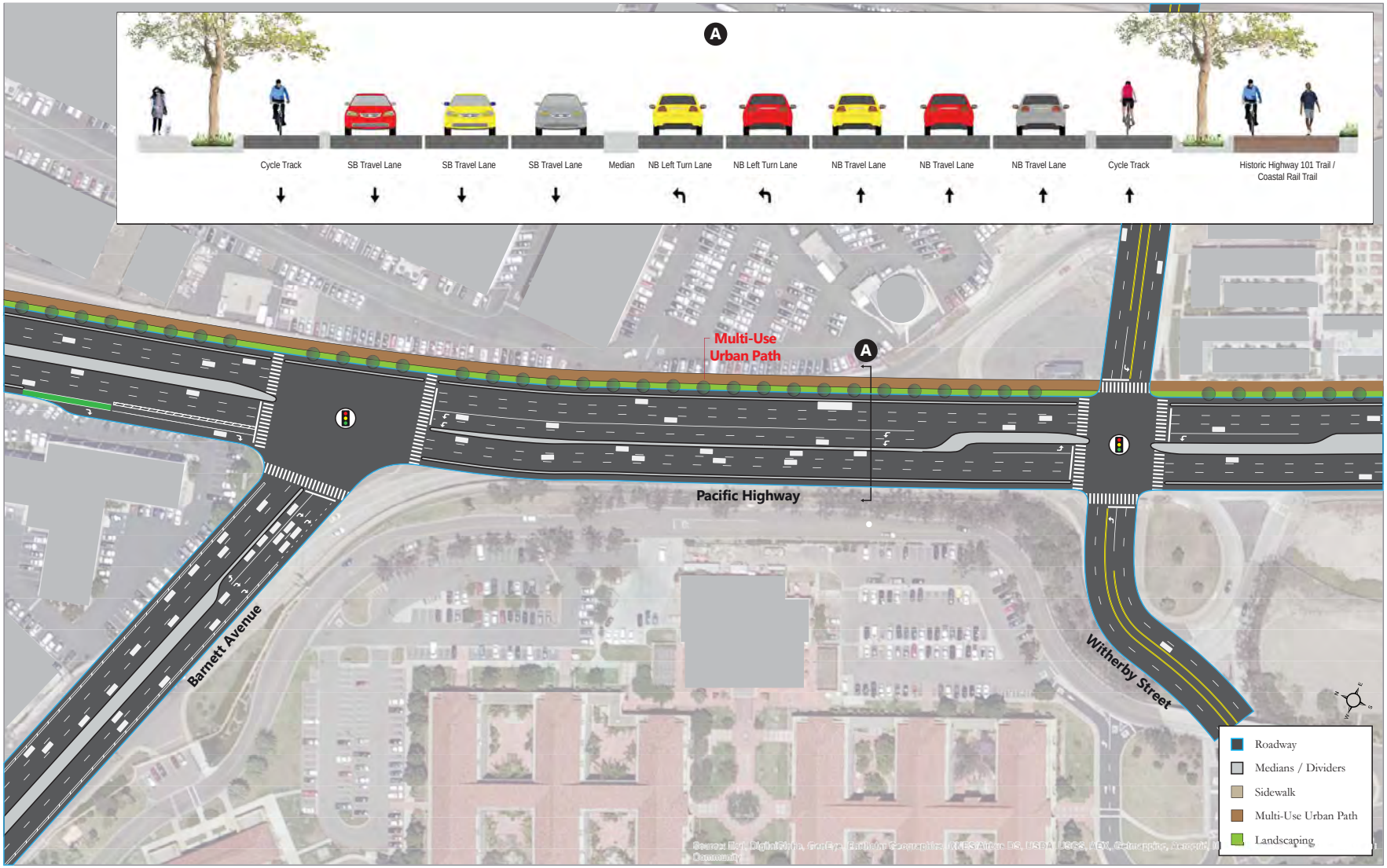
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-15: SPORTS ARENA BOULEVARD / ROSECRANS STREET / CAMINO DEL RIO WEST INTERSECTION IMPROVEMENTS



This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-16: PACIFIC HIGHWAY / BARNETT AVENUE / WITHERBY STREET INTERSECTION IMPROVEMENTS



This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

URBAN DESIGN 4

4.1 Urban Framework
4.2 Streetscape and Public Realm
4.3 Urban Greening
4.4 Gateways
4.5 Wayfinding and Signs
4.6 Building and Site Design
4.7 Light Environment
4.8 Sustainable Design

INTRODUCTION

Urban design addressess the defining features and relationships of buildings, groups of buildings, development sites, public spaces, and public infrastructure in a communitiy. Midway – Pacific Highway is currently an urban community with commercial and industrial buildings and developments from various eras of the 20th century and pockets of residential development. The composition of land uses in the community has created a fragmented sense of place. The community is centrally located and attracts people from many areas of the City for jobs and shopping during the day, but community vitality diminishes after business hours. The community's auto-dominated streets provide minimal space for pedestrians, bicyclists, and public activity. Existing developments feature large parking areas that are adjacent to the sidewalk and lack connections and spaces for pedestrians. These development characteristics discourage pedestrian and bicycle activity and further reduce vitality. The vision and policies in this element build on efforts undertaken over the last 20 years by Midway - Pacific Highway stakeholders to improve and enhance its character.

VISION

The vision for Midway - Pacific Highway is a community with an enhanced sense of place and improved building, site, and streetscape design focused on walkability and livability. The development of vibrant, pedestrian-friendly, and distinctive districts and villages will bring new character and vitality to the community. Transit-oriented development that incorporates residential uses will create a balanced community and support the goals of the Climate Action Plan. Also, revitalization of employment areas with complementary residential uses and public spaces will allow people to live and work within the community.

New complete streets and pedestrian and bicycle connections will divide existing superblocks into smaller blocks to improve mobility



URBAN DESIGN GOALS

- A framework of streets and blocks that support a pedestrian-oriented pattern and scale of development.
- Pedestrian-oriented, human-scaled, high-quality, and sustainable development projects and site design.
- An enhanced, expanded, and connected public realm of attractive streets, pedestrian spaces, and public spaces within the community.
- An upgraded public realm with streetscape improvements, gateway nodes, amenities, street trees, landscaping, and wayfinding signs to support multimodal transportation and enhance community character.
- Linear gateways and urban paths that connect to Mission Bay, San Diego River Park, and San Diego Bay.

for pedestrian, bicyclists, and motorists. An enhanced public realm, including attractive and safe pedestrian and bicycle connections through the community, will encourage active transportation and transit use and improve the flow of vehicles. These connections will also capitalize on the community's unique location near regional open space and recreational resources. New parks and public spaces will help create an outdoor-focused community character that encourages pedestrian activity, social gatherings, and community events.

The comprehensive Urban Design Framework for the community is illustrated in Figure 4-1. For village- and district-specific urban design policies, refer to the Land Use, Villages & Districts Element.

4.1 URBAN FRAMEWORK

The community contains superblocks in the Sports Arena Community Village, Rosecrans District, Dutch Flats Urban Village, and Kettner District. The Community Plan envisions transforming the superblocks into a walkable grid block pattern with new streets, "main streets" which could be private drives or public streets, and pedestrian walkways. Main streets will serve as pedestrian spines within villages and superblocks and can feature office, retail and residential uses as part of future development. These streets and walkways (see Figure 4-1) will break up larger blocks, improving connectivity and introducing opportunities for pedestrian-oriented development. Related policies regarding street, pedestrian, and bicycle connections can be found in the Mobility Element.

POLICIES

UD-1.1 Maintain and expand grid street patterns with walkable block sizes (perimeter of 1,500 feet or less) to support pedestrian-oriented development.

UD-1.2 Consider street vacations that support the development of park and public spaces and do not reduce pedestrian and bicycle access.

UD-1.3 Develop a pedestrian-oriented urban framework within villages as well as in districts that contain superblocks.

- **A.** Incorporate pedestrian-oriented public streets, public or private "main streets," and other pedestrian routes to improve pedestrian connectivity and encourage pedestrian-oriented development.
- **B.** Establish walkable block lengths to support pedestrian-oriented block sizes and development.
- **C.** Avoid creating cul-de-sacs and dead-end streets where possible.
- **D.** Incorporate smaller streets and/or alleys behind street-front commercial uses and through residential blocks to allow for rear parking and loading and minimize sidewalk curb cuts along primary street frontages.
- **E.** Provide sidewalks and street trees along both sides of drives to support connectivity and walkability.



A walkable urban framework that includes "main streets" will support pedestrian activity and village development.

FIGURE 4-1: URBAN DESIGN FRAMEWORK (CONTINUES)

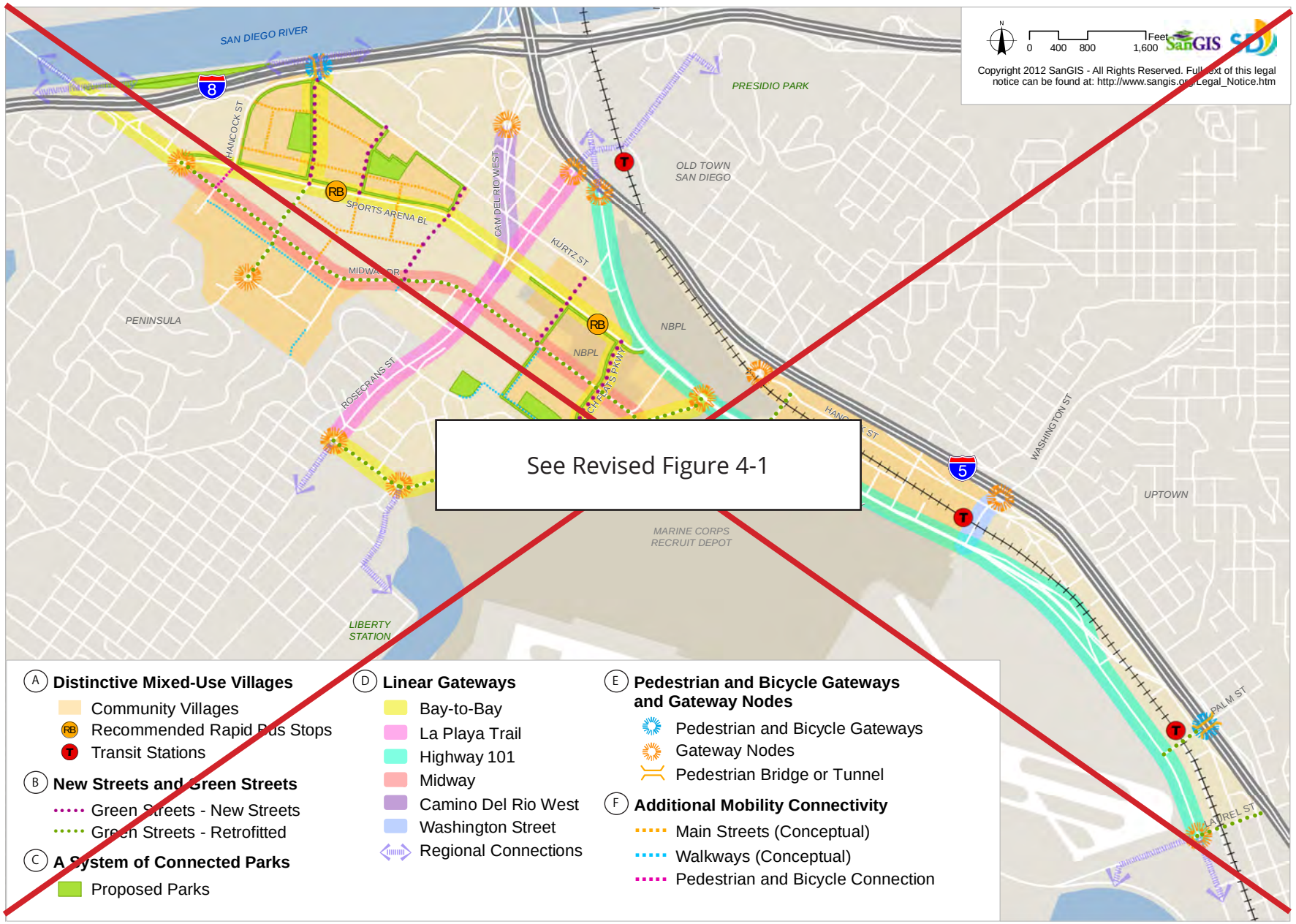


FIGURE 4-1: URBAN DESIGN FRAMEWORK (CONTINUES)

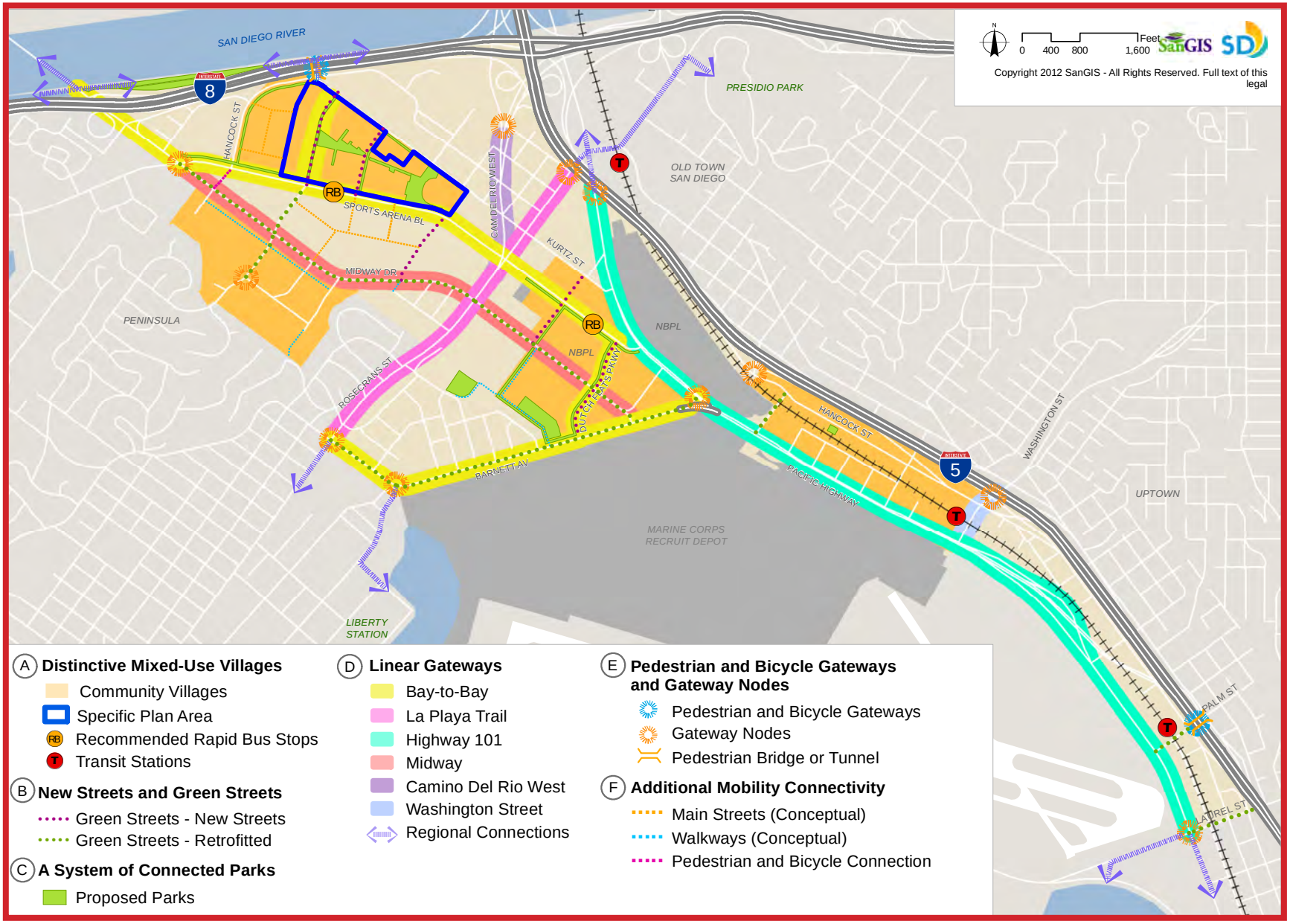


FIGURE 4-1: URBAN DESIGN FRAMEWORK MAP KEY

Ⓐ ***Distinctive Mixed-Use Villages.*** Villages with their own distinct range of uses, character, streetscapes, places, urban form and building design as an integral aspect of Midway - Pacific Highway's identity and character. Access to transit is an integral feature of villages. (See Section 2.4 in the Land Use, Villages and Districts Element and Section 4.6 of the Urban Design Element.)

Ⓑ ***New Streets and Green Streets.*** Network of new, complete streets that provide increased pedestrian, bicycle, and vehicle connectivity within existing superblocks. New streets and existing streets identified as green street will incorporate elements to enable safe, attractive, and comfortable travel for all users and features to manage storm water and urban runoff. (See Sections 4.1 to 4.3 of the Urban Design Element, and Sections 3.2 and 3.5 of the Mobility Element.)

Ⓒ ***A System of Connected Parks.*** Planned parks and recreational facilities will be located along linear gateways and green streets that offer connections to community amenities as well as regional recreational, open space, and cultural destinations. (See Sections 4.3 and 4.4 of the Urban Design Element and the Recreation Element.)

Ⓓ ***Linear Gateways.*** Linear gateways will be streets that encourage active transportation and enhance community character by incorporating elements that create a more comfortable and attractive public realm. They will connect the villages and districts to destinations within the community as well as to Mission Bay, the San Diego River, and San Diego Bay. (See Sections 4.3 and 4.4 of the Urban Design Element.)

Ⓔ ***Pedestrian and Bicycle Gateways and Gateway Nodes.*** Pedestrian and bicycle gateways will provide attractive and safe connections between Midway - Pacific Highway and adjacent communities. Gateway nodes at key entrances to the community will enhance the sense of arrival and urban character for pedestrians, bicyclists, and vehicles. (See Sections 4.4 and 4.5 of the Urban Design Element.)

Ⓕ ***Additional Mobility Connectivity.*** Main streets (public or private) will serve as pedestrian spines within villages and superblocks creating a walkable grid block pattern that will feature active ground floor uses and pedestrian nodes. Pedestrian and bicycle connections and walkways will improve connectivity; facilitate bicycling, walking, and transit use; and encourage public interaction. (See Sections 4.1 and 4.2 of the Urban Design Element.)

4.2 STREETSCAPE AND PUBLIC REALM

The public realm is the space where public interaction occurs. It includes streets, walkways, and public or civic space such as plazas or greens. Public realm and streetscape design can improve the pedestrian experience, create a sense of place, help support activity centers, and increase connectivity within the community and to adjacent communities. Development can expand the public realm by including public and semi-public spaces as part of building and site design. Public and private projects can provide wider non-contiguous sidewalks with parkway landscaping shade trees, pedestrian-oriented lighting, and median landscaping to contribute the pedestrian environment. Streetscape enhancements can be incorporated into existing streets either through the redesign of existing right-of-way or the acquisition of additional right-of-way.

POLICIES

General

UD-2.1 Incorporate public spaces (e.g. plazas, pocket parks, promenades, or greens) as an integral aspect of site and building design within villages and where feasible within residential/commercial mixed-used districts. (Refer also to the Recreation Element.)

UD-2.2 Activate public spaces, including streets, sidewalks, and parks with City-permitted special events and park uses that provide cultural enrichment, promote economic vitality, enhance community identity and pride, and provide fundraising opportunities for the community's nonprofit agencies.

UD-2.3 Integrate pedestrian connections (such as walkways, pathways, sidewalks, passageways, or arcades) and spaces into site designs within villages and where feasible within residential/commercial mixed-used districts, to encourage public interaction and to facilitate walking.

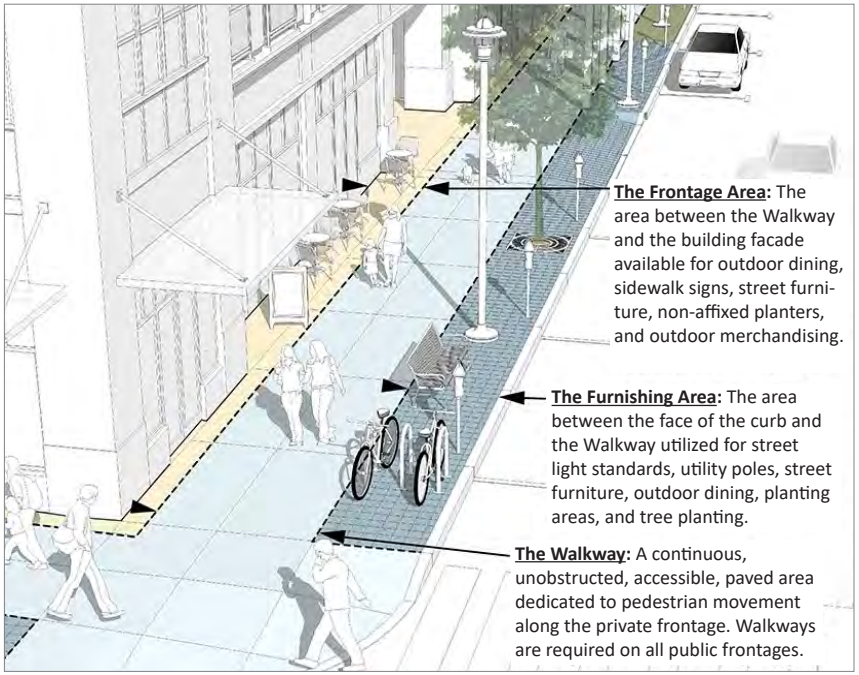
UD-2.4 Provide streetscapes that incorporate a frontage area, a pedestrian walkway with non-contiguous sidewalks, and a furnishing area with street trees between the street curb and sidewalk within villages and where feasible within districts.

UD-2.5 Utilize pop-outs, bulb-outs, and/or building setbacks where appropriate to create pedestrian nodes along streets and at street corners within villages; where feasible within residential/commercial mixed-used districts; and along linear gateways, main streets, and green streets.

UD-2.6 Provide pedestrian-oriented lighting along linear gateways, main streets, and green streets, as well as on pedestrian paths, at transit stops, and at pedestrian plazas, to enhance the safety and comfort of the pedestrian environment.



Incorporating public spaces and pedestrian and bicycle connections into site design will support activity centers.



Sidewalks with an accessible walkway area, active public space in the frontage area, and pedestrian amenities and landscaping in the furnishing area encourage pedestrian activity.



Sidewalks with a furnishing area that incorporates street furniture, street trees, and landscaping help create a comfortable and attractive pedestrian environment.

Walkway Area

UD-2.7 Incorporate wider sidewalks in the pedestrian walkway area (clear path of travel) within villages and on linear gateways, main streets, and green streets.

UD-2.8 Minimize the number of driveways that interrupt the pedestrian walkway.

UD-2.9 Avoid placing obstructions within the pedestrian walkway area, such as transformers and utility boxes, to the maximum extent possible.

Frontage Area

UD-2.10 Design the frontage area between buildings and the public right-of-way to be active in areas of high pedestrian activity, or a mixture of active and passive in areas with moderate to lower levels of pedestrian activity, to support walkability.

UD-2.11 Create active frontage areas for buildings by incorporating ground-floor retail or office uses or entrances to residential lobbies within villages and residential/commercial mixed-used districts and along linear gateways, main streets, and green streets.

UD-2.12 Incorporate active frontage areas with outdoor seating adjacent to parks and public spaces within villages and residential/commercial mixed-used districts to create pedestrian-oriented activity centers. (Refer also to the Recreation Element.)

Furnishing Area

UD-2.13 Provide a furnishing area between the curb and the sidewalk, with street trees and plantings within parkway planting areas, bioswales, or tree wells, to enhance the pedestrian environment and capture urban runoff where feasible. (Refer also to the Urban Greening section.)

4.3 URBAN GREENING

Urban greening integrates storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. Urban greening improvements in Midway - Pacific Highway will support walkability, clean the air, clean storm water, cool the pavement, and calm traffic. Street trees and landscaping are vital parts of the envisioned urban character as well as the urban greening infrastructure system. The community street tree plan (see Figure 4-2 and Appendix A) establish street tree themes for primary street corridors and each district and village. Midway-Pacific Highway can experience flooding during rain events and from periodic high tides. Bioretention and bioinfiltration facilities in the public right-of-way along green streets and linear gateways can supplement the storm drain system and help cleanse storm water of contaminants.



Urban greening with street trees, landscaping, and storm water improvements enhances walkability, calms traffic, and provides environmental benefits.

GREEN STREETS

Green streets, as identified in Figure 4-1, will link people to parks, public spaces, and adjacent communities. These streets will incorporate a bicycle and pedestrian orientation, storm water improvements, canopy shade street trees, pedestrian lighting, and other pedestrian amenities. Other suitable streets may also receive green street improvements to help meet storm water pollution reduction goals.



Green streets create improved pedestrian and bicycle connections between parks and public spaces and improve sustainability with shade-producing street trees and storm water management features.

POLICIES

UD-3.1 Design green streets to incorporate enhanced pedestrian and bicycle facilities, canopy street trees, and storm water features that increase absorption of storm water, urban runoff, pollutants, and carbon dioxide. Consider operational and maintenance needs for green street elements when designing improvements.

UD-3.2 Design and construct all new public streets with green street features to the extent feasible.

LANDSCAPING

Landscaping in the public right-of-way and development sites can capture and infiltrate storm water into the ground, reduce the urban heat island effect, and shade buildings from solar heat. Landscaping in parkways can also create a physical barrier between pedestrian areas and vehicular areas to increase pedestrian comfort.

POLICIES

UD-3.3 Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public spaces, and private development.

UD-3.4 Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.

UD-3.5 Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces. (Refer to Box 4-1.)

UD-3.6 Preserve existing mature trees in landscaping areas wherever possible, as they are providing the greatest environmental benefits to the community.

UD-3.7 Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.

UD-3.8 Incorporate green features in the design of parking structures, such as cascading vines, rooftop landscaping visible from the public right-of-way, and planting features along the deck edges.

UD-3.9 Encourage development of linear parks identified in the Recreation Element by allowing development projects that incorporate a linear park to count the landscaping area in the linear park toward the project's landscaping requirements.

BOX 4-1: SHADE AND PASSIVE COOLING LANDSCAPING TECHNIQUES

- Place trees strategically for their benefits in building, window, and outdoor space shading.
- Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to reach buildings in the winter.
- Plant vegetation to shield exposed east- and west-facing walls.
- Plant groundcovers that prevent ground reflection of solar heat and keep the surface cooler.
- Build roof gardens, eco-roofs, or other vegetated roof systems to help reduce the solar heat gain and, where possible, to serve as functional passive-use space.



Drought-tolerant and native landscaping placed strategically will shade buildings.

STREET TREES

Street trees improve community appearance, reduce the urban heat island effect, create shade within the public realm, and provide a barrier between pedestrian and vehicular areas. Street trees are also a tool for managing storm water, due to their ability to absorb water through their root systems and transpire water vapor and oxygen back to the atmosphere. The Community Plan establishes street tree themes for primary street corridors and districts and villages, as shown in Figure 4-2, to contribute to sense of place. The street tree palettes are found in Appendix A.

POLICIES

UD-3.10 Incorporate street trees consistent with the street tree palettes to create strong, recognizable themes. (Refer to Appendix A.)

UD-3.11 Preserve existing mature trees in the public right-of-way wherever possible. Replace each removed tree with two new trees where feasible.



Street trees in commercial corridors create pleasant shopping and dining environments.

BOX 4-2: STREET TREE PLANTING GUIDELINES

- Choose tree species from tree palettes to avoid potential conflicts with overhead or underground utilities, signs, and nearby structures. The ultimate tree size and form should fit within the parkway and aerial space allocated.
- Utilize tree root barriers along sidewalks and walkways in order to minimize pavement upheaval.
- Utilize a structural soil medium or suspended pavement technology that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy.
- Plant trees whose size at planting does not generally exceed 15 gallons, since younger specimens will acclimate to the site and surpass older, larger container specimens in size and health within a few years.
- Utilize tree grates or alternative techniques to protect trees, allow for trunk growth, and reduce pedestrian safety hazards in areas with high pedestrian activity.
- Coordinate tree grate design and materials with overall character of the street.
- Utilize small plants and bulbs that will not compete with the tree roots for water, space, and nutrients if additional landscaping is incorporated into tree pits.

UD-3.12 Consider implementing the street tree planting guidelines in Box 4-2 to ensure trees' long-term health and success.

UD-3.13 Space trees to have sufficient canopy to provide shading to the pedestrian zone in order to create a comfortable pedestrian environment. Spacing of trees should be dependent on species selected (20 to 50 feet on center), and should be based on the ability to reasonably achieve shading of at least 50 percent of the public right-of-way within ten years of planting.

UD-3.14 Encourage the development and implementation of a tree maintenance and watering plan for village areas and large development to maintain the long-term health of street trees that includes the activities listed in Box 4-3.

UD-3.15 Consider placing signs at a height that will allow visibility under shade trees.



Street trees create an attractive streetscape and provide shade within the public realm.

BOX 4-3: TREE MAINTENANCE AND WATERING PLAN COMPONENTS

- Raising the tree canopy as needed in order to address hazards and provide visibility of traffic signals and other traffic control devices for pedestrians and motorists.
- Addressing tree growth that obstructs building signs while maintaining the tree in place, through actions such as raising the tree canopy or temporarily repositioning signs.
- Removing dead trees or trees deemed to be an immediate hazard within the public right-of-way.
- Watering for street trees based on how large the trees are, to ensure maximum use of water provided.
- Eliminating weeds from street tree pits to reduce the amount of stress placed on the tree.
- Removing trash from street tree pits to reduce the amount of stress placed on plants.
- Loosening the top 2 to 3 inches of soil to alleviate compaction and help water and air reach the roots, and application of a three-inch layer of mulch to the tree pit to facilitate growth.

FIGURE 4-2: STREET TREE PLAN

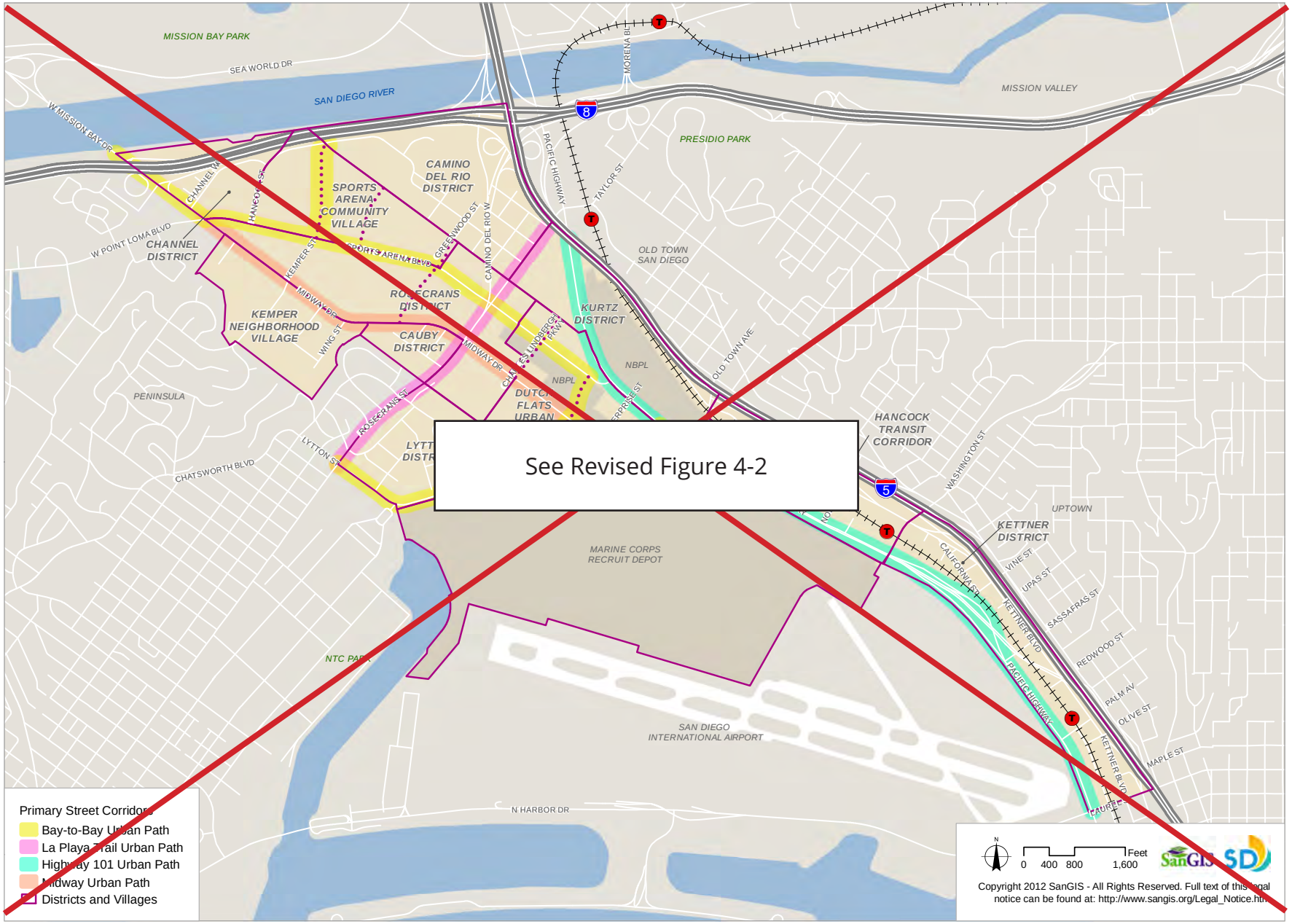


FIGURE 4-2: STREET TREE PLAN



4.4 GATEWAYS

Community gateways, as shown in Figure 4-1, will enhance sense of place and indicate entrance to a unique location by providing a notable visual experience for pedestrians, bicyclists, and motorists. Signage, monuments, public realm improvements, and architectural and site design will define the gateways. Linear gateways will provide connections within the community, to adjacent communities, and to adjacent regional parks and open space. Gateway nodes will be points along these linear gateways and other key streets that mark entrances to the community. The Public Facilities, Services and Safety Element discusses funding mechanisms for installation and maintenance of gateway landscaping and lighting that exceeds basic City services.

LINEAR GATEWAYS

Linear gateways will have a bicycle- and pedestrian-friendly environment, with wider sidewalks and bicycle facilities where feasible. The Bay-to-Bay, La Playa Trail, Highway 101, and Midway Drive linear gateways will include street tree themes, wayfinding signage designs, and multi-use urban paths that facilitate pedestrian and bicycle mobility as further described in the Mobility Element. Camino Del Rio West and Washington Street also serve as linear gateways that will include community identity features such as landscaping and community entry signs that enhance the sense of arrival.

BAY-TO-BAY LINEAR GATEWAY

The Community Plan envisions the establishment of a Bay-to-Bay linear gateway connecting San Diego Bay with Mission Bay, connecting the community to the Coastal Zone, and linking public spaces and linear parks. The route of the linear gateway will be defined through urban design, public space, and wayfinding improvements, including a multi-use urban path and enhanced streetscape and landscaping.

Two routes have been identified for the Bay-to-Bay connection. The near-term route will connect to Mission Bay along Sports Arena Boulevard under the I-8 interchange, and from Sports Arena Boulevard to Barnett Avenue along Enterprise Street. The long-term route includes the provision of a pedestrian and bicycle connection from the Sports Arena Community Village to the San Diego River Park across I-8 and from Sports Arena Boulevard to Barnett Avenue along Dutch Flats Parkway. Each segment of the link is described below.

Sports Arena Boulevard – The Community Plan envisions buildings along the boulevard that front the street to encourage pedestrian activity, along with enhancement of the existing right-of-way and removal of on-street parking to provide opportunities for wider sidewalks, the multi-use urban path lined with street trees, landscaped medians, and bicycle lanes. The intersection of Sports Arena Boulevard and Midway Drive serves as a gateway into the community from Mission Bay Park and the Ocean Beach and Peninsula communities.



Linear gateways provide a bicycle- and pedestrian-friendly environment with wider sidewalks, street trees, benches, and bicycle parking.

Kemper Street – The extension of Kemper Street from Hancock Street to Sports Arena Boulevard will be a designed as a green street with sidewalks, a bike facility, and street trees to promote pedestrian and bicycle activity ~~wider sidewalks and a double row of street trees on each side of the street to promote pedestrian activity.~~

Dutch Flats Parkway – Dutch Flats Parkway will be a new street within the Dutch Flats Urban Village, connecting Sports Arena Boulevard to Barnett Avenue. As a green street, it will incorporate wider sidewalk widths, landscaping, and street trees. Enterprise Street will serve as the near-term route for this segment of the Bay-to-Bay linear gateway until the construction of Dutch Flats Parkway.

Barnett Avenue – Barnett Avenue will link to Liberty Station in the Peninsula community, which provides pedestrian and bicycle paths to San Diego Bay. Sidewalks with a landscaped buffer zone and street trees, along with a multi-use urban path and bicycle lanes, will provide an enhanced environment for pedestrians and bicyclists. The intersection of Barnett Street and Truxtun Road will serve as a gateway node into and from the community at Liberty Station.

Lytton Street – Lytton Street will serve as a connection between two major linear gateways, the Bay-to-Bay and the La Playa Trail. Reducing curb cuts, enhancing the sidewalks to include a buffer zone with street trees, a multi-use urban path, and active building frontages at the street will support a pedestrian orientation.

LA PLAYA TRAIL LINEAR GATEWAY

La Playa Trail was the main link between San Diego Bay, Old Town San Diego, and the Mission San Diego de Alcalá in the 1700s and 1800s. The La Playa Trail generally corresponds to present-day Rosecrans Street (see the Introduction and the Historic Preservation Element). The incorporation of historic markers and signage along Rosecrans Street will acknowledge the significance of La Playa Trail as the oldest European trail on the Pacific Coast and an ancient Kumeyaay path. Rosecrans Street will also commemorate the historic La Playa Trail with landscaped medians and a street tree theme.

Removing on-street parking will provide space for enhancing existing right-of-way with wider sidewalks, street trees, a multi-use urban path, and bicycle lanes. Rosecrans Street will reinforce the connection between the Old Town San Diego, Midway-Pacific Highway, and Peninsula communities, and to regional assets including Presidio Park, Old Town San Diego State Historic Park, and Liberty Station. The underpass at the intersection of I-5 and Rosecrans Street will have wider sidewalks and artistic, pedestrian-oriented lighting to create a comfortable connection to Old Town San Diego and the Old Town Transit Center. The intersection of Rosecrans Street and Lytton Street will be enhanced as a gateway node with improvements that could include landscaping and signage.



Linear gateway enhancements on Rosecrans Street north of Sports Arena Boulevard will include parkway bioswales with street trees, an urban path, bike lanes, and a planted median.

HIGHWAY 101 LINEAR GATEWAY

Pacific Highway serves as a point of access to Midway-Pacific Highway, San Diego International Airport, and Old Town San Diego. Historically, Pacific Highway was part of Highway 101 and served as a regional conduit for vehicular traffic to Downtown and to destinations to the north. Pacific Highway's bridges, underpasses, and frontage road are reminders of its history as a former highway, and pose difficulties for the creation of a pedestrian- and bicyclist-friendly environment. Redesigning the Pacific Highway and frontage road right-of-way will transform the road's character into a linear gateway accommodating pedestrians and bicyclists along with vehicles. Retrofitting Pacific Highway will include the incorporation of wider sidewalks, cycle tracks, a multi-use urban path, street trees, and landscaped medians.

MIDWAY DRIVE LINEAR GATEWAY

Midway Drive provides a linear gateway between the coastal communities of Peninsula, Ocean Beach, Mission Beach, and Pacific Beach to Downtown San Diego via the Pacific Highway 101 linear gateway. This linear gateway will incorporate a multi-use urban path that provides an enhanced pedestrian and bicycle connection to the coastal communities. Acorn street lighting will provide a pedestrian-oriented character as part of a unique design theme for Midway Drive. Removing on-street parking and enhancing existing right-of-way will allow for wider sidewalks with street trees.

CAMINO DEL RIO WEST LINEAR GATEWAY

Camino del Rio West serves as a vehicular gateway to the community from I-5 and I-8, and also connects to Rosecrans Street/La Playa Trail and Sports Arena Boulevard/Bay-to-Bay. The median will be enhanced with landscaping and signage, and sidewalks will incorporate landscaping and street trees to help beautify the entrance to the community.

WASHINGTON STREET LINEAR GATEWAY

Washington Street provides a connection to and from the Uptown community, to the Hancock Transit Corridor and Kettner District, to the Washington Street Trolley Station, and to the Pacific Highway linear gateway. Washington Street will incorporate improved sidewalks with street trees.

POLICIES

UD-4.1 Incorporate linear gateway improvements into existing and future right-of-way to emphasize pedestrian and bicycle mobility wherever feasible.

UD-4.2 Incorporate the linear gateway concepts as the basis for the design of improvements (public and private) along the linear gateways wherever feasible.



This rendering shows what Pacific Highway could look like after implementation of linear gateway improvements.

GATEWAY NODES

Gateway nodes are entry points into Midway-Pacific Highway (see Figure 4-1) that will highlight community identity. A gateway node can consist of a landmark feature (structure, architectural treatment, sign, or sculpture), streetscape enhancements, lighting, community marker, and/or unique landscape theme to create a ceremonial entryway.

POLICIES

UD-4.3 Incorporate gateway node features at key entrances to the community that enhance the sense of arrival and urban character for pedestrians, bicyclists, and vehicles.

UD-4.4 Incorporate lighting, signage, community markers, and/or unique landscape themes to emphasize gateway nodes.

UD-4.5 Design buildings located at gateway nodes to be oriented to the gateway corner and to incorporate pedestrian spaces and iconic architectural features.

UD-4.6 Encourage the installation of public art of various types at gateway nodes as a means to enhance the public realm.



Gateway nodes at and around prominent intersections will welcome activity.

4.5 WAYFINDING SIGNS

Installation of a wayfinding sign system will support pedestrian and bicyclist activity and enhance the urban character. Wayfinding signs at key locations will indicate pedestrian and bicycle routes, guide vehicle traffic, and support the use of transit. Concepts for wayfinding signs specific to the planned multi-use urban paths were prepared as part of the Midway-Pacific Highway Urban Greening Plan. A maintenance assessment district may be needed to install and maintain the signs.

POLICIES

UD-5.1 Encourage the design and installation of wayfinding signs to define pedestrian, bicycle, and vehicular gateways and linkages.

- **A.** Incorporate wayfinding signs at gateways.
- **B.** Incorporate wayfinding signs along linear gateways, in particular at intersections with other linear gateways.
- **C.** Incorporate historic markers and signs along Rosecrans Street to acknowledge its significance as La Playa Trail.



Wayfinding signs and markers will highlight community character and support mobility.

4.6 BUILDING AND SITE DESIGN

Buildings will incorporate varying form, mass, scale, and materials, as well as active building design principles to help define the distinct character and appeal of the villages and districts. Active building design will encourage pedestrian activity and pedestrian interaction with active ground floor spaces by creating interesting and welcoming building frontages. Buildings will incorporate modulations, articulations, stepbacks, and different transparencies, and use contemporary and high-quality materials with varying colors and textures to create a pedestrian scale and visual appeal. Pedestrian-oriented areas for outdoor dining, shopping, and passive recreation or cultural events will be integrated into buildings and development sites to provide additional vitality to the public realm.

POLICIES

Pedestrian-Oriented Design (Districts and Villages)

UD-6.1 Orient buildings and primary entrances to the primary street frontage to connect to the public realm.

UD-6.2 Design buildings with active frontage elements such as enhanced windows, storefront treatments, and public spaces that front on to the public realm to enliven the streetscape and provide eyes on the street.

UD-6.3 Encourage public realm enhancements such as increased setbacks, public spaces, and pedestrian nodes (see Box 4-4) in conjunction with active building frontages to help create a sense of place and community, where feasible.

BOX 4-4: PEDESTRIAN NODES DEFINED

Elements of a pedestrian node include:

1. Increased space for pedestrians, such as:
   - Sidewalk bulb-outs
   - Widened sidewalks
   - Plazas
   - Courtyards
2. Pedestrian-oriented enhancements, such as:
   - Special paving
   - Seating and other street furniture
   - Outdoor dining
   - Outdoor shopping
   - Shade trees
   - Accent landscape planting
   - Public art



Active frontages with seating and entrances facing the street encourage pedestrian activity.

Pedestrian-Oriented Design (Villages and Superblocks)

UD-6.4 Orient primary building entries toward public sidewalks, plazas, and public or private pathways that connect to the public sidewalk, rather than to parking lots, to encourage an active public realm.

UD-6.5 Design commercial and mixed-use buildings with ground floors that face streets, courtyards, gardens, plazas, paseos, or greens to create active building frontages.

UD-6.6 Integrate pedestrian connections (walkways, pathways, paseos, arcades, and/or passageways) and pedestrian-oriented public spaces into site design.

UD-6.7 Provide pedestrian connections or utilize main streets and green spaces to divide superblocks into smaller blocks.

UD-6.8 Incorporate pedestrian-oriented public spaces (e.g. pocket parks, greens, gardens, promenades, plazas, courtyards, tot lots) to expand and add interest to the public realm and to serve as community gathering spaces. (Refer also to the Recreation Element.)



Pedestrian-oriented public spaces in villages will enhance the public realm.

Building Frontages and Facades

UD-6.9 Locate and design commercial and mixed-use buildings to activate the public realm.

UD-6.10 Create a strong sense of edge along streets by providing consistent building setbacks.

UD-6.11 Design buildings with a pedestrian-oriented sense of scale by differentiating the mass and scale of buildings, varying rooflines, incorporating vertical and horizontal modulations, and using color or architectural elements.

UD-6.12 Articulate all façades that are adjacent to sidewalks and pedestrian paths to create visual interest and avoid long stretches of uninterrupted blank walls. Means to accomplish articulation include plane changes, upper story stepbacks, projecting bays, balconies, and other architectural elements, and by varying materials, colors, textures, and/or transparencies.

UD-6.13 Encourage differentiation of first floor frontages adjacent to the public realm from the upper floors by incorporating a greater degree of street-level material texture, detail, articulation, and/or transparency.



Variations in articulation, massing, rooflines, colors, and materials creates visual interest.

UD-6.14 Design live-work or shopkeeper units located along a street frontage to appear like a commercial storefront.

UD-6.15 Encourage the use of non-reflective vision glass on all ground floor street frontages for retail, commercial, and office uses.

UD-6.16 Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, low garden walls, low gates, etc.

UD-6.17 Encourage necessary fences and gates to be semi-transparent and incorporate artistic elements and/or landscaping.

UD-6.18 Incorporate Crime Prevention Through Environmental Design (CPTED) concepts within developments, along sidewalks and walkways, at transit stops, and in conjunction with pedestrian nodes to enhance the safety and comfort of the pedestrian experience.

UD-6.19 Install pedestrian lighting along building frontages.

UD-6.20 Discourage the installation of ground-mounted or pole-mounted business signs within the Coastal Zone along Pacific Highway.

Parking

UD-6.21 Design and locate parking areas in relation to buildings to minimize the visibility of parked vehicles from the street.

- A. Incorporate active uses and frontages (residential, retail, or commercial) to wrap parking structures.
- B. Utilize buildings, architectural features, or landscaped buffers to screen parking areas.

UD-6.22 Locate surface parking and structured parking entryways to minimize disruption to the pedestrian right-of-way.

- A. Facilitate access to parking generally from side streets or secondary streets, where feasible.
- B. Consolidate, to the extent feasible, parking for multiple properties to minimize the number of curb cuts and facilitate pedestrian and bicycle circulation.

UD-6.23 Encourage structured parking wherever possible to minimize the site area dedicated to automobile parking.

UD-6.24 Incorporate pedestrian pathways in surface parking and parking structure design to provide linkages between commercial uses, parking areas, and the public right-of-way.

UD-6.25 Design parking structures that serve a group of buildings to be consistent in architectural treatment to the buildings that they serve.



Parking structures that are consistent in architectural treatment to the building(s) that they serve creates visual harmony and minimizes the visual prominence of parking.

Service Areas and Utilities

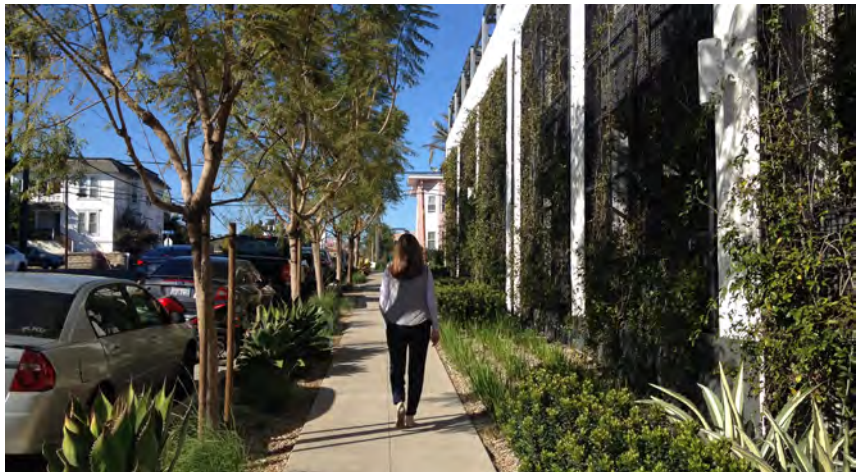
UD-6.26 Locate service and loading access at the rear of buildings. If this is not possible, then screen these areas with building elements that integrate living walls, landscaping, public art, and lighting design.

UD-6.27 Locate utilities, storage, and refuse collection areas at side or rear of buildings, away from the public realm.

UD-6.28 Locate mechanical equipment, including ground, building, and roof-mounted equipment, away from the public view.

UD-6.29 Screen mechanical equipment from the public view with building elements and landscaping that are consistent with the character and design of the building facades.

UD-6.30 Locate utility boxes and ground-level utility access panels out of the public right-of-way to prevent pedestrian impediments and to ensure ample planting space for landscaping and street trees in the buffer zone.



The use of green walls on parking structures will minimize their visibility from the street and help create an attractive urban environment.

4.7 LIGHT ENVIRONMENT

Finding a balance between nighttime lighting for safety and visibility and intrusive lighting is important in urban communities. Careful building and site design can result in lighting that enhances community ambiance and deters crime without disrupting residents at night.

POLICIES

UD-7.1 Design signage to incorporate illumination that is adequate for sign visibility but does not create glare.

UD-7.2 Avoid use of signs that include blinking text or video clips or other forms of animation, electronic message boards or displays, and electronic display systems.

UD-7.3 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven lighting, harsh shadows, and light trespass on adjacent properties.

UD-7.4 Utilize adjustable lighting fixtures to redirect lighting to where it is needed in varying conditions.

UD-7.5 Utilize landscaping such as trees and shrubs to block light spillage, where appropriate.

UD-7.6 Utilize materials in new development that will reduce light reflection and glare.

UD-7.7 Encourage project lighting plans and specifications to be energy-efficient, incorporating technology such as energy-efficient lighting types, solar-powered lights, removal of existing but unneeded lighting, use of automatic light turn-off systems, and use of non-lighting alternatives such as clear signage and clearly painted roadway lines.

UD-7.8 Consider the use of artists for projects that involve lighting as a visual element on a building, or the inclusion of light-based public art.

4.8 SUSTAINABLE DESIGN

Sustainability concepts are woven throughout the community plan, including the Land Use Element, Mobility Element, and Conservation Element. Sustainable development is a priority for the City of San Diego as a whole. The Climate Action Plan identifies strategies and actions to meet specific citywide greenhouse gas reduction targets including strategies related to building and site design. To improve sustainability, building retrofits and new construction will need to utilize environmentally conscious building practices and materials, increase energy and water efficiency, increase on-site energy generation, reduce waste generation, and support active modes of transportation in addition to automobiles. Appendix C, the Sustainability and Conservation Toolbox, provides additional information on development design features which can help projects meet sustainability goals.



Design that maximizes natural and passive cooling complements the local climate.

POLICIES

UD-8.1 Encourage the adaptive reuse of existing buildings, in conjunction with improvements to increase energy efficiency and building longevity.

UD-8.2 Design buildings and sites to incorporate passive solar design.

UD-8.3 Design buildings and landscaping to minimize building heat gain.

- **A.** Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
- **B.** Choose cool roofing materials or designs.
- **C.** Utilize window sunshades, extended roof eaves, and low emissivity ("low-e") window glass to control solar exposure for building interiors.

UD-8.4 Maximize natural and passive cooling that builds on the proximity of San Diego Bay, Mission Bay, and the Pacific Ocean by employing building design that incorporates vents oriented to capture prevailing winds; ceiling vaults; thermal chimneys, etc. to facilitate air movement.

UD-8.5 Maximize the use of solar energy through installation of photovoltaic panels, solar water heating systems, and other technologies.

UD-8.6 Encourage the installation of solar energy generation systems where large roof surfaces, surface parking areas, or parking structures are present or proposed.

UD-8.7 Encourage the implementation of wind energy generation systems that are compatible with surrounding development.

UD-8.8 Utilize drought-tolerant and native species in landscaping and parkway design to minimize water usage while providing attractive streets and environments.

UD-8.9 Discourage the use of turf in new ornamental landscaping areas, and strongly encourage the replacement of ornamental turf with water-wise landscaping in existing landscaping areas.

UD-8.10 Implement drip irrigation and weather-based irrigation control systems in landscaping areas.

UD-8.11 Design and retrofit buildings to capture and utilize rainwater for landscape irrigation.

UD-8.12 Encourage the uses of graywater reuse systems for landscape irrigation to supplement potable water supplies.

UD-8.13 Integrate storm water and urban runoff capture and treatment facilities into landscaping and parking areas.

UD-8.14 Minimize on-site impermeable surfaces, such as concrete and asphalt.

- **A.** Utilize permeable paving materials such as permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement, etc. where possible to allow storm water and urban runoff infiltration.
- **B.** Choose the permeable paving material that best suits the location of implementation, taking into consideration maintenance needs for the type of permeable paving which could include street sweeping.



Drought-tolerant landscaping and storm water features can enhance sites while furthering sustainability goals.



The West City Continuing Education Center is an excellent example of site design for storm water management and features porous concrete and bioswales in its parking lot.

ECONOMIC PROSPERITY 5

5.1 Business Improvement, Attraction, Retention, and Expansion

INTRODUCTION

Midway - Pacific Highway has been an economic center since the early twentieth century when it began developing into a major aerospace and defense training and manufacturing center. While the aerospace-related industries have transitioned out of the community, the military continues to be a major employer. The Community Plan seeks to reposition the community as a twenty-first century employment hub to attract a diversity of businesses and jobs.

The Community Plan envisions Midway - Pacific Highway as an urban mixed-use employment center with an emphasis on innovation, design, and technology jobs, located near transit and the San Diego International Airport. It focuses on providing an urban character that attracts businesses and jobs and leverages the attributes of being centrally located in a walkable environment and with easy access to regional transit, and convenient to entertainment, shopping, restaurants, and recreation. Key goals of the Community Plan are to establish villages and districts, each with its own sense of place based on its setting and vision for future development; to create an attractive network of pedestrian and bicycle urban paths through the community; to develop a pedestrian-oriented built environment with a mix of uses; and to foster a vibrant urban lifestyle. Midway - Pacific Highway provides an employment center in an urban setting offering unique experiences that differ from the City's suburban employment centers. The Community Plan also allows higher density housing near transit to foster the development of smaller and less expensive housing units and enable people to live closer to work. The community's location and vision will attract and retain innovative companies and young workers who want to work in a vibrant community near urban living, recreation, and entertainment.

ECONOMIC PROSPERITY GOALS

- Efficient use of employment and commercial lands in a manner that enhances the economic base and urban character of the community.
- Economic growth of defense industries and businesses that cater to the U.S. Navy's Space and Naval Warfare Systems Command facility and Marine Corps Recruit Depot.
- Economic well-being of locally owned and operated businesses through the utilization of economic development approaches and programs.

Midway - Pacific Highway, while near downtown, offers different opportunities for employment-related development due to its varying parcel sizes and varying character areas. The parcel sizes in the Dutch Flats Urban Village and Kettner District are large enough to provide for larger scale urban infill development. The warehouses in the Camino Del Rio District provide the opportunity for creative office and artisan and craft manufacturing businesses. The Hancock Transit Corridor provides opportunities for fine-grained infill and street-level shopkeeper units for entrepreneur and artist space. And the Sports Arena Community Village is envisioned to become a mixed-use center with civic and public spaces surrounded by residential and office uses, restaurants, retail, and entertainment uses which could include the Sports Arena. Overall, the community represents a great opportunity to create new jobs and residential development.

The policies in the General Plan and Community Plan provide a framework to encourage economic development. The Land Use, Villages & Districts Element in this plan provides for the location of industrial and commercial land uses and provides recommendations for the creation and preservation of employment areas within the Community, and the Urban Design element provides direction to enhance the quality and appearance of the built environment and the supporting public realm.

5.1 BUSINESS IMPROVEMENT, ATTRACTION, RETENTION, AND EXPANSION

INDUSTRIAL AND HEAVY COMMERCIAL

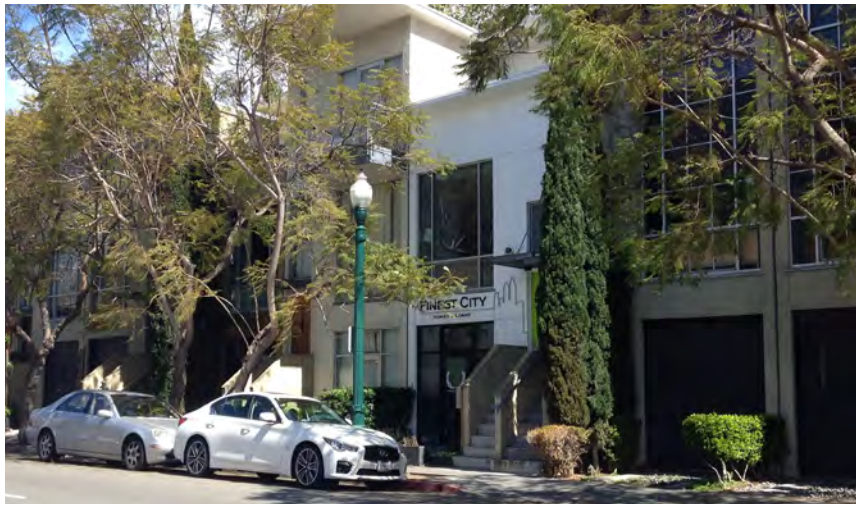
The Kettner District and Hancock Transit Corridor contain parcels designated for Urban Industrial and Heavy Commercial use that provide centrally located space for manufacturing and other businesses that need to be separate from residential uses. These areas include a mix of parcel sizes that can accommodate small and start-up businesses, as well as business expansion and large businesses.

MILITARY

The Naval Base Point Loma (NBPL) - SPAWAR complex and U.S. Marine Corps Recruit Depot (MCRD) are facilities of national importance and are particularly important to the economies of Midway - Pacific Highway and the City of San Diego. The NBPL - SPAWAR complex and MCRD bring federal expenditures into San Diego, which helps to support the local economy. Defense research and development (R & D) businesses provide support to the activities at the NBPL - SPAWAR complex, and the Dutch Flats Urban Village provides opportunities for these companies to locate near the complex.

OFFICE AND RESEARCH & DEVELOPMENT

The Community Plan envisions that Dutch Flats Urban Village will provide office and research space for defense, high-tech, and clean-tech R & D businesses in a mixed-use urban environment, along with flex space for other businesses. Opportunities also exist in the Camino Del Rio and Kettner Districts for the development of technology and R & D uses. The large parcels in the community can support large campus-style office and R & D developments in proximity to transit, Downtown, the Airport, and the NBPL - SPAWAR complex. Complementary mobility and infrastructure improvements within and near the larger parcels, as described in the Mobility, Urban Design, and Recreation Elements, will improve the community's visual character. The Kemper Neighborhood Village and Sports Arena Community Village also offer opportunities for professional and multi-tenant office development. The Hancock Transit Corridor could provide another interesting location for small technology-based companies that want to locate in an urban environment near transit.



Shopkeeper units provide opportunities for entrepreneurs, artists, small businesses, and other commercial uses in mixed commercial residential areas.



The Community Plan envisions that existing stand-alone commercial uses will infill with additional commercial uses and with public spaces, which can accommodate outdoor markets and activities, in a "main street" environment.



Hotel and visitor uses in Midway - Pacific Highway support uses and attractions including the Marine Corps Recruit Depot, Old Town, and Sea World.

RETAIL GOODS AND SERVICES

Retail commercial uses within the Kemper Neighborhood Village, Sports Arena Community Village, and Rosecrans District provide important goods and services to residents within the community as well as adjacent urban and coastal communities. With urban design improvements that enhance the public realm, existing retail uses will attract additional consumers. The Community Plan envisions that existing stand-alone retail centers will infill with additional commercial uses and a variety of non-retail uses including residential, public space, civic uses, and entertainment uses to create vibrant multiple use centers. Retail centers can replace surface parking with parking structures to create additional space for active uses in a "main street" type environment.

HOTEL AND VISITORS

Hotel and visitor commercial uses have a strong presence in Midway-Pacific Highway due to the community's location close to the airport, freeways, transit, beaches, military installations, Sea World, Old Town, and Downtown. The Community Plan provides potential to develop additional accommodations for people visiting San Diego for work or pleasure.

INSTITUTIONAL

Government and non-government institutional uses are major employers within the community. These institutional uses include the San Diego Unified Port District, County of San Diego Health and Human Services Agency, San Diego Community College District's West City Continuing Education Center, public and private education facilities, senior citizen nursing care, and veteran and homeless services providers.

WORKFORCE DEVELOPMENT

The West City Continuing Education Center, located within the Kemper Neighborhood Village and operated by the San Diego Community College District, provides vital hands-on job training and certificate programs to prepare and educate individuals for specialized jobs. Urban Corps, which is located in the Camino Del Rio District, is a local nonprofit conservation corps that provides high school education and job training to young adults aged 18-25.



The San Diego Community College District's West City Continuing Education Center, located on Fordham Street, is an important workforce development resource.

BUSINESS ASSISTANCE AND INCENTIVES

The City works directly with businesses in targeted industries to provide assistance and incentives that result in the retention and creation of jobs and investment in San Diego. Among other initiatives, the City promotes the expansion, attraction and retention of "cleantech" businesses that develop products and technologies that provide environmentally sustainable solutions.



Office, research and development, and other base sector employment uses are encouraged to locate in Midway - Pacific Highway.

POLICIES

EP-1.1 Encourage office, research and development, and other base sector employment-oriented uses and supportive commercial and industrial services to locate within Midway - Pacific Highway.

EP-1.2 Encourage visitor-commercial uses to provide rooms and amenities to serve a wide range of users, including tourists and business travelers.

EP-1.3 Encourage economic growth of base sector employment industries and local businesses that provide services to the Space and Naval Warfare Systems Command facility.

EP-1.4 Support the attraction, retention, and expansion of businesses that develop products and technologies which provide environmentally sustainable solutions.



The community holds many opportunities for businesses that focus on innovation, design, and technology to locate near transit, housing, and Downtown.

EP-1.5 Encourage businesses that focus on creating innovation, design, and technology jobs.

EP-1.6 Support the retention and expansion of employment-related uses to promote economic vitality at the village and district level.

EP-1.7 Support the consolidation of parcels to facilitate expansion of businesses and additional employment opportunities.

EP-1.8 Encourage the use of local, state, and federal programs to incentivize the retention and expansion of employment-oriented businesses including small, mid-size, and start-up businesses within Midway - Pacific Highway.

EP-1.9 Support the retention and enhancement of the Marine Corps Recruit Depot and Space and Naval Warfare Systems Command facilities.

EP-1.10 Support the growth and expansion of the West City Continuing Education Center to provide educational and job training programs.

EP-1.11 Encourage shopkeeper units for entrepreneur and artist space within mixed commercial residential designated areas.

EP-1.12 Support the location of artisan and craft businesses within commercial designated areas.

PUBLIC FACILITIES, SERVICES, AND SAFETY

6

6.1 Public, Semi-Public, and Community Facilities and Services
6.2 Maintenance, Landscaping, and Lighting
6.3 Health and Human Services
6.4 Health and Safety
6.5 Sea Level Rise

INTRODUCTION

The Public Facilities, Services and Safety Element addresses the provision of public facilities and services within Midway - Pacific Highway and health and safety issues affecting the community. Additional discussion and policies related to public facilities and services are found in other Community Plan elements, including the Land Use, Villages and Districts, Recreation, and Economic Prosperity.

PUBLIC FACILITIES, SERVICES, AND SAFETY GOALS

- Provision of public facilities to serve the residents and employees of Midway - Pacific Highway.
- Diversity of semi-public facilities to support the community.
- Provision of maintenance, landscaping, and lighting to serve the residents and employees of Midway - Pacific Highway.
- Dispersion of human services facilities within Midway - Pacific Highway and throughout the City and region.
- Compatibility between human services facilities and adjacent uses.
- Integration of health care facilities near transit that provide a range of services to Midway - Pacific Highway and the coastal area communities.
- Creation of a safe and livable environment by ensuring new development reduces and avoids risks posed by geologic, seismic, and hazardous materials conditions.
- Reduction of risks associated with sea level rise and a rise in the community's water table.

6.1 PUBLIC, SEMI-PUBLIC, AND COMMUNITY FACILITIES AND SERVICES

An essential component for achieving the vision of Midway-Pacific Highway becoming a vibrant community and employment center is a framework of public facilities and amenities. Parks, public spaces, and schools are vital to support a growing population, and police and fire and rescue services and facilities are essential for public safety.

Generally, the City does not have land use jurisdiction over land with institutional uses owned by other government agencies. The Community Plan policies provide guidance for public agencies when considering new and enhanced institutional facilities. When a government agency decides to close or relocate a facility, alternative land use and proposed non-institutional uses are subject to the City's land use jurisdiction.

POLICE, FIRE, AND RESCUE

The facilities serving Midway-Pacific Highway, as identified in Table 6-1, are sufficient to meet the community's police, fire, and rescue services needs. As the community grows, identifying opportunities for new and/or expanded fire-rescue facilities can further enhance emergency response operations. The Urban Design Element provides direction for the design of buildings and public spaces that can help deter unlawful behavior. While building design measures can reduce the demands on emergency service providers and help to make the community safe, they will not reduce the need for adequate police, fire, and rescue service capabilities.

EDUCATION AND LIBRARY FACILITIES

San Diego Unified School District provides public education services for the community, as shown in Table 6-1. Dewey Elementary School is the only public school located in Midway-Pacific Highway. Public school students in the fifth to twelfth grades attend schools outside the community. Saint Charles Borromeo Academy is a private school located in the community that serves students from pre-kindergarten to eighth grade.

To serve the community's future education needs, smaller public charter schools may provide an alternative to the construction of larger non-charter public schools. Also, Dewey Elementary may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas. The Recreation Element addresses the potential for enhancing the court and field areas at Dewey Elementary as a joint use recreational facility for the community during non-school hours.

The San Diego Community College District provides job training and adult education services at the West City Continuing Education Center on Kemper Street. With its capacity for additional development, the community has potential to increase the presence of higher learning vocational establishments or satellites of the major universities.

The Point Loma/Hervey Library in the Peninsula community and the Mission Hills Library in the Uptown community provide library services to the Midway - Pacific Highway community.

SEMI-PUBLIC FACILITIES

Semi-public facilities are public-serving but not owned or operated by a public agency, and include places of worship, child care facilities, senior centers, and space for community and civic organization meetings. As Midway - Pacific Highway evolves, community spaces will contribute to the vitality and livability of the community when designed to enhance the public realm and support pedestrian activity and transit use.

TABLE 6-1: COMMUNITY-SERVING FACILITIES

TYPE	NAME	LOCATION
Police	Western Division Station	Linda Vista
Fire and Rescue	Fire Station No. 20	Midway - Pacific Highway
	Fire Station No. 22	Peninsula
	Fire Station No. 15	Ocean Beach
	Fire Station No. 3	Uptown
	Fire Station No. 8	Uptown
Schools	Dewey Elementary School	Midway - Pacific Highway
	Dana Middle School	Peninsula
	Correia Middle School	Peninsula
	Point Loma High School	Peninsula
	Grant Elementary School	Uptown
	Roosevelt Middle School	Balboa Park
	San Diego High School	Downtown
Libraries	Point Loma/Hervey Library	Peninsula
	Mission Hills Library	Uptown

POLICIES RELATED TO PUBLIC, SEMI-PUBLIC AND COMMUNITY FACILITIES AND SERVICES

PF-1.1 Support the operation of a police storefront within Midway - Pacific Highway.

PF-1.2 Maintain sufficient fire and rescue services to serve the Midway-Pacific Highway community.

PF-1.3 Consider opportunities for new and/or expanded fire-rescue facilities within the community, including but not limited to City-owned property.

PF-1.4 ~~PF-1.3~~ Coordinate with the San Diego Unified School District to explore options, including but not limited to City-owned property, for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within Midway - Pacific Highway as needed.

PF-1.5 ~~PF-1.4~~ Encourage the establishment of public charter schools in the community's villages.



Enhanced lighting, street landscaping, and wayfinding signs can be installed and maintained through a Maintenance Assessment District.

PF-1.6 ~~PF-1.5~~ Encourage the efficient use of land at Dewey Elementary by increasing the number of classrooms while still maintaining outdoor playground and field areas.

PF-1.7 ~~PF-1.6~~ Ensure that new or expanded buildings and public or semi-public uses on designated institutional land are compatible with the surrounding land uses.

PF-1.8 ~~PF-1.7~~ Support a process to allow the public to have the opportunity to guide long-term uses of publicly owned community-serving facilities.

PF-1.9 ~~PF-1.8~~ Consider alternative land uses for institutional uses that close or relocate.

PF-1.10 ~~PF-1.9~~ Encourage location of community facilities in mixed-use buildings and in villages to enhance the public realm and support pedestrian activity and transit use.

6.2 MAINTENANCE, LANDSCAPING, AND LIGHTING

The City provides standard street lighting, trash removal, street sweeping and maintenance efforts within the public right-of-way. Maintenance Assessment Districts provide property owners with the opportunity to assess themselves to pay for enhanced improvements, maintenance, services and activities beyond City standard services in a defined area or the entire community. The Urban Design and Mobility Elements contain policies to enhance the public realm with landscaped streets, medians, pedestrian-oriented lighting, and wayfinding and gateway signs. Pedestrian oriented lighting gives pedestrians a safer environment, promotes night use of commercial shopping areas and transit, and increases citizen perception of safety from crime. Wayfinding and gateway signs can guide vehicle, pedestrian, and bicycle traffic, support transit use, and highlight community identity.

POLICIES RELATED TO MAINTENANCE, LANDSCAPING AND LIGHTING

PF-2.1 Provide adequate lighting to ensure that commercial and industrial areas have an increased level of street lighting to enhance security and safety.

PF-2.2 Consider the establishment of a Maintenance Assessment District to install and maintain landscaping, lighting, and wayfinding and gateway signs and provide maintenance services beyond City standard services.

6.3 HEALTH AND HUMAN SERVICES

Within the community are facilities that assist those with extreme needs and others that target more independent populations in need of specialized services such as counseling, education, and job training. Additional health care and human services providers serving people living in the community and adjacent coastal communities may locate in Midway - Pacific Highway in the future.

HUMAN SERVICES

Midway - Pacific Highway is home to human service facilities that provide shelter, meals, counseling, job training, youth programs, and mental and public health services to help improve the quality of life for San Diegans. Human services providers play an essential role in assisting the prevention and reduction of homelessness. However, facilities that lack comprehensive care services, such as shelter, restrooms and on-site counseling, can result in individuals engaging in behaviors off-site that affect the community. The human services facilities in the community that provide comprehensive services and proactively manage external impacts should be looked to as models.

HEALTH CARE

Health care facilities within the Midway - Pacific Highway that provide a range of services will help to reduce the need to travel outside of the community for essential care. Medical care facilities with clinics and urgent care services within Midway - Pacific Highway could be beneficial for regular health care and accessibility purposes for community residents and employees as well as adjacent communities. The Kemper Neighborhood Village, with existing medical office uses, or the Dutch Flats Urban Village, with larger parcels, could provide locations for future medical care facilities.

POLICIES

PF-3.1 Consider future human services facilities within areas designated for heavy commercial and urban industrial.

- **A.** Minimize effects on adjacent land uses and the community while balancing the provision of services to populations in need of assistance.



Health care and human services facilities in Midway - Pacific Highway provide services to many San Diegans and can incorporate design elements and operational activities that ensure compatibility with the community.

B. Evaluate operations, facilities, and protocols to avoid off-site impacts from clients such as litter, outdoor toileting, loitering, camping, and outdoor lining up.

C. Encourage homeless facilities that provide a continuum of care approach or a collaboration whereby multiple services are provided on site such as meals, shelter, education, job training, and counseling services.

PF-3.2 Encourage health care facilities within community commercial, mixed residential commercial, and business park areas that provide a range of services to meet the needs of residents, visitors, and employees, such as a small hospital, urgent care facilities, and clinics.

6.4 HEALTH AND SAFETY

Reducing or avoiding risks associated with seismic and geological hazards and hazardous materials will ensure health and safety. Figure 6-1 illustrates the community's geological and seismic conditions, and Box 6-3 summarizes regulations related to health and safety concerns. For airport land use compatibility and noise compatibility, see the Land Use, Villages and Districts and Noise and Light Elements respectively.

SEISMIC

The most prominent fault in the community is the Rose Canyon Fault Zone, which crosses southern portion of the Pacific Highway corridor in a complex pattern of active and potentially active fault traces.

GEOLOGICAL

Artificial fill placed decades ago without any or with minimal engineering controls underlies a majority of the Midway area, which has a higher potential for liquefaction. Liquefaction occurs when soil loses strength and stiffness in response to applied stress.

BOX 6-1: DEVELOPMENT REGULATIONS RELATED TO HEALTH AND SAFETY

Seismic:

The City requires a geologic study for proposed developments in earthquake fault zones (extending 200-500 feet on both sides of known potentially or recently active fault traces). The State prohibits the construction of buildings for human occupancy across active fault traces or within 50 feet on either side, unless geological investigation proves there are no traces present.

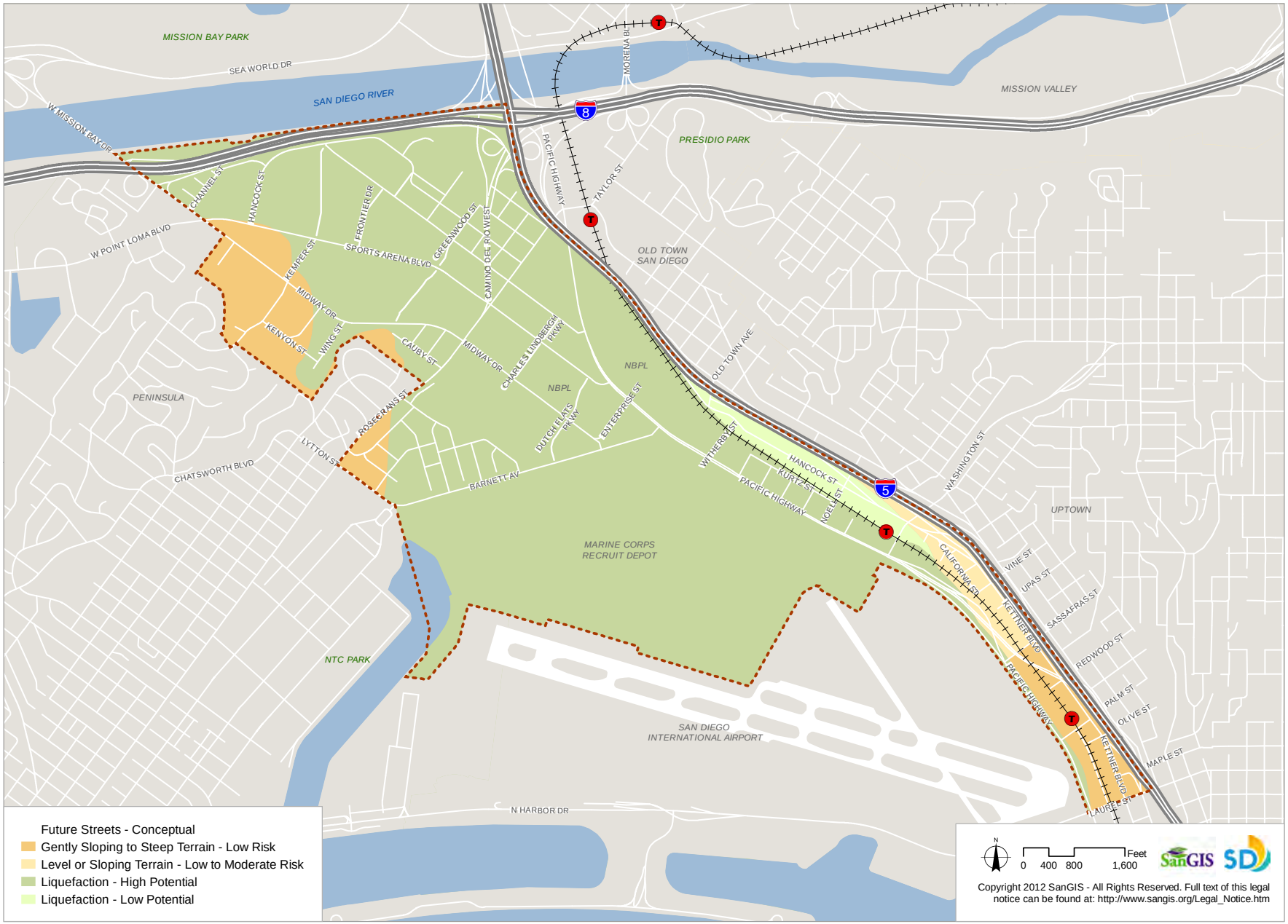
Liquefaction:

The City requires development projects to provide geologic investigations within high liquefaction hazard zones and appropriate mitigation measures.

Hazardous Materials:

The City requires documentation of on-site hazardous materials, addressing site and building conditions, as part of the development review process for properties that have operated with industrial or heavy commercial uses. Site remediation, when required as part of the project approval based on the proposed use and the property's condition, will reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors. Conditions for site remediation will take into consideration the type of pollutants.

FIGURE 6-1: GEOLOGIC AND SEISMIC HAZARDS



HAZARDOUS MATERIALS

New development could encounter isolated soil and/or water contamination on properties with past uses that include, but are not limited to: heavy industrial, manufacturing, or related commercial uses, gas stations, dry cleaners, auto repair facilities, or fuel tanks.

POLICIES

PF-4.1 Consider the incorporation of passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

PF-4.2 Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation.

6.5 SEA LEVEL RISE

The Community Plan considers the potential effect of sea level rise on the community's infrastructure and built environment (see Box 6-2). Located on former tidal wetlands and adjacent to the San Diego River and San Diego Bay, Midway - Pacific Highway has a high water table and experiences periodic flooding during storms and unusually high tides.

Scientific information and predictive techniques regarding sea level rise are still evolving. In 2012, analyses were conducted for San Diego Bay and surrounding communities to predict potential effects from future sea level rise under varying planning scenarios. These scenarios include an assumption of a 20 inch rise in sea level by 2050 and a 59 inch rise in sea level by 2100 for typical daily conditions. Also anayzed were scenarios for 20-inch and 59-inch rises in sea level under extreme (100-year) high water events including such factors as El Nino, storm surge, and unusually high tides. According to these analyses, portions of Midway - Pacific Highway have potential, although low, for flooding due to sea level rise by 2050. Greater portions of the community have a higher potential for flooding by 2100 under daily conditions or during extreme tide and/or weather events as described in Table 6-2. For related policies and information, refer also to the Appendix B, the Conservation Element, and the Urban Design Element.

The possibility of a rise in the water table due to sea level rise also poses risks. Concerns related to a rising water table include the structural integrity of surface infrastructure, maintenance of buried infrastructure, and groundwater infiltration into buried pipes. Subsurface structures could experience flooding from groundwater, creating a potential need for dewatering facilities. Considering vulnerabilities while planning and designing development and infrastructure projects during the planning horizon of the Community Plan will help the community be well-positioned for the potential for future sea level rise.

BOX 6-2: POTENTIAL EFFECTS FROM FUTURE SEA LEVEL RISE

- Building and structure damage
- Safety risks for vulnerable populations such as the elderly, medical and nursing home patients, and the homeless
- Impairment of street and freeway function
- Infrastructure damage, including storm water facilities, sewer mains, potable water distribution, electricity and natural gas distribution, and streets and freeways
- Hazardous materials storage tanks and equipment damage, associated with gas stations and commercial and industrial businesses

POLICIES

PF-5.1 Utilize best available scientific information to assess sea level rise vulnerability for existing and planned infrastructure and development.

Streets and Freeways

PF-5.2 Encourage the incorporation of sea level rise adaptation measures in the design of streets and street infrastructure improvements where feasible including, but not limited to, streets that experience flooding during storm and high tide events, provide access to/from emergency response facilities, or provide community ingress/egress.

PF-5.3 Work with SANDAG and Caltrans to evaluate the sea level rise vulnerabilities of freeways, freeway access facilities, and freeway underpasses.

Hazardous Materials Storage Sites & Contaminated Sites

PF-5.4 Design hazardous materials storage sites (including underground storage tanks and above-ground storage sites) to minimize equipment failure or a discharge or spillage of hazardous materials from sea level-related flooding or a rising water table where feasible.

Storm Water Facilities

PF-5.5 Consider sea level rise adaptation in the design of new storm water facilities and improvements to existing infrastructure where feasible to account for sea level rise-related challenges such as flooded San Diego Bay or San Diego River outfalls.

PF-5.6 Encourage private development and public improvement projects to incorporate storm water facilities to address sea level-related flooding or a rising water table where feasible.

Wastewater Facilities

PF-5.7 Elevate wastewater pump stations and emergency generators as they are rehabilitated or in new construction depending on facility design, feasibility, and vulnerability to flooding or a rising water table.

PF-5.8 Consider sea level rise adaptation in the design of new wastewater mains and manholes and improvements to existing infrastructure where feasible including, but not limited to sealing against floodwater inflow and groundwater infiltration.

Potable Water Facilities

PF-5.9 Consider sea level rise adaptation in the design of new potable water mains and improvements to existing infrastructure where feasible including, but not limited to sealing against floodwater inflow and groundwater infiltration.

Energy Facilities

PF-5.10 Work with SDG&E to evaluate site-specific vulnerabilities of energy infrastructure related to flooding and a rising water table due to sea level rise, and to design new facilities to be resilient to sea level rise.

Emergency Response Facilities

PF-5.11 Consider sea level rise adaptation in the design of new emergency response facilities and improvements to existing facilities where feasible including, but not limited to Fire Station 20.

Buildings

PF-5.12 Encourage the development of buildings in areas vulnerable to sea level rise-related flooding to be designed and constructed to resist and be resilient to flooding.



New development in areas with some potential for future flooding or inundation due to sea level rise can incorporate adaptation features such as raised grades.

TABLE 6-2: PROJECTED SEA LEVEL RISE VULNERABILITY AREAS FOR THE MIDWAY - PACIFIC HIGHWAY COMMUNITY

VULNERABILITY AREA	PLANNING SCENARIO(S)	PRIMARY COMMUNITY VULNERABILITIES
Streets and Freeways	59 inches of sea level rise with extreme high water event	Streets in the Midway area of the community are highly vulnerable to flooding, including Midway Drive, Barnett Avenue, Pacific Highway, Rosecrans Street, Sports Arena Boulevard, Camino del Rio West, Lytton Street, Hancock Street, Witherby Street, and Channel Way.
Commercial and Industrial Buildings	20 inches of sea level rise under daily conditions and with extreme high water event	Low vulnerability to flooding and inundation.
	59 inches of sea level rise under daily conditions and with extreme high water event	Highly vulnerable to flooding and inundation in the Midway area, particularly east of Rosecrans Street.
Residential Buildings	20 inches of sea level rise under daily conditions and with extreme high water event	Low vulnerability to flooding and inundation.
	59 inches of sea level rise under daily conditions and with extreme high water event	Highly vulnerable to flooding and inundation as exposure expands to large portions of residential neighborhoods, including the multi-family residential neighborhood in the Lytton District.
Emergency Response Facilities	59 inches of sea level rise with extreme high water event	Moderately vulnerable to flooding impacts. Flood exposure is limited to temporary impacts. Potentially affected facilities include Fire Station 20 on Kemper Street. In addition to building damage, the station could be impaired by damage to equipment and flooding of streets accessing the facility during the flooding event.

Source: Sea Level Rise Adaptation Strategy for San Diego Bay, 2012

RECREATION 7

7.1 Vision
7.2 Strategy
7.3 Population-Based Parks and Recreation Facilities
7.4 Park Equivalencies

INTRODUCTION

The Recreation Element supports the implementation of the General Plan and provides a parks strategy to meet the community's park needs with goals and policies to guide the development of parks and recreational facilities. Planning for specific park uses, components and amenities will occur through the preparation of a General Development Plan for each park through a community input process, as parks are scheduled for design and construction.

7.1 VISION

The Community Plan envisions a system of parks and recreational facilities that provides opportunities for social interaction and spaces for passive and active recreation for residents and employees, and enhances the community character. The vision for the parks and recreational facilities system is to connect them to the regional recreational, open space, and cultural destinations by utilizing linear gateways and green streets. Linear parks and promenades along these connections can provide recreation facilities and serve as gateways providing a sense of arrival into the community.

The Recreation Element and policies complement the Urban Design and Mobility Elements in that they seek to enhance the public realm by incorporating linear parks and promenades along key community corridors, emphasizing walking and bicycling, providing recreation facilities, and developing linkages within the community and to adjacent communities. The Community Plan aims to capitalize on the unique advantages afforded by the community's location by supporting outdoor-focused gathering places that enhance livability and pedestrian activity. The planned parks and recreation facilities will be focal points within the villages and districts, serve as building blocks for future mixed- and multiple-use developments, and support pedestrian-oriented land use pattern.

RECREATION ELEMENT GOALS

- A sustainable parks and recreation system that meets the needs of the diverse variety of users in the community, of all ages and abilities.
- Provision of parks and recreation facilities that keeps pace with the population growth through timely acquisition and development.
- A network of parks and recreational facilities that are accessible by multiple modes of transportation and connect to regional recreation and open space areas.



A system of parks and recreational facilities, including linear parks and promenades along key corridors, will meet the community's park needs and enhance its livability.

7.2 STRATEGY

The parks and recreation strategy focuses on the following types of population-based parks: neighborhood parks, mini parks, pocket parks, and special activity parks and plazas. These types of parks, along with park equivalencies, will provide population-based park acres to serve the future community population.

The strategy is to provide a mix of recreational uses and facilities that meet the needs of residents and employees. Neighborhood parks, mini-parks and plazas can serve as focal points within village areas. Infill development outside of village areas provides the opportunity to include mini parks, special activity parks and pocket parks to meet the population-based park standards and enhance the livability of the districts.

As Midway - Pacific Highway is a developed community, strategic park placement and development is essential to maximize accessibility and use of limited land resources. Figure 7-1 shows the potential location and size of future parks within the community, which have been placed and sized based on opportunity for future development and residential capacity. The park locations, configurations, and sizes may change as a result of future private and public project development and the residential population associated with future development.

The Urban Design Element provides policies that guide new development near parks to incorporate active ground floors and outdoor uses adjacent to the proposed parks and plazas. Active ground floors and outdoor uses provide natural surveillance of the parks and plazas which can enhance safety. Pedestrian activity will attract more users to the recreational facilities and to the uses that surround it that can result in economic benefits to businesses. Parks may also incorporate storm water retention and/or infiltration infrastructure. See the Conservation Element for storm water management policies.



A mix of recreational facilities including neighborhood parks, mini parks, pocket parks, and special activity parks will serve the population of Midway - Pacific Highway.



Parks may be constructed through future public and private development projects. This park is integrated into a residential area and benefits from natural surveillance from the residences facing the park.

BOX 7-1: GENERAL PLAN PARK AND RECREATION FACILITIES NEEDS

The General Plan Park and Recreation Facilities Guidelines require the following acreage for population-based parks, recreation centers and aquatic complexes based on the total residential population of the community (based on the planning horizon), including the Gateway Village military population.

Population-Based Parks

- A minimum of 2.8 usable acres per 1,000 residents.
- A total household population of ~~28,260~~ 30,800 results in a need for ~~79.13~~ 86.24 acres of population-based parks to General Plan standards for Community and Neighborhood Parks.

Recreation Center

- A minimum of 17,000 square feet per recreation center to serve a population of 25,000.
- A total household population of ~~28,260~~ 30,800 results in the need of a ~~19,220~~ 20,944 square foot recreation center to meet General Plan standards.

Aquatic Complex

- An aquatic complex serves a population of 50,000.
- A total household population of ~~28,260~~ 30,800 results in the need for ~~57~~ 62 percent of an aquatic complex to meet General Plan standards.

7.3 POPULATION-BASED PARKS AND RECREATION FACILITIES

The community is anticipated to have a household population of 28,260 people by the plan horizon year. Box 7-1 describes the parks and recreational facilities needs for the community based on the General Plan standards for population-based parks and recreation facilities. To meet these needs, population-based parks, park equivalencies, and recreation facilities that are accessible to the public are proposed.

POPULATION-BASED PARKS

Neighborhood parks, mini parks, pocket parks, special activity parks, and plazas will benefit new residential development, commercial, employment, and mixed-use developments and help these developments become vibrant activity centers.

RECREATION CENTER

A recreation center will be provided within the community on City-owned property within the Camino del Rio District. The recreation center could provide a gymnasium, indoor courts, multi-purpose rooms, kitchen and other community-serving facilities. Also, a portion of the community's recreation center needs will be met with a shared recreation center to be located at the NTC Park at Liberty Station.

AQUATIC COMPLEX

An aquatic complex to be located at the NTC Park at Liberty Station and shared with Old Town, Ocean Beach, and Peninsula will meet a portion of the community's aquatic recreation needs, and a second shared aquatic complex (location to be determined) will meet the remainder. The Aquatic Complexes will provide a 25 to 50 meter pool and supporting facilities that include a pool building with a reception area, restrooms, showers, meeting rooms, lockers and storage.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS

SITE (FIGURE 7-1)	PARKS/ RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
POPULATION-BASED PARKS:					
Neighborhood Parks, Mini Parks, and Pocket Parks					
C	~~Sports Arena Green (Neighborhood Park)~~ The Green at Midway Rising~~.~~		~~3.30~~ 4.65	Proposed park site located within the Sports Arena Community Village (Refer to the Midway Rising Specific Plan).	Design and construction of plazas, children's play area, multi-purpose courts, multi-purpose turf areas, site furniture, picnic areas, comfort station, walkways, and landscaping.
D	~~Sports Arena Square (Mini Park)~~ The Square and The Plaza at Midway Rising~~.~~		~~2.80~~ 3.47	Proposed park site located within the Sports Arena Community Village (Refer to the Midway Rising Specific Plan).	Design and construction of plazas, multi-purpose turf areas, picnic areas, paths and landscaping for cultural and community events.
G	Dutch Flats Green (Neighborhood Park)		3.70	Proposed park site located within the Dutch Flats Urban Village.	Acquisition, design and construction of multi-purpose turf areas, picnic area, children's play area, comfort station, small multi-purpose courts, walkways, and landscaping.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

SITE (FIGURE 7-1)	PARKS/ RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
PARK EQUIVALENCIES:					
Non-Traditional Park Sites					
E	Sports Arena Linear Park		7.30	Proposed linear park, approximately 30 feet wide, along Sports Arena boulevard located on city owned property.	Design and construction of a group picnic area, shade structure, plaza or amphitheater, jogging trail or bike path separated from the primary pedestrian sidewalk, comfort station, multi-purpose hardcourt, children's play area or a skateboard area, site furniture, fitness stations, game tables, art elements, drinking fountain, interpretive signage, and landscaping. Private property (4.16 acres) would need to be acquired.
H	Dutch Flats Linear Park		4.16	Proposed linear park, approximately 30 feet wide, on private property along Sports Arena Boulevard, and along the proposed Dutch Flats Parkway, Barnett Avenue and Charles Lindbergh Parkway.	
I	Kurtz Street Pocket Park		0.25	Proposed park site on MTS owned property, located in the 2100 Block of Hancock Street.	Design and construction of a children's play area, multi-purpose turf area, multi-purpose courts, site furniture, picnic areas, walkways and landscaping. Project may require a lease agreement from Metropolitan Transit System.
B	San Diego River Mini Park		1.80	Proposed park site on Caltrans right-of-way, located on the north side of I-8 east of the West Mission Bay Drive/Sports Arena Boulevard off-ramp.	Design and construct picnic areas, seating and exercise equipment along the San Diego River Pathway consistent with the San Diego River Park Master Plan.

7.4 PARK EQUIVALENCIES

Midway – Pacific Highway is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The community and City identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents. The proposed park equivalencies for the community are outlined in Table 7-1. Table 7-2 summarizes the acreage of the proposed population-based parks and park equivalencies.

JOINT-USE FACILITIES

Recreational facilities can be jointly shared between the City and other public agencies, such as the San Diego Unified School District, and not-for-profit private entities. Joint-use facilities require a City Council-approved long-term joint use agreement with the other agency or entity.

PORTIONS OF RESOURCE-BASED PARKS

Community-oriented parks can be located in a portion of a resource-based park typically contiguous to the community, if consistent with the applicable resource-based park master plan.

NON-TRADITIONAL PARKS

Non-traditional park sites, such as linear parks, promenades, and privately-owned parks, make efficient use of land by providing opportunities for recreational facilities with other compatible private and public developments.

Linear Parks are typically longer than they are wide, and can be adjacent to tree-lined green streets that provide people with a place for relaxation and social interaction. Recreation amenities can include public art, water features, fitness stations, enhanced paving, seating walls, site furniture, jogging trails and bike paths separated from the primary pedestrian sidewalk. Linear Parks primarily serve recreation needs and are envisioned on privately-owned and/or city-owned property that is adjacent to the public right-of-way. ~~These parks could be developed on city-owned property or through the acquisition of additional right-of-way adjacent to streets.~~

Promenades are public spaces parallel to the public right-of-way with a pedestrian pathway to enhance the throughway zone.

Privately-Owned Parks provide outdoor and/or indoor recreational facilities that allow for public use through agreements, public use easements, and/or other applicable legal instruments that remain in effect in perpetuity. Park amenities would be similar to neighborhood parks. Indoor facilities can include exercise rooms or fitness facilities, multi-purpose courts, and/or meeting rooms. Recreational uses can be incorporated on the rooftops of buildings or the top of parking structures, and can include multi-purpose courts or landscaped seating areas with site furniture for social interaction or passive recreation. Privately-owned parks can enhance the community character by providing public spaces for social interaction. Private open space required of development, such as balconies, setbacks, courtyards, are not a park equivalency.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

SITE (FIGURE 7-1)	PARKS/ RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Joint Use Facility					
F	Dewey Elementary Joint Use Facility		1.50	Proposed joint use facility at Dewey Elementary School.	Design and construct multi-purpose fields, hardcourts, children's play area, and walking track. Project will require a joint use agreement with San Diego Unified School District.
Portions of Resource-Based Parks					
A	San Diego River Park Pathway within Mission Bay Park		3.30	Proposed pathway improvements along the San Diego River within Mission Bay Park and Caltrans right-of-way.	Design and construct interpretive signs, picnic areas, seating, and exercise equipment along the San Diego River Pathway consistent with the San Diego River Park Master Plan.
Recreation Center					
Orange Asterisk	Midway - Pacific Highway Recreation Center		1.75	Proposed shared recreation facility to be located on City-owned property within the Camino del Rio District or another location identified within the community.	Design and construct approximately 17,000 square foot recreation center which could include a gymnasium, community meeting and multi-purpose rooms, arts and crafts, and fitness rooms.
Orange Asterisk	NTC Recreation Center		N/A	Proposed shared recreation center located at NTC/Liberty Station.	Design and construct approximately 19,650 square foot recreation center which could include a gymnasium, community meeting and multi-purpose rooms, arts and crafts, and fitness rooms.

SITE (FIGURE 7-1)	PARKS/ RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Aquatic Complex					
Blue Asterisk	NTC/Liberty Station Aquatic Complex		N/A	Proposed shared aquatic complex located at NTC/Liberty Station.	Design and construct an aquatic complex which could include a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff offices, and equipment storage facilities.
TBD	Aquatic Complex		N/A	Proposed shared aquatic complex located within the Peninsula or Midway - Pacific Highway communities, at a site to be identified.	

FIGURE 7-1: PARKS AND RECREATION FACILITIES

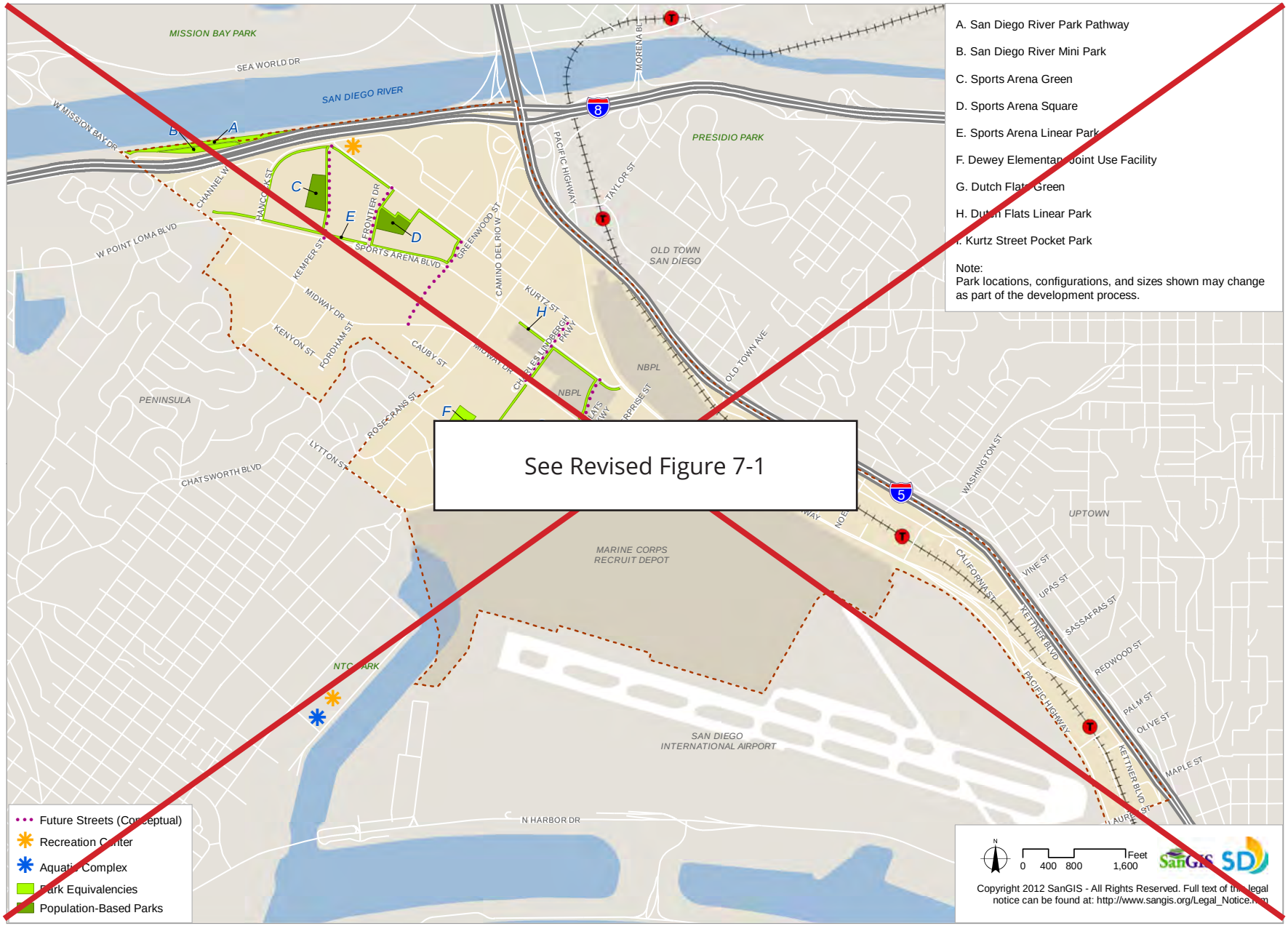


FIGURE 7-1: PARKS AND RECREATION FACILITIES

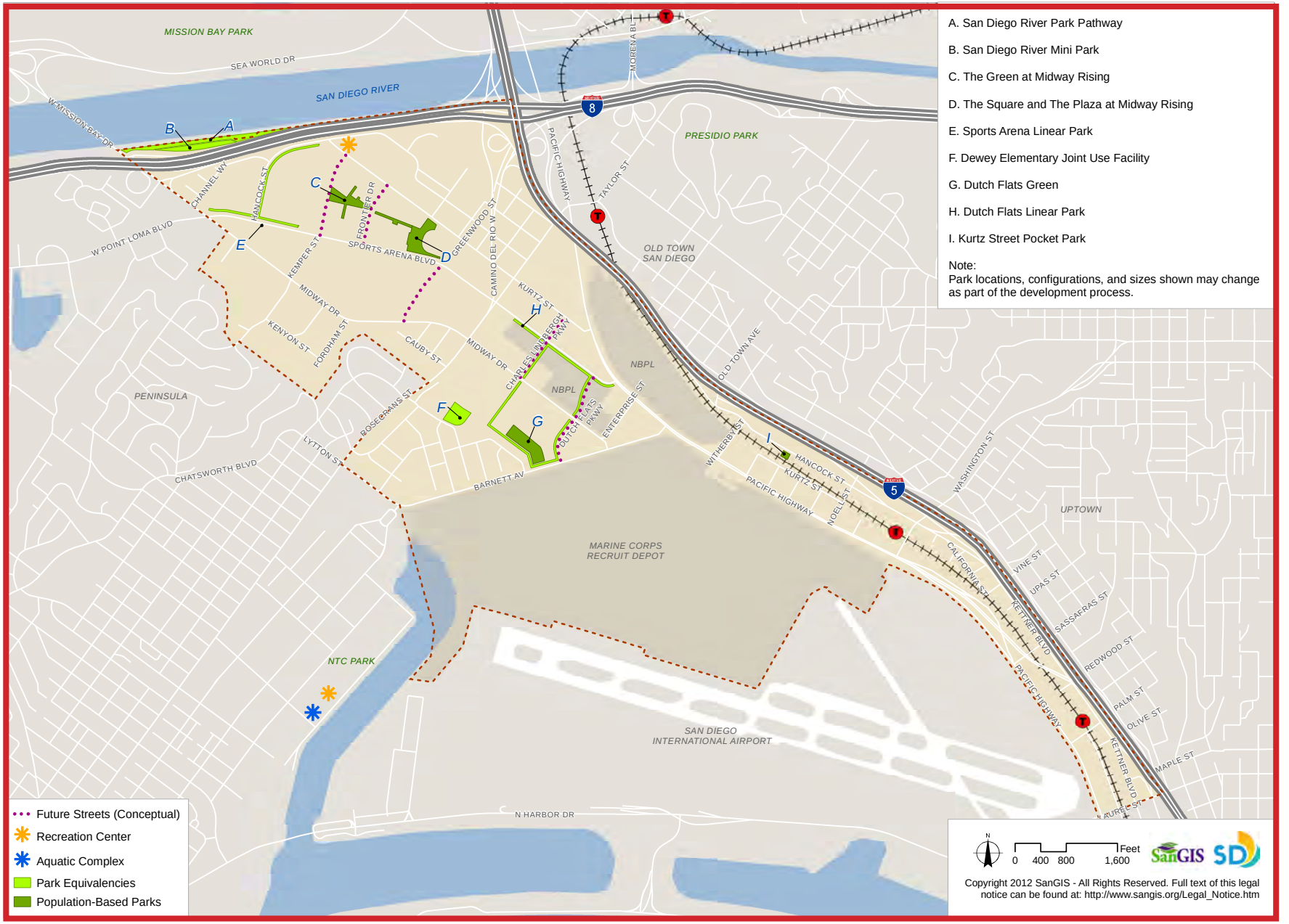


TABLE 7-2: SUMMARY OF PROPOSED POPULATION-BASED PARKS AND RECREATION FACILITIES

POPULATION-BASED PARKS	USABLE ACREAGE
Proposed Population-Based Parks and Park Equivalencies	~~29.86~~ 31.88
Population-Based Parks Needs at Full Community Development	~~79.13~~ 86.24
Population-Based Park Deficit at Full Community Development	~~49.27~~ 54.36
RECREATION CENTER	**SIZE (SQUARE FEET)**
Midway - Pacific Highway Recreation Center*	17,000
NTC Recreation Center*	19,650
Recreation Center Needs at Full Community Development	~~19,220~~ 20,944
Recreation Center Deficit at Full Community Development	0
AQUATIC COMPLEXES	**SIZE**
NTC/Liberty Station Aquatic Complex*	N/A
Proposed Aquatic Complex*	N/A
Aquatic Complex Needs at Full Community Development (% of Aquatic Complex)	~~57%~~ 62%
Aquatic Complexes Deficit at Full Community Development (% of Aquatic Complex)	0%

**Facility will be shared by multiple communities based on population-based need. Facility size may be adjusted in the future according to need.*

POLICIES

RE-4.1 Pursue land acquisition for the creation of public parks, with an effort to locate parkland on sites within villages or districts that promote connectivity, accessibility, safety, public health, and sustainability.

RE-4.2 Encourage new infill developments throughout the community to satisfy population-based park requirements by incorporating parks or park equivalencies on site (either privately or publicly owned).

- **A.** Establish the size of population-based parks based on the proposed number of residential units through the development review process.
- **B.** Provide flexibility in the placement of population-based parks while ensuring their public accessibility and visibility from the public right-of-way.

RE-4.3 Pursue the creation of linear parks or promenades as a component of the community's park and recreational system.

RE-4.4 Consider special activity parks on a case-by-case basis including, but not limited to, skateboard parks, off-leash dog parks, and other unique uses.

RE-4.5 Increase recreational opportunities by acquiring and developing land through street vacations, where appropriate, to provide public parks.

RE-4.6 Consider opportunities to increase population-based parks and park equivalencies in a manner consistent with the Community Plan goals and policies that may arise through the development process.

RE-4.7 Coordinate with the San Diego Unified School District to explore opportunities to provide joint-use recreational space at the Dewey Elementary School.

RE-4.8 Coordinate with the Federal Government to explore opportunities to create a pathway from Barnett Avenue to the Dewey Elementary Joint-Use Facility.

RE-4.9 Coordinate with MTS or a future property owner to explore opportunities to create Kurtz Street Pocket Park generally in alignment with Bandini Street.

RE-4.10 Provide park equivalencies along the San Diego River Pathway that are consistent with the San Diego River Park Master Plan.

RE-4.11 Coordinate with Caltrans to explore opportunities to develop a mini-park adjacent to the San Diego River Pathway near Sports Arena Boulevard and I-8.

RE-4.12 Coordinate with the Federal Government or a future property owner to explore opportunities to create park space to serve uses on the NBPL - SPAWAR complex and/or Regional Plant Equipment Office sites.

RE-4.13 Coordinate with the San Diego Unified Port District to explore opportunities to provide a public park on Port District property along Pacific Highway for the use of Midway - Pacific Highway residents and Port visitors.

RE-4.14 Collaborate with the community and interest groups to explore opportunities to relocate the private skateboard park at Washington Street to a new location within the community should the Pacific Highway bridge at Washington Street be reconfigured to an at-grade intersection.

RE-4.15 Encourage commercial, office, and residential development to incorporate active ground floors and outdoor seating and cafes around or adjacent to proposed parks and recreational facilities to create pedestrian-oriented activity centers.

RE-4.16 Design parks to incorporate the City's "Crime Prevention Through Environmental Design" (CPTED) measures.

RE-4.17 Incorporate wayfinding signage that provides information on the parks and recreation facilities in and adjacent to Midway - Pacific Highway.

RE-4.18 Recommend that property owners consider the formation of Community Facilities Districts, guided by the Mello-Roos Community Facilities Act, to maintain future linear parks, promenades, squares, pocket parks, and plazas.



New parks can be designed to incorporate active and/or passive recreation areas, and will serve as neighborhood focal points.



Public plazas and mini parks will help meet recreational needs, complement active commercial uses, and foster pedestrian-oriented activity centers.

CONSERVATION 8

8.1 Sustainable Development
8.2 Natural Resource Conservation
8.3 Coastal Resources
8.4 Air Quality and Public Health

INTRODUCTION

The Climate Action Plan and the General Plan's Conservation Element address conservation and sustainability topics which have broad geographic and political relevance. The General Plan envisions that San Diego will become an international model of sustainable development. It provides policy guidance for the long-term conservation and sustainable management of the City's natural resources, acknowledging that they help define the City's identity, contribute to its economy, and improve its quality of life.

The Midway - Pacific Highway Community Plan recognizes the importance of natural resources, including water and energy, within the community. It supports sustainable development through community-specific policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in Citywide and regional initiatives is intended to conserve natural resources, minimize per capita ecological 'footprints,' and maintain the long-term health of the community and City.

Positively addressing the community's contribution to global climate change and preparing for its potential effects are also objectives of the Community Plan's sustainable development strategy. Key components of Midway - Pacific Highway's strategy are policies that result in reductions to the community's per capita greenhouse gas emissions while fostering housing and employment growth and development within transit priority areas in a sustainable and climate resilient manner. To achieve both per capita greenhouse gas emissions reductions and growth, there needs to be a reduction in the consumption of carbon-based energy resources for building utilities and transportation. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using alternative modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures to that will improve transportation sustainability.

The Midway-Pacific Highway community is uniquely positioned to reduce vehicle miles travelled due to its central location within the region and prevalence of underutilized superblocks that have potential to be transformed into pedestrian- and transit-oriented mixed-use villages with access to regional transit system. Vehicle miles can be reduced by increasing employment and housing opportunities near transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The community's land use plan envisions a mix of pedestrian and transit oriented employment, retail and residential uses near high frequency transit and linked by pedestrian and bicycle facilities.

CONSERVATION GOALS

- Integration of mixed-use villages and economically vibrant employment centers for housing, businesses, and employment with a regionally connected transit system to reduce per capita greenhouse gas emissions.
- Sustainable buildings and landscapes that are re-generative, increase resource use efficiency, and promote alternatives to use of non-renewable energy systems.
- Preservation of coastal resources and public coastal access.

8.1 SUSTAINABLE DEVELOPMENT

Sustainable development has a renewed importance due to the visible effects of global climate change resulting from greenhouse gas emissions, as well as State and local legislation intended to address this environmental problem. The known and potential impacts of a changing climate – higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles – have consequences not only for the built and natural environment, but also for the community's health and economic vitality. The City of San Diego adopted a Climate Action Plan (CAP) to achieve the State of California's mandates for Greenhouse Gas (GHG) emission reductions through local action and to the benefit of San Diego's environment and economy. The CAP calls for eliminating half of all greenhouse gas emissions within the City by 2035. The CAP is a package of policies with steps the City can take to achieve the 2035 targets and is based upon these five strategies:

1. Energy & water efficient buildings
2. Clean & renewable energy
3. Bicycle, walking, transit & land use
4. Zero waste
5. Climate resilience

The CAP supports implementation of the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how we produce and use energy. Further, the CAP will complement the General Plan policies to reduce greenhouse gas emissions with quantifiable data and benchmarks for success. This section addresses several areas of sustainable development design. Appendix C, the Sustainability and Conservation toolbox, provides additional information on potential sustainable design features. The community plan also addresses greenhouse gas emissions and air quality by prohibiting the incorporation of wood and gas fireplaces



The implementation of pedestrian, bicycle, and transit infrastructure improvements paired with transit-oriented development in Midway - Pacific Highway will help the City meet its environmental goals.



There are many creative ways to increase energy and water efficiency and climate resiliency, including green roofs and rooftop gardens.

in new dwelling units within the Sports Arena Community Village and Dutch Flats Urban Village (see Land Use, Villages and Districts Element Section 2.6).

COMMUNITY LAND USE AND MOBILITY

Of the five strategies identified in the CAP, the land use and mobility strategy aims to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for commute trips. The strategy's land use component would advance the General Plan's "City of Villages" concept of walkable and pedestrian-friendly neighborhoods with a mix of uses.

A majority of the community is within a half-mile walking distance to an existing or future transit stop, which makes public transit a viable transportation option. These areas are also within a Transit Priority Area (TPA) where existing and future transit investments are to be coordinated with land use. As part of the guiding principles of the community plan is to support the creation of housing and employment served by transit. The land use plan (Figure 2-1) implements the CAP's land use and mobility strategy by designing areas for higher density housing and employment within TPAs. The increase in housing capacity promotes and expands housing choice, and the increase in employment capacity supports the community as a transit-oriented sub regional employment center consistent with the General Plan.

The community plan identifies bicycle and pedestrian facility improvements that complement the land use strategy to provide employment and housing growth opportunities within TPAs. The community plan takes a multi-modal approach to improve circulation and access through and within the community. It envisions a more balanced mobility network that facilitates shifting trips to transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes. The planned mobility improvements further "complete streets" principles, improve intersection and roadways to increase accessibility, repurpose right-of-way, and improve bicycle and pedestrian access. The planned infrastructure improvements as well as the interconnection of the transit, bicycle, and pedestrian facilities will support the residential and employment capacity with less increase in per capita vehicle emissions.

VILLAGE CONNECTIVITY WITH TRANSIT

The community plan's land use strategy emphasizes villages linked by high frequency transit along Rapid Bus routes and with access to Trolley service identified in the San Diego Regional Plan in addition to strengthening bicycle and pedestrian linkages throughout the community. This strategy intends to promote commuter use of transit by providing important first mile/last mile connections to transit through improved pedestrian and bicycle connections within and between the villages and to the Old Town Transit Center. The community plan envisions key community corridors as "linear gateways", streets that will provide pedestrian and bicycle facilities with greater separation from auto traffic as well as enhanced landscaping and other amenities that enhance pedestrian comfort. The Community Plan's concentration of residential density and employment intensity within TPAs addresses the CAP's land use strategy.

The Community Plan encourages advancing scheduled implementation of Rapid Bus planned in San Diego Forward: The Regional Plan if significant village development occurs in the Sports Arena Community Village or the Dutch Flats Urban Village; as well as the longer term potential to convert the Rapid Bus to modern streetcar service. By supporting residential and employment uses with increased transit service and improved access to transit stops via expanded pedestrian and bicycle facilities, the community plan provides both residents, employees and visitors with convenient and attractive travel alternatives to personal vehicles.

POLICIES

CE-1.1 Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:

- **A.** Implementing pedestrian and bicycle infrastructure improvements in Transit Priority Areas to increase commuter walking and bicycling opportunities.
- **B.** Supporting higher density/intensity housing and employment development in Transit Priority Areas to increase transit ridership.
- **C.** Providing bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
- **D.** Coordinating with San Diego Association of Governments to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation the highest priority bicycle and pedestrian improvements.
- **E.** Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs.
- **F.** Providing bicycle- and car-sharing programs and their facilities such as bike-sharing stations and car-sharing vehicle access points.
- **G.** Retiming traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption.
- **H.** Applying the CAP consistency checklist as a part of the development permit review process, as applicable.
- **I.** Supporting and implementing improvements to enhance transit accessibility and operations, as feasible.
- **J.** Monitoring the mode share within the community's TPAs to support the CAP Annual Monitoring Report Program.

CE-1.2 Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency and promote the use of alternative more sustainable energy sources.

CE-1.3 Support community organizations and businesses in their efforts to educate residents, employees and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).



Incorporation of attractive and safe transit stops and stations within Midway - Pacific Highway's villages will help transit be a travel mode of choice for community residents and employees.

CLEAN AND RENEWABLE ENERGY

The increased use of clean and renewable sources of energy is a CAP strategy to meet greenhouse gas reduction targets. Based upon Citywide data, the Midway-Pacific Highway community consumes energy primarily for motorized transportation and for building heating, cooling and lighting systems. The community also uses energy for light industrial activities.

Midway-Pacific Highway has a unique opportunity to encourage on-site power generation in surface parking areas, parking structures, and flat rooftops that can accommodate photovoltaic arrays for solar power generation. Development is likely to incorporate flat roofs to accommodate proposed development intensity and also reflect existing modern building forms within the community. Photovoltaics on flat roofs can be screened by parapets with minimal visual impact to building architecture. Shade structures incorporated into surface parking areas can also accommodate photovoltaics. Power generated from these measures can fuel building energy systems and electric vehicles to lower the community's greenhouse gas emissions. For related policies, refer to the Sustainable Development section in the Urban Design Element.



The community has a unique opportunity to encourage solar power generation in surface parking areas, flat rooftops, and parking structures.

POLICIES

CE-1.4 Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems to reduce the need for conventional purchased electricity and reduce greenhouse gas emissions within the community.

ENERGY- & WATER-EFFICIENT BUILDINGS

Both residential and non-residential buildings offer opportunities for reducing energy consumption in new development as well as existing buildings. CAP strategies for building focus on site-specific design and innovation, and technological improvements that increase energy efficiency and provide renewable energy generation. This community plan envisions that new development will incorporate design measures and technology to significantly reduce consumption of potable water and non-renewable energy (refer to Urban Design Element, Sustainable Design section, and to Appendix C, the Sustainability and Conservation Toolbox).

Solar power and natural lighting and ventilation can replace or reduce the use of natural gas and non-renewable sourced electricity used for building functions and comfort. Access to sufficient natural light and air improves the health and enjoyment of residents within residential and mixed-use developments. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Access to light and air ventilation within each dwelling unit should be maximized. Refer also to the Urban Design Element.

Given the California climate's tendency to shift between long periods of drought and shorter periods of concentrated rainfall, water conservation has become increasingly important. Since the San Diego region has limited local water resources and storage capacities and relies on imported water from the Colorado River and Northern California, it is important that water be used as efficiently. Water conservation building features and water-wise landscaping can play a pivotal role in reducing the amount of water consumed by both commercial and residential development. Planting native or more climate adapted plant species can meaningfully reduce outdoor water use. Other techniques for reducing outdoor water use include using 'smart' irrigation controllers that time and manage irrigation based upon weather and soil moisture conditions; performing regular maintenance on irrigation systems to ensure operational efficiency; changing spray systems to drip irrigation; capturing rainwater using cisterns for landscape irrigation; using graywater or recycled water for landscape irrigation; and using mulch to retain soil moisture.

POLICIES

CE-1.5 Ensure that new development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan.

- **A.** Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices, applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the Climate Action Plan.
- **B.** Encourage the adherence to LEED standards for construction to achieve environmental benefits in new development and redevelopment projects.

CE-1.6 Encourage new public and private development and building retrofits to incorporate as many energy- and water-efficient building systems, components, and practices as possible in their design and construction.

CE-1.7 Design, orient, and configure new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open.

- **A.** Avoid site and building designs that rely solely on narrow side yards to provide access to light and air.
- **B.** Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible.
- **C.** Use individually placed openings rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes and decorative and clerestory window designs can be used where other window styles would conflict with facade architecture or privacy.

CE-1.8 Design urban greening and community garden projects utilize water-efficient landscape and irrigation techniques.



New public and private development and building retrofits are encouraged to incorporate energy- and water-efficient building and site design.

URBAN FORESTRY

Preservation, improvement and maintenance of the urban forest is an important goal and expansion of San Diego's tree canopy coverage is goal of the CAP. The community's tree canopy is a major infrastructure component and provides many benefits to the environment and the overall quality of life: energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief/beautification. For additional policies, refer to the Urban Greening section in the Urban Design Element.

POLICIES

CE-1.9 Increase the community's overall tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management.

CE-1.10 Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies. Ensure street trees are provided with new development.



Street trees should be provided, added and replaced to provide continuous, regularly spaced tree canopies.

URBAN AGRICULTURE

Urban agriculture can be incorporated in under unitized or remnant publicly owned parcels, industrial buildings, as part of new development, particularly on rooftops or when roofs are configured to incorporate natural light. Community gardens are a type of urban agriculture that makes public or private land available to the community through either an individual or shared plot system. Community gardens can provide opportunities to create green space for outdoor enjoyment and physical activity, particularly in spaces not available or suitable for parks. Community gardens can provide important visual relief to the continuity of urban development, promote a community's health and wellness, and foster a sense of community and connection to the environment. Community gardens support food security by providing a source of fresh produce for nearby residents or restaurant operators who participate in the garden. Locally grown food can reduce a community's carbon footprint by shortening the distance produce travels from its point of origin to where it is consumed. As an added benefit, community gardens can serve to provide opportunities for infiltration for rainwater or storm water.

The community plan envisions the use of rooftop gardens to capture rainwater, reduce urban runoff, and reduce the urban heat island effect and a heating costs by absorbing solar heat. While roof top gardens may not necessarily provide the same resources that a traditional community garden could provide or be as publicly accessible, they provide opportunities for rainwater harvesting and carbon sequestration.

POLICIES

CE-1.11 Encourage short- and longer-term agricultural operations such as community farms and gardens (especially on underutilized or remnant sites) that provide recreation and educational experiences which demonstrate the history, importance, and value of agricultural ecosystems.

CE-1.12 Encourage rooftop gardens and green roofs for their sustainability benefits that include reduced urban runoff and urban heat island effect.

CE-1.13 Encourage the marketing and sales of local agricultural products to local residents, vendors, and restaurants through farmer's and outdoor markets, which could be at the Sports Arena Community Village, and other direct farm-to-table sales.

CE-1.14 Integrate sustainable agriculture principles into community gardens, rooftop gardens, and green roofs that promote clean air and water and healthy soils, habitats, and ecosystems.



Urban agriculture can be accommodated in many ways, on underutilized or remnant sites, in garden plots, or through rooftop gardens or green roofs.

8.2 NATURAL RESOURCE CONSERVATION

URBAN RUNOFF MANAGEMENT

Urbanization and development alter and inhibit the natural hydrologic processes of surface water infiltration, percolation to groundwater, evapotranspiration, and transpiration. Urban runoff is surface water runoff generated from developed or disturbed land, and storm water is one significant type of urban runoff. Increases in impervious surfaces reduce opportunities for water runoff to infiltrate into the ground. This increases the magnitude and duration of storm water flows, contributing to urban flooding, and results in sediment and pollutants entering watersheds and downstream water bodies. Urban runoff is the largest pollution source of San Diego's coastal beaches and near-shore waters. Midway - Pacific Highway is located within the San Diego River and San Diego Bay watersheds and adjacent to the Mission bay watershed, which discharge into the Pacific Ocean. Improvements in the management of storm water runoff assist regional efforts to protect water quality in streams, bays, and the ocean and can help address flooding in the community during wet weather.

To maintain and improve natural hydrologic functions, reducing the overall imperviousness of a site is one of the most important strategies. Low Impact Development (LID) techniques are approaches to storm water management that increase the ability of water to infiltrate into the ground. Examples of LID techniques are bioinfiltration and bioretention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate LID techniques are commonly called "green" streets can include medians or parkways with bioinfiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. For related policies, refer to the Urban Greening section of the Urban Design Element.

POLICIES

CE-2.1 Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.

CE-2.2 Incorporate and maintain storm water best management practices in infrastructure and development projects, including streetscape improvements, to limit water pollution, erosion, and sedimentation.

CE-2.3 Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

CE-2.4 Consider public-private partnerships to construct storm water management infrastructure as part of linear parks, urban paths, and/or urban greening projects.

CE-2.5 Consider converting the Pacific Highway frontage road and Kurtz Street in the Hancock Transit Corridor to one-way streets to support expanded urban greening projects for storm water management and sidewalk widening.



A storm water infiltration bioswale at the West City Continuing Education Center at work.

8.3 COASTAL RESOURCES

Midway - Pacific Highway contains two stretches of land within the Coastal Zone and within the City of San Diego's jurisdiction, including areas along Pacific Highway and areas adjacent to the San Diego River. The Community Plan supports the achievement of the goals of the California Coastal Act (Coastal Act) within the Coastal Zone. The key coastal issues within the community are discussed in this section and related policies are provided. Policies regarding key coastal issues found in the other sections and Elements are listed in Table 8-1.

LAND RESOURCES AND PUBLIC ACCESS

The Coastal Zone areas within the community and public access to those areas are shown on Figure 8-1.

The Coastal Zone area in the southern portion of the community along Pacific Highway is within the jurisdiction of the San Diego Unified Port District. This area contains airport-related and light industrial uses and the San Diego Unified Port District's offices. Land use and development in this area are guided by the Port Master Plan, and public access is provided via several public streets, sidewalks, and bicycle facilities.

TABLE 8-1: COASTAL ISSUE AREAS AND COMMUNITY PLAN ELEMENT REFERENCES

COASTAL ISSUE	ELEMENT/POLICY REFERENCE
Public Access	LU-4.1(K) & (Q), LU-4.77 - 4.78, LU-4.80 - 4.81
Recreation	RE-4.10 - 4.12
Marine/Wetland Environment	CE-2.1 - 2.4
Development	LU-4.73, LU-4.75, LU-4.83 - 4.87, UD-6.20
Climate Change	PF-5.1 - PF-5.11, CE-1.1 - 1.10, CE-1.12

The Coastal Zone area in the northern portion of the community is located along the San Diego River Flood Control Channel and is designated for park use. This area includes a portion of the San Diego River Pathway, the San Diego River Park, and Mission Bay Park. The planned public park use is consistent with the goals of the California Coastal Act. The San Diego River Pathway provides linear access for pedestrians and bicyclists along the river, and Sports Arena Boulevard provides lateral access to the area. Since the area within the Coastal Zone along the San Diego River is owned by government agencies and designated for park use, no future private development will be possible that could potentially reduce public views of the coast.

The Mobility Element and Urban Design Element include planned facilities and policies to improve pedestrian and bicycle access to the Coastal Zone areas, as well as provide an enhanced pedestrian and bicycle connection between San Diego Bay and the San Diego River.

POLICIES

CE-3.1 Preserve, protect, and enhance public access to the Coastal Zone within the community.

CE-3.2 Provide a recognizable entrance to the San Diego River Pathway at Sports Arena Boulevard/West Mission Bay Drive, consistent with the San Diego River Park Master Plan.

- **A.** Incorporate a trail kiosk at the entrance which does not block views and includes a map of how the San Diego River Park interfaces with the Midway-Pacific Highway community.
- **B.** Provide re-vegetation of all areas adjacent to and within the San Diego River Pathway with native and location-appropriate plant communities and drought-tolerant, non-invasive plants.

CE-3.3 Provide interpretive signs along the San Diego River Pathway, consistent with the San Diego River Park Master Plan, which do not block views within the San Diego River Channel and that provide information about the estuarine function, wildlife habitat, and San Diego River Park.

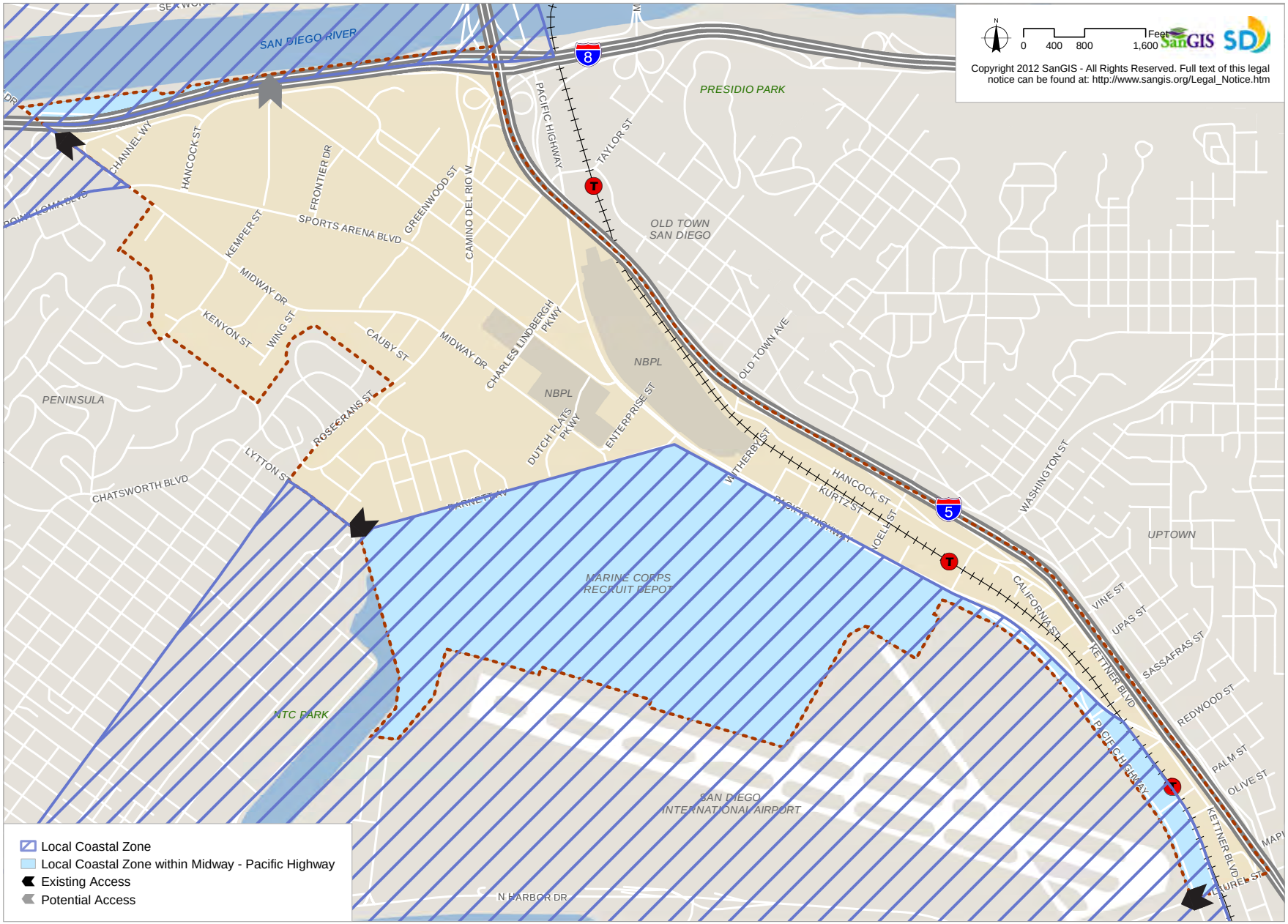
CE-3.4 Consider initiating a feasibility study for river channel embankment modifications to create a varied edge with native vegetation.

CE-3.5 Create an estuary overlook platform along the San Diego River Park Pathway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve, consistent with the San Diego River Park Master Plan.



The Community Plan envisions pedestrian and bicycle infrastructure improvements and park improvements in the Coastal Zone north of Interstate 8 to enhance public access and recreational and educational opportunities.

FIGURE 8-1: COASTAL ZONE AND COASTAL ACCESS



MARINE/WETLAND ENVIRONMENT

The Coastal Act calls for the protection of Environmentally Sensitive Habitat Areas within the Coastal Zone. Environmentally Sensitive Habitat Areas (ESHA) is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Such areas are critically important for the survival of species or valuable for maintaining biodiversity.

The City of San Diego has adopted a Multiple Species Conservation Program (MSCP) Subarea Plan in order to protect sensitive habitats and species within the City's boundaries. The MSCP Subarea Plan's policies apply to areas mapped within the City's Multiple Habitat Planning Area (MHPA). Midway-Pacific Highway Community does not have land that is identified as MHPA or ESHA.

The San Diego River Flood Control Channel, although outside of the community boundaries, is an important open space resource for Midway-Pacific Highway and is within the Coastal Zone and MHPA. The river is home to wildlife species, including seasonal bird populations in the tidal estuary. The estuary also acts as a natural bio-filter for storm water runoff before it enters the Pacific Ocean. The City's MHPA Adjacency Guidelines will manage land uses adjacent to the flood control channel to ensure minimal impacts to the MHPA.

Existing outfalls for the storm drain system that serves Midway-Pacific Highway and adjacent communities are located within and discharge into the San Diego River Flood Control Channel and San Diego Bay. As mentioned previously, the San Diego River estuary supports seasonal bird populations and provides natural bio-filtration for storm water runoff. During heavy rains or storm water overflow episodes, the estuary can become overtaxed and unable to filter excess pollution collected by the river from throughout its watershed. Implementation of Low Impact Development (LID) principles in Midway - Pacific Highway, as described in the Urban Design Element and as required by the City's Land Development Code, will help reduce the amount of pollutants within the storm water that is released into the San Diego River and San Diego Bay and help maintain healthy water quality within these regional resources.

POLICIES

CE-3.6 Implement the City's Environmentally Sensitive Lands (ESL) regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the California Coastal Act.

CE-3.7 Continue implementation of the Multiple Habitat Planning Area (MHPA) Adjacency Guidelines to guide the restoration and enhancement of the area adjacent to the San Diego River Flood Control Channel.



Continued implementation of the City's ESL regulations and Biology and MHPA Adjacency Guidelines will ensure that MHPA areas adjacent to the community will be protected.

CE-3.8 Monitor the San Diego River Park to ensure that it is maintained in a clean, healthy state through cooperative partnerships with community groups and county, state, and City agencies.

CE-3.9 Remove non-native species and plant native vegetation within the portions of the San Diego River Park and Caltrans right-of-way north of Interstate 8 over time and as these areas are developed with population-based park equivalencies, should funding be available.

CE-3.10 Place signage to alert users of the San Diego River Pathway that pets need to be leashed at all times and place pet waste plastic bag dispensers strategically along the trail, should funding become available.

CE-3.11 Incorporate storm water low impact development practices with the development of park and recreation facilities adjacent to the San Diego River.

CE-3.12 Upgrade infrastructure for water, wastewater, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season.

CE-3.13 Ensure new water, wastewater, and storm water facilities are sited and designed to minimize impacts from sea level rise, and, where feasible, avoid locating new storm water outfalls in areas that could be impacted by sea level rise.

CE-3.14 Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the San Diego River, San Diego Bay, and Pacific Ocean.

CE-3.15 Encourage innovative best management practices that provide opportunities for enhanced storm water management in public works projects, transportation facilities and private developments. These may include curb inserts, paver filter strips, bulb-out infiltration zones, linear detention basins and infiltrating tree wells.

8.4 AIR QUALITY AND PUBLIC HEALTH

Suitable air quality is important in fostering a healthy living environment. Poor air quality creates health problems for groups with sensitivities, such as children, the elderly, and persons with respiratory problems. Air quality in Midway - Pacific Highway is affected by exhaust from motor vehicles that travel along I-5 and I-8.

Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located within 500 feet of a freeway, careful building design can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with high-efficiency particulate arresting air filters, careful location of heating, ventilation, and air condition intake vents away from pollution sources, and/or fixed windows facing the freeway.

POLICIES

CE-4.1 Consider air quality and air pollution sources in the siting, design, and construction of residential development and other development with sensitive receptors.

CE-4.2 Incorporate building features into new buildings with residential units and other sensitive receptors located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.

CE-4.3 Encourage Caltrans to plant trees in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.

CE-4.4 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and air pollutants.

NOISE 9



9.1 Noise Environment

INTRODUCTION

Midway - Pacific Highway is an urban community with a mix of uses and major transportation facilities. The community has a higher ambient noise level from commercial and industrial land uses, freeways, major streets, aircraft operations, and rail operations. Figure 9-1 illustrates the projected future noise contours from freeways, major roads, and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings. For noise contours specific to airport operations, refer to the Airport Land Use Compatibility Plan for San Diego International Airport. As the community's commercial areas continue to grow and expand with new commercial establishments and as the villages and districts develop with mixed commercial-residential developments, instances of exposure to the unwanted effects of noise could become more prevalent in the community.



Motor vehicle traffic noise levels vary based on traffic volume, speed, and mix of vehicles.

NOISE GOAL

- Minimize the exposure of residential and other land uses to excessive noise levels.

Community Noise Equivalent Level, or CNEL, is the noise rating scale used for the evaluation of land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The General Plan specifies that noise levels at or below 70 dBA are conditionally compatible for multi-family residential uses if sound attenuation measures are included in project design to reduce the interior noise levels to 45 dBA. While typically incompatible, the General Plan conditionally allows mixed-use residential development along streets affected by vehicle traffic noise levels up to 75 dBA with interior noise attenuation. Typical attenuation measures are addressed in the General Plan. The policies in this Element also provides site planning recommendations for mixed or multiple use developments to address commercial, industrial, and transportation noise.

9.1 NOISE ENVIRONMENT

COMMERCIAL AND INDUSTRIAL ACTIVITY

Noise from light industrial and heavy commercial uses can affect adjacent noise-sensitive uses. Commercial and industrial activity noise is either emitted by activities on site or through truck deliveries. Site planning and integrating noise attenuation measure in new buildings will reduce interior noise levels from commercial and industrial activity.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is related to the traffic volume, speed, and mix of vehicles. Major roadways including I-8, I-5, Rosecrans Street, Camino Del Rio West, Pacific Highway, Midway Drive, and Sports Arena Boulevard are the primary sources of motor vehicle noise within the community. Noise from trucks driving or parked and idling along roads can also be a source of annoyance for noise-sensitive uses. Heavy trucks that support airport freight and distribution operations generate more noise than medium trucks that support commercial and light industrial uses, cars, and light trucks.

RAIL NOISE

Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at-grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail at-grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise-sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn "quiet zones." This requires the implementation of safety measures to compensate for the loss of the train horn usage. Additionally, the Mobility Element supports roadway-rail grade separation, since this will eliminate the need for bells and horns at the existing grade crossing and reduce noise.

AIRCRAFT NOISE

Aircraft overflight from San Diego International Airport (SDIA) and related noise affects portions of Midway - Pacific Highway. Aircraft noise can affect people living and working in Midway - Pacific Highway to varying degrees, depending on a person's level of sensitivity. SDIA prohibits most late-night takeoffs to help limit noise impacts.

The community is within the SDIA Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP). The Airport Land Use Commission (ALUC) for San Diego County prepares the ALUCP, and the City implements the ALUCP as discussed in the Introduction chapter. Aircraft noise is one of the factors that the state-required ALUCP addresses with policies for land use compatibility, as



High, intermittent, relatively brief noise events can occur in the vicinity of at-grade rail crossings.

discussed in the Land Use Element. The ALUCP conditionally allows residential and non-residential uses in areas exposed to airport noise at or above 60 dBA CNEL if noise attenuation is provided. The General Plan conditionally allows future multiple unit and mixed-use residential uses in the areas above the 65 dBA CNEL airport noise contour within the SDIA Airport Influence Area to maintain and enhance community character and urban form.

POLICIES

NE-1.1 Address commercial and industrial activity noise that could affect nearby residential uses and other sensitive receptor uses when planning new development.

NE-1.2 Incorporate site planning, architectural features, and/or operational measures as applicable to provide for noise compatibility between uses.

NE-1.3 Include noise attenuation measures in new development to ensure an interior noise level of 45 dBA for sensitive receptor uses near noise-generating activities.

NE-1.4 Ensure that new development is compatible with the noise policies of the Airport Land Use Compatibility Plan for San Diego International Airport.

NE-1.5 Coordinate with rail operators to establish a train horn "quiet zone" at the Washington Street and Noell Street at-grade rail crossings as an interim measure to roadway-rail grade separation.

NE-1.6 Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible.

- **A.** Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment.
- **B.** Consider siting non-residential uses or buildings closer to noise-generating uses or transportation facilities to shield residential buildings from noise, and separate or shield residential uses from delivery areas for non-residential uses for mixed-use and multiple-use developments on larger sites.

NE-1.7 Utilize appropriate operational measures to reduce noise for conditionally permitted commercial uses in areas where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.

- **A.** Consider appropriate window open/close hours for eating and drinking establishments.
- **B.** Consider lowering the volume of amplified music during the last hour of service.
- **C.** Encourage the use of evening security staff to control crowds as well as loitering after hours.
- **D.** Provide noise attenuation measures to reduce the noise levels generated from the establishment, to the degree possible, within their premises with special attention to "open air" concept establishments (such as beer gardens or large outdoor eating and drinking venues.
- **E.** Encourage bars that serve food to keep their kitchens open after alcohol has stopped being served to encourage a slower flow of people leaving the establishment.

NE-1.8 Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought-tolerant landscaping where commercial uses such as restaurants and bars are permitted, especially adjacent to residential areas.

NE-1.9 Encourage distribution uses located near residential uses to facade or shield loading areas, utilize smaller vehicles, and turn off vehicle engines during loading whenever possible.

NE-1.10 Encourage truck deliveries for businesses to occur on commercial streets during day-time hours with designated commercial loading zones.

NE-1.11 Encourage private waste pick-up franchise hauler agreements with the City to be organized by geographic area to reduce unnecessary frequency of pick-ups and instances of multiple haulers servicing the same area.

NE-1.12 Encourage parking structures adjacent to residential uses to incorporate exterior screening that reduces external noise and light impacts.

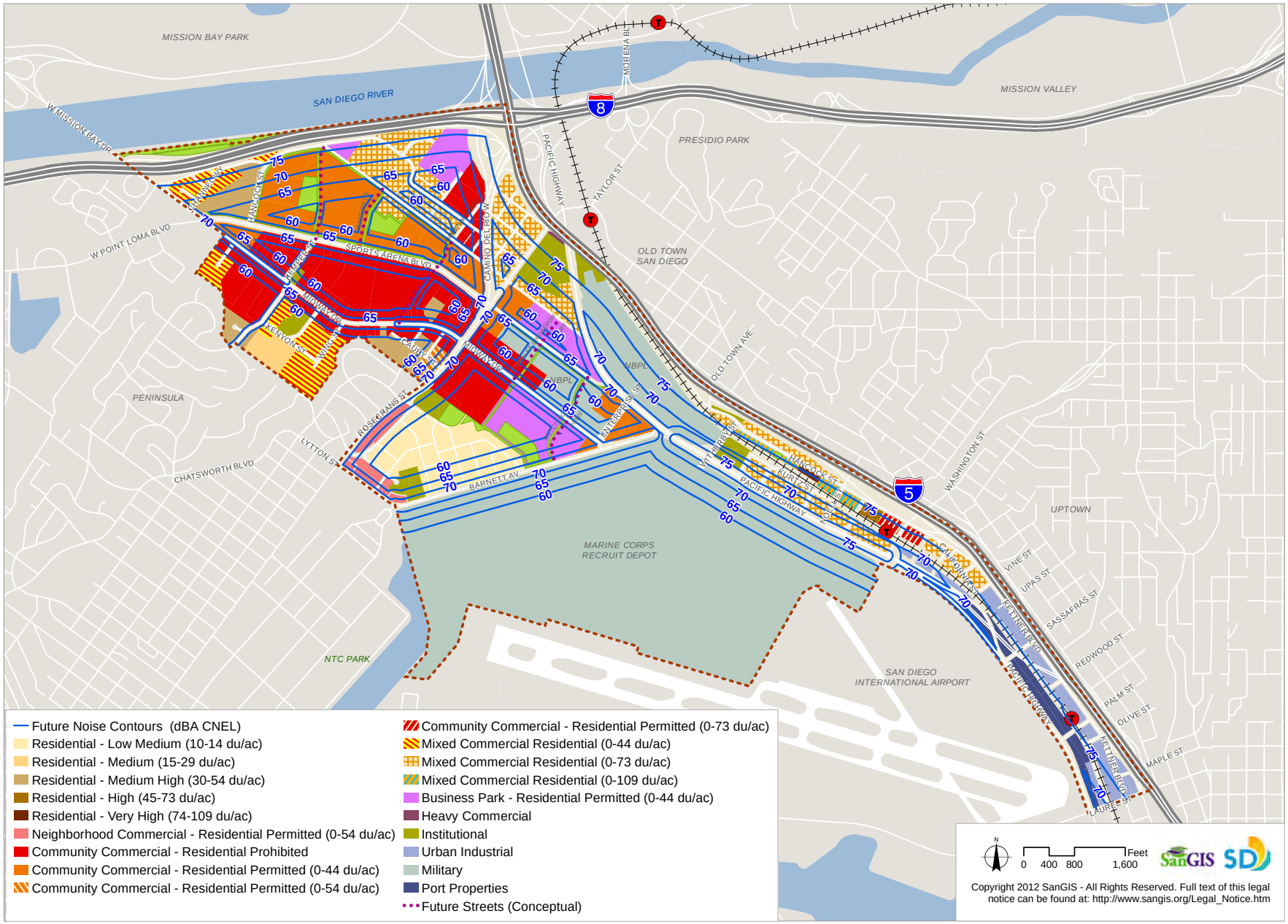
NE-1.13 Apply standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance to adjacent residential or other noise sensitive uses.

- **A.** Limit construction activity hours.
- **B.** Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition, and appropriate for the equipment.
- **C.** Locate stationery noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers.
- **D.** Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
- **E.** Utilize "quiet" air compressors, and other stationary noise sources where technology exists.
- **F.** Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance.
- **G.** Encourage construction contractors to designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise.



Appropriate operational measures should be utilized to ensure that noise from eating, drinking, and entertainment uses does not have negative effects on adjacent residential uses.

FIGURE 9-1: PROJECTED ROAD & RAIL NOISE CONTOURS



HISTORIC PRESERVATION 10

10.1 Prehistoric and Historic Context
10.2 Identification and Preservation of Historical Resources
10.3 Educational Opportunities and Incentives Related to Historical Resources

INTRODUCTION

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

The Midway - Pacific Highway Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Midway - Pacific Highway, in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Midway - Pacific Highway. The Midway - Pacific Highway Historic Preservation Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

HISTORIC PRESERVATION GOALS

- Identify and preserve significant historical resources in the Midway - Pacific Highway community.
- Create commemorative, interpretive and educational opportunities related to historical resources in the Midway - Pacific Highway community and pursue incentives for historic preservation and adaptive reuse.

A Prehistoric Cultural Resources Study and a Historic Resources Survey Report were prepared in conjunction with the Community Plan. The *Prehistoric Cultural Resources Study for the Midway-Pacific Highway Community Plan Update* (Prehistoric Cultural Resources Survey) describes the pre-history of the Midway - Pacific Highway area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The *City of San Diego Midway-Pacific Highway Community Plan Area Historic Resources Survey: Historic Context and Reconnaissance Survey* (Historic Survey Report) provides information regarding the significant historical themes in the development of Midway - Pacific Highway, the property types associated with those themes, and the location of potential historic resources which may be eligible for designation pending further evaluation. These documents have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.

10.1 PREHISTORIC AND HISTORIC CONTEXT

The community of Midway - Pacific Highway is located on the flatlands south of the channelized portion of the San Diego River. Originally, a large portion of the community was estuarine. Prehistorically, the San Diego River served as a reliable source of food and water for the Kumeyaay inhabitants and their ancestors, and some evidence suggests that the Kumeyaay village of village of Kosti/Cosoy/Kosaii/Kosa'aay may have been located within the community. The forces that ultimately shaped the development of the Midway - Pacific Highway community during the late 19th and early 20th centuries were transportation improvements and early industries, as well as the presence of the airport and military. Yet large sections of the area remained undeveloped through the Great Depression. During World War II, areas along Pacific Highway were used for numerous defense industries. The post-war development of the area mainly consisted of small warehouses and commercial buildings that sprang up in a rather haphazard fashion. Today, the area consists primarily of commercial, industrial and military uses bound by major transportation routes and a major airport corridor.

The following is a summation of the pre-historic and historic development of the Midway - Pacific Highway Community. A complete discussion of the community's Prehistory and History can be found in the Prehistoric Cultural Resources Study and the Historic Survey Report, respectively.

PREHISTORY

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,500 years of Native American occupation, locally characterized by the San Dieguito complex, the Archaic La Jollan and Pauma complexes, and the Late Prehistoric period. Based on ethnographic research and archaeological evaluations, Late Prehistoric materials in southern San Diego County are believed to represent the ancestral Kumeyaay.

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commenced with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission and many died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover, and make public, significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The legends and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego.



Examples of Kumeyaay apparel and objects of daily use: baskets, willow bark skirt, basket hat, agave fiber sandals, seed beater. Courtesy of the Barona Cultural Center & Museum, photo by Tim Stahl.

By the time Spanish colonists began to settle in Alta California in 1769, the Midway - Pacific Highway community planning area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. Grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, taking them with lines, nets, and bows and arrows. Balsas or reed boats were used. Shellfish and other littoral resources were important to coastal people, too. Settlements were moved seasonally to areas where wild foods were in season.

Villages and campsites were generally placed in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

The village of Kosti/Cosoy/Kosaii/Kosa'aay was described as near the mouth of the San Diego River. While the actual location of the village is unknown, Bancroft reported in 1884 that a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of Presidio Hill and Old Town, located approximately 0.5 mile east of the community of Midway-Pacific Highway. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay, but the actual site has never been found. One possible location for Kosti/Cosoy/Kosaii/Kosa'aay has been mapped by the South Coastal Information Center (SCIC) as within the community of Midway-Pacific Highway, based on information listed on site forms as recorded by Malcolm Rogers in 1912.



Map of the La Playa Trail between San Diego's first port, Old Town, and Mission San Diego de Alcalá, through what is now the Midway-Pacific Highway community.

SPANISH PERIOD (1769-1822)

In spite of Juan Cabrillo's earlier landfall on Point Loma in 1542, the Spanish colonization of Alta California did not begin until 1769. Concerns over Russian and English interests in California motivated the Spanish government to send an expedition of soldiers, settlers, and missionaries to occupy and secure the northwestern borderlands of New Spain. This was to be accomplished through the establishment and cooperative inter-relationship of three institutions: the presidio, mission, and pueblo. In 1769 a land expedition led by Gaspár de Portola reached San Diego Bay, where they met those who had survived the trip by sea on the ships San Antonio and San Carlos. Initially camp was made on the shore of the bay in the area that is now downtown San Diego. Lack of water at this location, however, led to moving the camp in May to a small hill closer to the San Diego River and near the Kumeyaay village of Kosti/Cosoy/Kosaii/Kosa'aay, where the Spanish built a primitive mission and presidio structure. The La Playa Trail served as the main link between Old Town San Diego, the mission, and La Playa, which served as the town's port until the founding New Town San Diego in 1869. Although it is considered the oldest European trail on the Pacific Coast, La Playa Trail is also known to have been an ancient Kumeyaay path.

Just four months after the colonial project was initiated, the Kumeyaay staged an uprising. The Kumeyaay seized some of the Spaniards' possessions; however, the Spaniards themselves were not taken. While the mission attracted a few converts, friction between the Kumeyaay and Spanish lingered. In August 1774, the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley) near the Kumeyaay village of Nipaguay. The presidio remained at its location on Presidio Hill. Sometime after 1800 soldiers and their families began to move down from Presidio Hill and settle near the San Diego River.

MEXICAN PERIOD (1822-1846)

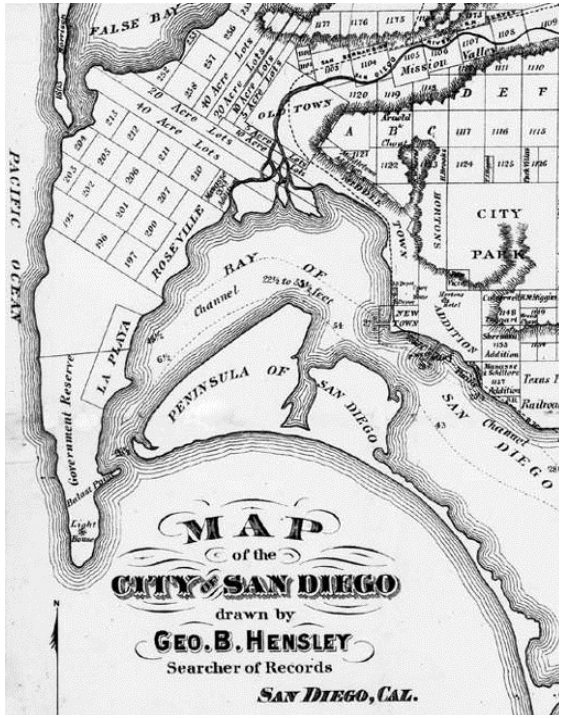
In 1822 the political situation changed as Mexico won its independence from Spain and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign trade; began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates; began secularizing the Spanish missions in 1833; and oversaw the rise of the civilian pueblo. By 1827, as many as 30 homes existed around the central plaza in Old Town and in 1835, Mexico granted San Diego official pueblo status. At this time the town had a population of nearly 500 residents, later reaching a peak of roughly 600. But the location several miles away from navigable water was less than ideal. Imports and exports had to be carried over the La Playa Trail to anchorages in Point Loma.

In 1834 the Mexican government secularized the San Diego and San Luis Rey missions. The secularization in San Diego County had the effect of triggering increased Native American hostilities against the Californios during the late 1830s. The attacks on outlying ranchos, along with unstable political and economic factors, helped San Diego's population decline to around 150 permanent residents by 1840. San Diego's official pueblo status was removed by 1838, and it was made a sub-prefecture of the Los Angeles pueblo. The town and the ship landing area at La Playa (present-day Point Loma) were now the centers of activity in Mexican San Diego. When the United States took control of the region after 1846, the situation in San Diego had stabilized somewhat, and the population had increased to roughly 350 non-Native American residents.

AMERICAN PERIOD (1846-1970)

When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the United States, while other prominent families opposed the invasion. The United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo in 1848 and introduced Anglo culture and society, American political institutions, and American-style entrepreneurial commerce.

On February 18, 1850, the California State Legislature formally organized San Diego County. The first elections were held at San Diego and La Playa on April 1, 1850, for county officers. San Diego grew slowly during the next decade. Old Town remained the largest development within San Diego, occupying a total of 48,557 acres of former pueblo land, and consisted of approximately 65 buildings of which many were constructed of adobe. A small portion of the Midway-Pacific Highway area, northeast of present-day Kurtz Street and northwest of present-day Witherby Street, was historically part of Old Town.



Hensley's Map of San Diego, 1873.

In the 1850s when the first attempt was made to build a city on the present area of Downtown, a group of Old Town citizens bought the land to the south of Old Town and established a rival subdivision closer to the bay. The portion of the land that was subdivided and laid out into streets, squares, blocks, and lots was designated Middletown. The Pacific Highway corridor occupies the other, undivided portions, which were referred to as the reservations and the tidelands. The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War. The troubles led to an actual drop in the town's population from 650 in 1850, to 539 in 1860. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego began to develop fully into an active town. As the community focus shifted from Old Town to New Town (present-day Downtown), the county seat was moved to New Town in 1871 and Old Town rapidly declined in importance.

Although it would appear that the Midway-Pacific Highway area was conveniently located between Old Town and New Town, attempts at development floundered because of the swamp-like conditions. Historically, the Midway area was part of the San Diego River delta, comprising the flat land between the hill of the San Diego Presidio and the hills of Point Loma. The San Diego River switched back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent. In 1853 George Derby, an army land surveyor, engineered the construction of a dike just south

of the present flood channel, extending northeasterly from what is now the junction of Midway Drive and Sports Arena Boulevard. The building of this dike decided the supremacy of San Diego Bay. Later known as Derby's Dike, it was rebuilt in 1877. Now gone, the Derby Dike Site at the foot of Presidio Hill is designated San Diego Historical Resources Board (HRB) Site #28.

One of the early settlers to the area was Louis Rose, the first Jewish resident of San Diego. He arrived in 1850 and began to purchase land between Old Town and La Playa, an area eventually known as Roseville. He aimed to establish a new town site in this location, but failed to attract settlers. Rose deeded five acres on present-day Kenyon Street for use as a Jewish cemetery, but the failure of the Roseville development led the Jewish community to find a new burial ground in 1892. In 1937, they reinterred those buried at the old cemetery, but retained ownership of the land. The site is known as the Hebrew Cemetery and is designated San Diego HRB Site #48. By the late 19th century Midway-Pacific Highway remained almost entirely undeveloped. The forces that ultimately shaped the development of the Midway - Pacific Highway community as we know it today can be grouped generally into three main themes: Transportation Improvements and Early Industrial Development (1882-1914); Military, Aerospace and Related Industrial Development (1901-1953); and Post-War Commercial and Residential Development (1945-1970), as summarized below.



Louis Rose, first Jewish resident of San Diego.

Transportation Improvements and Early Industrial Development (1882 – 1914)

The fact that the Pacific Highway corridor was bypassed for residential development at the start of the 20th century allowed it to emerge as a transportation corridor for railroads, streetcars, and automobiles. However, it mainly functioned as a place one passed through rather than as a destination. Since the 1830s, the citizens of San Diego had attempted to establish a direct rail link to the east. A rail link was an integral component to the vision some held of San Diego as a major seaport. Many efforts were undertaken, but they all ended in failure. The first section of the California Southern Railroad opened in 1882 and connected National City to Oceanside, passing through the Midway - Pacific Highway area at the bottom of and along the bluff that separates the community from Old Town. Without a stop in the area, however, the railroad line failed to ignite development.

A real estate boom in the spring of 1887 brought thousands of people to Southern California, many of them traveling on the Santa Fe Railroad to San Diego. During the boom, developers realized the need for convenient public transportation. In 1887, San Diego's Electric Rapid Transit Company introduced the first electric street railway system in the western U.S., the San Diego & Old Town Railway. It traversed the Pacific Highway corridor from D Street (now Broadway) in downtown to

Old Town along Arctic Street (now Kettner Boulevard), then continued to Hancock and the Five Points area, servicing the Marine Corps Recruit Depot. Even during the 1930s, streetcar passengers traveling through the area described it as a salt marsh with open meadows. During the early 1940s, the line was discontinued and the tracks were paved over in an effort to improve the roadway for automobiles.

Pacific Highway was one of the first paved roads through the area. At one time, it was part of Highway 101. While the southern terminus of Highway 101 is now Los Angeles, it used to travel all the way south through San Diego to the Mexican border in San Ysidro. However, this part was decommissioned and replaced in the late 1960s by Interstate 5. Significant portions of Highway 101 were historically part of El Camino Real, the route that connected Alta California's missions, presidios, and pueblos. It served as the main north-south road in California until the 1920s. Highway 101 was one of the first highways designated by the Bureau of Public Roads in 1925. Existing sections of roadway were designated as routes and marked by signs so that motorists could find their way from one town to the next. Long distance automobile runs became a popular form of amusement, and soon auto camps were developed to provide overnight accommodations.



The Mission Brewery, located at 1751 Hancock Street, is listed on the local register and the National Register of Historic Places.

During the late 19th and early 20th centuries, development in the area remained limited. There were a few isolated residential and commercial buildings. One of the earliest businesses in the area was the Mission Brewery, located at 1751 Hancock Street. August Lang, a German immigrant, purchased block 183 of the Middletown Addition in 1912 for the purposes of building a brewery. The quality of the local water was noted as an important reason for locating in San Diego. Lang hired another German immigrant as his architect, Richard Griesser, who designed the building in the Mission Revival style. A detached bottling plant was constructed across Washington Street. With the impending passage of the National Prohibition Act, the brewery closed in 1918. The property was sold to the American Agar Company in 1923. The Mission Brewery is designated San Diego HRB Site #232 and is also listed in the National Register of Historic Places.

Military, Aerospace, and Related Industrial Development (1901 - 1953)

As early as 1900, San Diegans initiated efforts to attract the attention of the Navy in hopes that officials would choose it for naval bases and other shore activities. William Kettner, credited with the expansion of the military presence during the 1920s, immediately recognized the benefit of a military presence in San Diego, which would bring federal resources and national attention to the City. San Diego's harbor required immediate attention. Dredging was urgently needed to enable large ships to enter. It seemed a logical sequence would then follow:

goods, trade, employment, and the development of a respectable commercial center. Upon his election to Congress in 1912, Kettner eventually convinced the Admiral of the Navy that the dredging of San Diego Bay was not only feasible, but also advantageous to the Navy. During the 1915 Exposition, Kettner caught the attention of Major General George Barnett and convinced him of his idea for the location of a new Marine base in Dutch Flats south of present-day Barnett Avenue and Pacific Highway. Both the Naval Training Center and the Marine Corps Recruit Depot (MCRD) were built in the early 1920s. Construction of MCRD on the low-lying Dutch Flats area was accomplished only after a massive dredging and filling operation. These installations had a profound influence over the development of the area.

The development of the aerospace industry in San Diego also began in Dutch Flats. In 1922, T. Claude Ryan opened up a flying school in the area, which led to the opening of an aircraft manufacturing plant. Ryan Airlines developed some of the most creative designs in aviation history, including a custom M 1 monoplane for Charles Lindbergh. Lindbergh tested the plane, called the Spirit of St. Louis, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. The first regularly scheduled airline in the United States, the San Diego – Los Angeles Airline, operated out of this field beginning in 1925. In 1934 Ryan formed the Ryan Aeronautical Company, and the school eventually became a subsidiary. During World War II, the school trained thousands of Army pilots, and had contracts with the Navy to build aircraft. Now gone, Ryan Field was located near the intersection of Midway Drive and Barnett Avenue. The Dutch Flats/Ryan Field site was designated as HRB Site #249 in 1990.

Inspired by Lindbergh's historic flight, the City of San Diego passed a bond issue in 1928 for construction of a two-runway municipal airport. Dedicated on August 16, 1928, it was called San Diego Municipal Airport – Lindbergh Field. The airport was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located on the northeastern side of the field, along Pacific



The Marine Corps Recruit Depot under construction.



Ryan Field was located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue.



Consolidated Aircraft, 1940s, looking southwest.



Frontier Housing Project, 1946, looking northwest along Midway Drive. Fordham Street crosses Midway Drive in the foreground.

Highway. World War II brought significant change to the airfield when the Army Air Corps took it over in 1942 to support the war effort. The infrastructure of the airport was improved to handle the heavy bombers being manufactured in the region during the war. This transformation, including the 8,750-foot runway, made the airport jet ready long before jet passenger plans came into widespread service. After the war, commercial air service at Lindbergh Field expanded rapidly, and in 1960, Lindbergh Field gained its first jet service.

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft. The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. He served as a pilot in the U.S. Army during World War I and organized the first airmail service in 1918. In 1935, Fleet moved the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field and was the giant among San Diego manufacturing companies, bringing about the establishment of smaller firms all designed to produce aircraft tooling, parts, and sub-assemblies. During the war years, San Diego's population soared due to a massive influx of military personnel and defense workers. The population of San Diego County grew from 289,348 in 1940 to over 400,000 in 1945. The impact of the population growth affected housing, transportation, and schools.

The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area. The City also lifted ordinances against rooming houses in residential zones, but nothing could meet the continuous immigration of defense workers. Finally, in 1940, the federal government passed the Lanham Act, which appropriated $150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. The Frontier Housing Project was one of the largest such housing developments, located at the intersection of Midway and

Rosecrans. In 1943, the Federal Public Housing Agency took bids for the construction of 3,500 temporary dwelling units. By May of 1944, 1,100 units were ready for occupancy. Although the buildings were only intended to last for two years, some remained for 20.

Post-War Commercial and Residential Development (1945-1970)

After World War II, small warehouses and industrial buildings began to fill in the undeveloped areas along the Pacific Highway corridor. The Consolidated Aircraft plant continued to be a strong visual element and economic force in the area. The Midway area gave way to commercial strip and shopping center development that mainly catered to nearby residential and visitor populations. Streets were widened, removed, and renamed to facilitate the movement of automobiles. Interstate 5 and 8 were constructed, which formed rigid barriers between the neighborhoods on the north and east.

Prior to World War II, the commercial and residential development of the area was random and sparse. A few homesteaders constructed small houses, but the earth was too sandy or salty for agriculture. Commercial businesses were largely related to the airport, aircraft plants, and military bases. The city directory for 1941 lists one house and one business on Midway south of Rosecrans. The few other businesses in the area were mostly gas stations and drive-in restaurants like Topsy's and the Bali. The Loma Theater, designed by the renowned theater architect S. Charles Lee, opened in 1944 just before the end of war; however, it is more closely associated with the post-war history of the area. The Sound of Music opened in the theater in 1965 and played for an astounding 133 weeks. The theater closed in 1988 and is now a bookstore.

During the 1950s, several of the large parcels occupied by the Frontier Housing Project were purchased by the City of San Diego and later sold for development. According to an article in the San Diego Union, the population of the area declined by 10,000, which caused a major drop in sales at local retail establishments. A master plan was developed for 500 acres, but failed to attract interest. Instead, commercial business continued to be oriented toward the automobile and mainly consisted of freestanding buildings surrounded by large surface parking lots. Consequently, buildings in the Midway-Pacific Highway area tend to be physically and architecturally disconnected from each other. The 1956 Sanborn map documents the presence of several motels and auto camps in the area interspersed with single-family residences, commercial buildings, and vacant lots. Businesses that required large flat parcels such as lumberyards, drive-in theaters, and nurseries also began to locate in the area.

The character of the area that exists today began to take shape during the 1960s. Modern commercial buildings were constructed on vacant lots or replaced older commercial and residential buildings. Automobile-related businesses such as showrooms, service stations



The Loma Theater opened in 1944.

and garages were also attracted to the Pacific Highway area. This can be attributed to the car culture that blossomed after World War II as well as the development of two freeways in the area, Interstate 5 and 8. Multi-family residential complexes also began appearing in the Midway area during the 1960s.

The greatest change to the area in the 1960s was the construction of the International Sports Arena. It was constructed by Trepte Construction Company and designed by Victor Meyer, an architect who was vice president of development and design. As early as the 1950s, San Diego had been seeking to attract professional sports franchises. In 1966 Robert Breitbard established the San Diego Gulls, then a member of the Western Hockey League, and laid plans for the construction of an indoor arena. The land on which the arena was located was formerly part of the Frontier Housing Project and owned by the City of San Diego; however, the $6,500,000 for construction was privately financed. The arena opened in November of 1966. It was designed for seating 13,500 spectators for hockey and 16,000 spectators for other sporting and public events. Within a year a professional basketball team, the San Diego Rockets, was added to the arena. A variety of restaurants cropped up in the area to feed hungry sports fans before or after games.



San Diego International Sports Arena, artist's rendering.

10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

Cultural sensitivity levels and the likelihood of encountering prehistoric archaeological resources within the Midway - Pacific Highway community planning area are rated low, moderate, or high based on the results of records searches, Native American Heritage Commission (NAHC) Sacred Lands File checks, and regional environmental factors. Sensitivity levels may be adjusted based on amount of disturbance that has occurred on sites that may have previously impacted cultural resources.

Based on the results of the records search, the NAHC Sacred Lands File check, and regional environmental factors, within the community of Midway - Pacific Highway there are two cultural sensitivity levels. Because the majority of the community is developed and there is virtually no undeveloped land within the area, the cultural sensitivity for the majority of the community planning area would be considered low. One section south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south has moderate sensitivity. This portion of the Midway - Pacific Highway community planning area is located along the former periodic shoreline of the San Diego River and at the base of hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of Kosti/Cosoy/Kosaii/Kosa'aay, have been mapped by the SCIC in this area. Although this area has been subject to extensive development, and fill may be present, the cultural sensitivity for this area is still considered moderate. Sensitivity levels may also be adjusted based on ongoing input from the Native American community.

In regard to the built environment, in addition to the three main themes significant to the development of Midway-Pacific Highway, the Historic Context Statement included in the Historic Survey Report also identified property types that are associated with those themes in historically significant ways. The associated property types, characteristics and significance thresholds are summarized as follows:

Transportation Improvements and Early Industrial Development (1882 – 1914)

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. The research indicated that industrial buildings were constructed in the plan area during this period; however, the only one remaining is the Mission Brewery, which is already listed. According to the reconnaissance survey, the other buildings remaining from this period are isolated single-family residences. Most can be described as vernacular turn of the century cottages or Craftsman bungalows. They are one-story in height, sheathed in wood clapboard or shingles, and covered by gabled roofs. Some have been converted to commercial uses. These associated property types are likely to be eligible under HRB Criteria A, B and C.

Military, Aerospace, and Related Industrial Development (1901 - 1953)

Property types associated with this theme include industrial buildings, which can be categorized by type relating to their specific function. The two most common types of industrial buildings present in the plan area are multi-use warehouses, such as the building at 1929 Hancock Street, and light manufacturing buildings. They are mostly concentrated in two areas: the Pacific Highway corridor and the northeast portion of the Midway area. The residential buildings specifically constructed to house defense workers have been demolished. Warehouses used for industrial or commercial purposes generally have the same physical characteristics. More often than not, these buildings were designed without the benefit of an architect. Light manufacturing buildings tend to be more substantial in size and construction than warehouses. In terms of architectural treatment, they fall into two categories: those clothed in the popular styles of the day and those purely functional and utilitarian in design. These associated property types are likely to be eligible under HRB Criteria A and C.

Post-War Commercial and Residential Development (1945-1970)

Property types associated with this theme in the community planning area include residential and commercial buildings. Residential buildings are almost exclusively apartment buildings, while commercial buildings are represented by a wide variety of types including restaurants, retail buildings, shopping centers, motels, gas stations, branch banks,



A few buildings from Midway-Pacific Highway's early development remain in the community, including this cottage built circa 1915.

grocery stores, and automobile dealerships. Residential buildings are concentrated in the Midway area, northwest of Rosecrans Street. Post-war commercial buildings are found throughout the community. Those in the Pacific Highway corridor tend to be oriented toward the airport, such as rental car businesses. The few single-family residences are mostly one-story in height and have no particular style. The two most common multi-family housing types in the area are "dingbats" and apartment complexes, typically containing at least 6 units. There are numerous restaurants and retail buildings in the plan area, most of which are located in one-story freestanding buildings surrounded by surface parking lots. The motel developed as a property type in the 1920s as a hybrid between auto camps and conventional hotels. The earliest motels in the plan area were one-story buildings organized in rows or U-shapes. Motels constructed in the 1960s are typically two-story buildings. These associated property types are likely to be eligible under HRB Criterion C.



This commercial building on Hancock Street features Streamline Moderne architectural influences and is representative of the Post-War Commercial and Residential Development theme.

DESIGNATED HISTORICAL RESOURCES

Midway - Pacific Highway is home to two (2) National Register properties. These include the Marine Corps Recruit Depot National Register Historic District, listed in 1991, and the Mission Brewery, listed in 1989:

- ***Marine Corps Recruit Depot Historic District:*** The San Diego Marine Corps Recruit Depot Historic District comprises thirty-seven structures situated within the San Diego Marine Corps Recruit Depot, twenty-five of which contribute to the District's significance under National Register Criteria A and C in the areas of military and architectural history. The period of significance is generally from 1921 to 1940, with a primary period of significance from 1921 to 1926. In United States military history, the district is strongly associated with the nations' emergence as a world power, and with the Marine Corps coming of age as a distinctive branch of the military in the early decades of the 20th century. In architectural history, the district is significant in several respects: as an example of the work of master architect Bertram Goodhue; as a distinguished example of site planning; as a distinguished example of Spanish Colonial Revival architecture; and as an important example of military base architecture.
- ***Mission Brewery:*** The Mission Brewery was one of the earliest businesses in the community. August Lang constructed the brewery at Hancock Street and Washington Street in 1913 and a bottling plant across Washington Street. The brewery operations ceased in 1918 as consequence of the passage of the Prohibition Act. Significant in the areas of health and medicine, industry, and architecture, the building was listed on the National Register under Criterion A both for its role in the tragic nationwide influenza epidemic of 1918-1919 when it served as an isolation hospital, and for its use in the beer and cigar industries; as well as Criterion C as the only example of an application of the Mission Revival style to a purely industrial building design in San Diego (and also one of a few such applications across the country). The Mission Brewery is also designated on the City's local register as HRB Site No. 232.

As of September 2016, the Midway - Pacific Highway community is home to ~~four~~ five individually designated historic resources listed on the City's register by the Historical Resources Board. These include the aforementioned Mission Brewery, as well as the Mission Brewery Bottling Plant, the Hebrew Cemetery Site, ~~and~~ Dutch Flats/Ryan Airfield, and San Diego International Sports Arena. Additionally, Derby Dike, which originated at the foot or Presidio Hill in Old Town, extended into the Midway - Pacific Highway community.

- ***Mission Brewery Bottling Plant:*** Constructed concurrently with the main Mission Brewery building across Washington Street in 1913, the bottling plant had a 200 barrel per day capacity, although only half of the intended amount was bottled. The bottling plant has a direct relationship to the brewery in terms of use and design, and was designated as HRB Site #1040 under Criterion A in 2012.
- ***Hebrew Cemetery***: Louis Rose, one of the early settlers of the area who purchased land between Old Town and La Playa (known as Roseville) to establish a new town site, dedicated five acres of land on present-day Kenyon Street to develop a Jewish cemetery. The Jewish community discontinued use of the cemetery after a new Jewish burial ground in Mount Hope was established in 1892, where they reinterred those buried at the old cemetery. The site is designated as HRB Site #48.
- ***Dutch Flats/Ryan Field:*** In 1922, T. Claude Ryan started a flying school and later a manufacturing plant at Dutch Flats. Beginning in 1925, the first regularly scheduled airline in the U.S. operated out of Ryan Field. The manufacturing plant was the birthplace of the San Diego aviation industry. Bounded roughly by Barnett Avenue, Midway Drive, Rosecrans Street and Sports Arena Boulevard, Dutch Flats/Ryan Field was commemoratively designated as HRB Site #249 for its association with Charles Lindbergh, Claude T. Ryan, Ryan Aircraft Co. and the beginnings of commercial aviation in the United States.
- ***Derby Dike***: Designed by Lt. George Horatio Derby of the US Army Corps of Topographical Engineers, the dike was constructed in 1853 to prevent the San Diego River from flowing into San Diego Bay and silting up the harbor. Now gone, the site at the foot of Presidio Hill is designated HRB Site #28. Although the marker for the Derby Dike site is located in Old Town San Diego, the dike extended northeasterly from the present-day junction of Midway Drive and Frontier Street (Sports Arena Boulevard) and allowed the opportunity for development within Midway - Pacific Highway.
- ***San Diego International Sports Arena***: Constructed in 1966 on the former site of the Frontier Housing Project, the arena was the most important catalyst in the Midway neighborhood's transformation from WWII housing into a lively entertainment and commercial hub. Robert Breitbard, owner of the San Diego Gulls hockey team and founder of the San Diego Rockets National Basketball Association franchise, was instrumental in acquiring the land and funding the arena's construction. The building, also significant as one of San Diego's few examples of New Formalist architecture, was designated in 2024 under Criteria A, B and C as HRB Site #1525.



A plaque marks the site of the Hebrew Cemetery in Midway-Pacific Highway.

These designated historical resources, shown in Figure 10.1, are protected and preserved through existing General Plan policies, the historical resources regulations and guidelines of the Municipal Code, and established City practices. These protections require historic review of all projects impacting these resources. Projects that do not comply with the U.S. Secretary of the Interior Standards are required to process a discretionary action that is subject to review under the California Environmental Quality Act (CEQA).

IDENTIFICATION OF NEW HISTORICAL RESOURCES

As detailed in the Historic Survey Report, a Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify new historical resources within Midway - Pacific Highway which may be eligible for designation pending evaluation. The purpose of the Historic Resource Reconnaissance Survey is to inform land use decisions in the Community Plan, guide the development of the policies in the Historic Preservation Element, and raise public awareness regarding the possible significance these resources may have. However, additional property-specific research and analysis will be required to determine if in fact these properties are significant and eligible for designation. This review and analysis may occur through historic designation nominations or applications for permits or preliminary review, in accordance with the Municipal Code. The field work and analysis was completed by a qualified historic consultant and overseen by City staff.

The survey identified 43 properties, including residential properties, commercial buildings, industrial buildings and civic and institutional buildings. Most of the properties identified relate to the theme Post-War Commercial and Residential Development (1945-1970), with a number of others related to the theme Military, Aerospace and Related Industrial Development (1901-1953), and only a few related to the earliest theme of Transportation Improvements and Early Industrial Development (1882-1914). No potential historic districts were identified during the survey. A detailed listing of all identified properties can be found in the *City of San Diego Midway-Pacific Highway Community Plan Area Historic Resources Survey Report: Historic Context & Reconnaissance Survey.*

The properties identified by the Historic Resource Reconnaissance Survey are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. Additional policies that address the identification and preservation of new historical resources of the Midway - Pacific Highway community follow.

POLICIES

HP-2.1 Preserve designated historical resources and promote the continued use and new, adaptive reuse of these resources consistent with the U.S. Secretary of the Interior's Standards.

HP-2.2 Evaluate properties which may be eligible for designation as historic resources.

HP-2.3 Encourage the preservation of other notable buildings, structures, objects and community features that provide continuity with the past.

HP-2.4 Provide support and guidance to community members and groups who wish to prepare and submit individual resource nominations and historic district nominations to the City, consistent with adopted Guidelines.

HP-2.5 Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such as an association with an important person or event) for potential historic designation.

HP-2.6 Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the aerospace industry in San Diego.

HP-2.7 Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

HP-2.8 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Midway-Pacific Highway, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism, and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community.

The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of the Midway - Pacific Highway community.

In addition to the General Plan Historic Preservation Element Policies, the following recommendations are specific to Midway - Pacific Highway for implementation of educational opportunities and incentives for preservation of the community's historical resources.



Incentives are available to assist with the preservation, revitalization, and adaptive reuse of historic buildings and districts.

POLICIES

HP-3.1 Promote opportunities for education and interpretation of the Midway - Pacific Highway community's unique history and historic resources through mobile technology (such as phone apps); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources, as well as the retention of existing commemorative and interpretive markers, as appropriate.

HP-3.2 Partner with local community and historic organizations, including the La Playa Trail Association; the Marine Corps Recruit Depot Museum and Museum Foundation; the San Diego Air and Space Museum; the Jewish Historical Society of San Diego; and the San Diego History Center to better inform and educate the public on the unique history of the Midway - Pacific Highway community, as well as the purpose, objectives, merits and benefits of historic preservation.

HP-3.3 Explore options to better demarcate, either physically or visually, the La Playa Trail and inform the public of its location and history.

HP-3.4 Outreach to local businesses and other organizations operating within the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.

HP-3.5 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from development requirements through a City permit process, as needed.

FIGURE 10-1: MIDWAY - PACIFIC HIGHWAY DESIGNATED HISTORIC RESOURCES

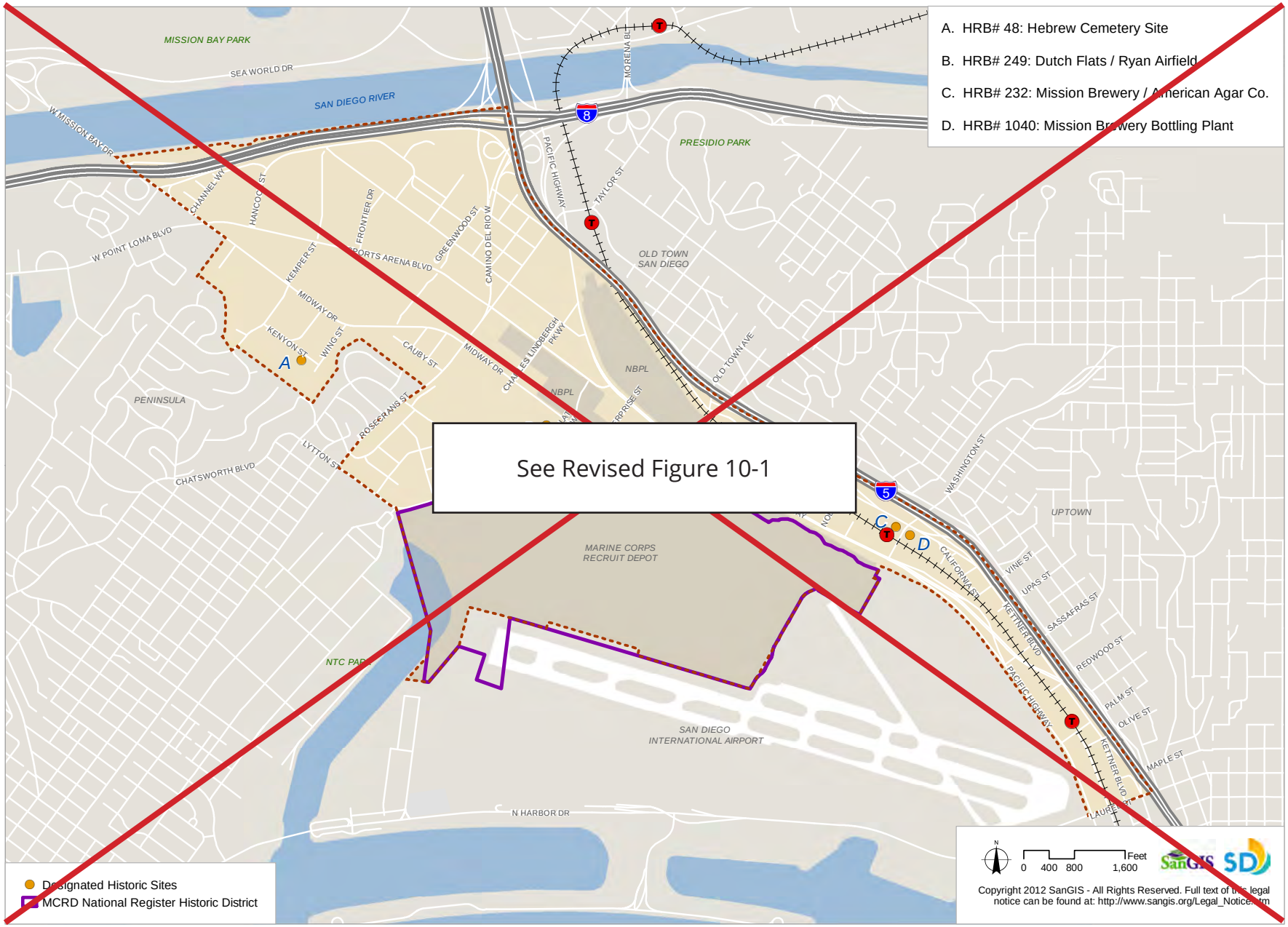
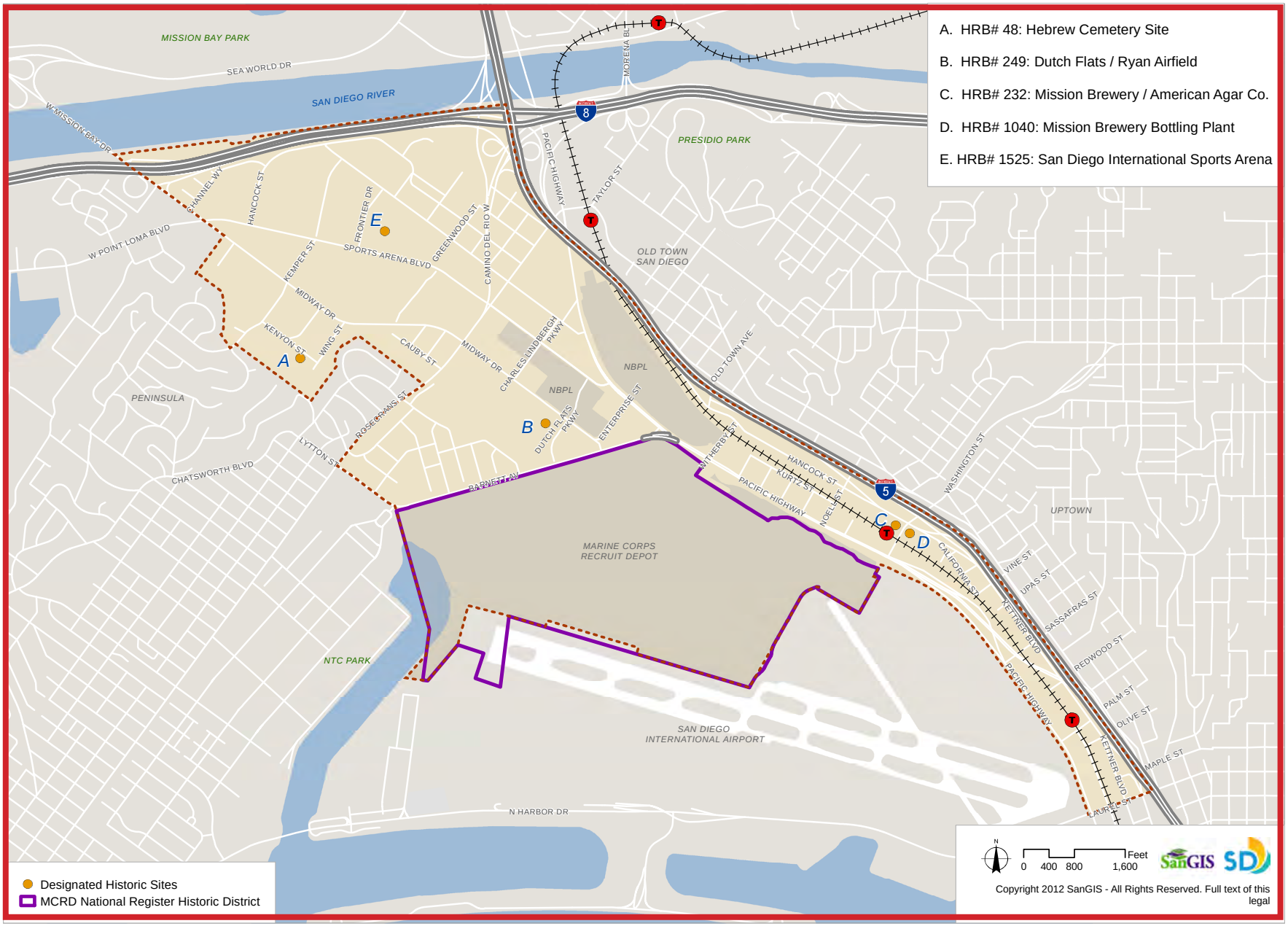


FIGURE 10-1: MIDWAY - PACIFIC HIGHWAY DESIGNATED HISTORIC RESOURCES



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IMPLEMENTATION 11

11.1 Funding Mechanisms
11.2 Priority Public Improvements and Funding

IMPLEMENTATION

The MIdway - Pacific Highway Community Plan's vision and policies will be implemented through a number of different mechanisms. The Implementation chapter describes the necessary actions and agencies responsible for realizing the plan's vision. The implementation of enhanced regional access in the community will require partnerships between various public agencies, including the San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), Metropolitan Transit System (MTS), San Diego Unified Port District, San Diego County Regional Airport Authority, and California High Speed Rail Authority, as well as public involvement. This chapter identifies potential actions and funding mechanisms that can be pursued to finance the implementation of the Community Plan.

11.1 KEY ACTIONS

- Regularly update the Impact Fee Study for the public improvements identified in the Community Plan.
- Construct public facilities and other public improvements in accordance with the Impact Fee Study.
- Pursue local, state and federal grant funding available to implement unfunded needs identified in the Impact Fee Study.
- Pursue formation of a Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

11.2 PUBLIC IMPROVEMENTS AND FUNDING

Public improvements described in this community plan vary widely in their range and scope. Some can be constructed incrementally as scheduled street maintenance or private development occurs, and others will require significant capital funding from city, state, regional, and federal agencies. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the Infrastructure Financing Strategy.

11.3 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Impact fees for new development
- Requiring certain public improvements as part of new development
- Establishing an Enhanced Infrastructure Financing District (EIFD) to finance public infrastructure and facilities included in the Community Plan and IFS. These may include, but are not limited to, pedestrian and bicycle facilities, new streets, street improvements, intelligent transportation systems, parks, recreation facilities, urban forestry, and storm water facilities. An EIFD can fund infrastructure and public facilities with property tax increment from the City's share of the property taxes collected in the district.
- Establishing community benefit districts, such as property-based improvement and maintenance assessment districts, for streetscape, lighting, and sidewalk improvements.

APPENDIX A

Street Tree Palettes

TABLE A-1: STREET TREE PALETTE - PRIMARY STREET CORRIDORS

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Highway 101 Urban Path: Pacific Highway			
Medians	Silver Dollar Gum	Eucalyptus polyanthemos	Evergreen
Medians	Coral Gum	Eucalyptus ficifolia	Evergreen, Flowering Accent
Medians	Torrey Pine	Pinus torreyana	Evergreen
Parkways	Purple-Leaved Eastern Redbud	Cercis canadensis 'Forest Pansy'	Deciduous, Flowering Accent
Parkways	Western Redbud	Cercis occidentalis	Deciduous, Native, Flowering Accent
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native
Bio-Swales	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Bio-Swales	Holly Oak	Quercus ilex	Evergreen
Bio-Swales	'Ice Blue' Arizona Cypress	Cupressus arizonica 'Ice Blue'	Evergreen
Bio-Swales	Chinese Elm	Ulmus parvifolia	Evergreen
La Playa Trail Urban Path: Rosecrans Street			
Parkways & Medians	Tecate Cypress	Cupressus forbesii	Evergreen, Native
Parkways & Medians	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways & Medians	California Sycamore	Platanus racemosa	Deciduous, Native
Parkways & Medians	Cork Oak	Quercus suber	Evergreen
Parkways & Medians	California Pepper	Schinus molle	Evergreen
Bay-to-Bay Urban Path: Barnett Avenue, Lytton Street, Enterprise Street, and Dutch Flats Parkway			
Parkways	Flame Tree	Brachychiton discolor	Semi-Deciduous, Flowering Accent
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent

TABLE A-1: STREET TREE PALETTE - PRIMARY STREET CORRIDORS (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Bay-to-Bay Urban Path: Barnett Avenue, Lytton Street, Enterprise Street, and Dutch Flats Parkway (Continued)			
Parkways	Gold Medallion Tree	Cassia leptophylla	Deciduous, Flowering Accent
Medians	Purple-Leaved Eastern Redbud	Cercis canadensis 'Forest Pansy'	Deciduous, Flowering Accent
Medians	Western Redbud	Cercis occidentalis	Deciduous, Native, Flowering Accent
Medians	California Sycamore	Platanus racemosa	Deciduous, Native
Bio-Swales	Bailey Acacia	Acacia baileyana	Evergreen, Flowering Accent
Bio-Swales	Catalina Ironwood	Lyonothamnus floribundus ssp. asplenifolius	Evergreen, Native
Bio-Swales	River Wattle	Acacia subporosa	Evergreen
Bay-to-Bay Urban Path: Sports Arena Boulevard and Kemper Street			
Parkways	Silver Dollar Gum	Eucalyptus polyanthemos	Evergreen
Parkways	Australian Willow	Geijera parviflora	Evergreen
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Gold Medallion Tree	Cassia leptophylla	Deciduous, Flowering Accent
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Brisbane Box	Tristania conferta	Evergreen
Midway Urban Path: Midway Drive			
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Chinese Pistache	Pistache chinensis	Deciduous
Bio-Swales	Peppermint Tree	Agonis flexuosa	Evergreen, Flowering Accent
Bio-Swales	Catalina Ironwood	Lyonothamnus floribundus ssp. asplenifolius	Evergreen, Native
Bio-Swales	Shoestring Acacia	Acacia stenophylla	Evergreen

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Channel District			
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Silver Dollar Gum	Eucalyptus polyanthemos	Evergreen
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	Madrone	Arbutus 'Marina'	Evergreen, Flowering Accent
Parkways	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Holly Oak	Quercus ilex	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Sports Arena Community Village			
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Silver Dollar Gum	Eucalyptus polyanthemos	Evergreen
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Holly Oak	Quercus ilex	Evergreen
Parkways	Flame Tree	Brachychiton discolor	Semi-Deciduous, Flowering Accent
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	Bradford Pear	Pyrus calleryana 'Bradford'	Deciduous, Flowering Accent
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Sports Arena Community Village (Continued)			
Parkways	Rainbow Gum	Eucalyptus deglupta	Evergreen
Parkways	Catalina Ironwood	Lyonothamnus floribundus ssp. asplenifolius	Evergreen, Native
Parkways	Torrey Pine	Pinus torreyana	Evergreen, Native
Parkways	Coast Live Oak	Quercus agrifolia	Evergreen, Native
Camino Del Rio District			
Parkways	Madrone	Arbutus 'Marina'	Evergreen, Flowering Accent
Parkways	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Weeping Bottlebrush	Callistemon viminalis	Evergreen, Flowering Accent
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Shoestring Acacia	Acacia stenophylla	Evergreen
Parkways	Willow Leafed Peppermint	Eucalyptus nicholii	Evergreen
Parkways	Australian Willow	Geijera parviflora	Evergreen
Parkways	Bradford Pear	Pyrus calleryana 'Bradford'	Deciduous, Flowering Accent
Hancock Transit Corridor			
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Lemon Scented Gum	Eucalyptus citriodora	Evergreen
Parkways	Evergreen Pear	Pyrus kawakamii	Evergreen, Flowering Accent
Parkways	Australian Willow	Geijera parviflora	Evergreen
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Hancock Transit Corridor (Continued)			
Parkways	Sweetgum	Liquidambar styraciflua 'Rotundiloba'	Deciduous
Parkways	Cajeput Tree	Melaleuca quinquenervia	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Kemper Neighborhood Village			
Parkways	Weeping Bottlebrush	Callistemon viminalis	Evergreen
Parkways	Floss Silk Tree	Chorisia speciosa	Deciduous
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Lemon Scented Gum	Eucalyptus citriodora	Evergreen
Parkways	Evergreen Pear	Pyrus kawakamii	Evergreen, Flowering Accent
Parkways	Australian Willow	Geijera parviflora	Evergreen
Parkways	Sweet Shade	Hymenosporum flavum	Deciduous, Flowering Accent
Parkways	Cajeput Tree	Melaleuca quinquenervia	Evergreen
Parkways	Sweetgum	Liquidambar styraciflua 'Rotundiloba'	Deciduous
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	African Fern Pine	Afrocarpus gracilior	Evergreen
Cauby District			
Parkways	Cajeput Tree	Melaleuca quinquenervia	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Cauby District (Continued)			
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	Evergreen Pear	Pyrus kawakamii	Evergreen, Flowering Accent
Parkways	African Fern Pine	Afrocarpus gracilior	Evergreen
Lytton District			
Parkways	Deodar Cedar	Cedrus deodara	Evergreen
Parkways	Australian Willow	Geijera parviflora	Evergreen
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	Bradford Pear	Pyrus calleryana 'Bradford'	Deciduous, Flowering Accent
Parkways	Brisbane Box	Tristania conferta	Evergreen
Dutch Flats Urban Village			
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Sweetgum	Liquidambar styraciflua 'Rotundiloba'	Deciduous
Parkways	Chinese Pistache	Pistacia chinensis	Deciduous
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Evergreen Pear	Pyrus kawakamii	Evergreen, Flowering Accent
Kurtz District			
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Rosecrans District			
Parkways	California Sycamore	Platanus racemosa	Deciduous, Native
Parkways	Evergreen Pear	Pyrus kawakamii	Evergreen, Flowering Accent
Parkways	Brisbane Box	Tristania conferta	Evergreen
Parkways	Coral Gum	Eucalyptus ficifolia	Evergreen, Flowering Accent
Parkways	Silver Dollar Gum	Eucalyptus polyanthemos	Evergreen
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways	Holly Oak	Quercus ilex	Evergreen
Parkways	Cork Oak	Quercus suber	Evergreen
Parkways	Purple-Leaved Eastern Redbud	Cercis canadensis 'Forest Pansy'	Deciduous, Flowering Accent
Parkways	Western Redbud	Cercis occidentalis	Deciduous, Native, Flowering Accent
Parkways	Gold Medallion Tree	Cassia leptophylla	Deciduous, Flowering Accent
Parkways	Chinese Fringe Tree	Chionanthus retusus	Deciduous, Flowering Accent
Parkways	Chinese Pistache	Pistacia chinensis	Deciduous
Parkways	Catalina Ironwood	Lyonothamnus floribundus ssp. asplenifolius	Evergreen, Native
Parkways	Torrey Pine	Pinus torreyana	Evergreen, Native
Parkways	Coast Live Oak	Quercus agrifolia	Evergreen, Native
Parkways	Catalina Cherry	Prunus lyonii	Evergreen, Native
Parkways	Carrotwood	Cupaniopsis anacardioides	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Indian Laurel Fig	Ficus microcarpa nitida	Evergreen

TABLE A-2: STREET TREE PALETTE - DISTRICTS AND VILLAGES (CONTINUED)

LOCATION FOR USE	COMMON NAME	BOTANICAL NAME	CHARACTERISTICS
Kettner District			
Parkways	Madrone	Arbutus 'Marina'	Evergreen, Flowering Accent
Parkways	New Zealand Christmas Tree	Metrosideros excelsa	Evergreen, Flowering Accent
Parkways	Fruitless Olive 'Swan Hill'	Olea europaea 'Swan Hill'	Evergreen
Parkways	Canary Island Pine	Pinus canariensis	Evergreen
Parkways	Holly Oak	Quercus ilex	Evergreen
Parkways	Jacaranda	Jacaranda mimosifolia	Semi-Deciduous, Flowering Accent
Parkways	Chinese Flame Tree	Koelreuteria bipinnata	Deciduous, Flowering Accent
Parkways	African Fern Pine	Afrocarpus gracilior	Evergreen

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APPENDIX B

Sea Level Rise Adaptation Planning Scenarios

INTRODUCTION

The Community Plan considers the potential effect of sea level rise on the community's infrastructure and built environment based on the scientific information that is currently available. Located on former tidal wetlands and adjacent to the San Diego River and San Diego Bay, Midway - Pacific Highway has a high water table and experiences periodic flooding during storms and unusually high tides. Portions of the community have potential, although low, for flooding due to sea level rise by 2050. Greater portions of the community will have a higher potential for flooding by 2100 under daily conditions or during extreme tied and/or weather events. This Appendix includes additional information and maps from the Sea Level Rise Adaptation Strategy for San Diego Bay (Adaptation Strategy), prepared in 2012 by ICLEI - Local Governments for Sustainability USA, that supplement the discussion and policies in the Public Facilities, Services, and Safety Element.



High tides can currently result in localized flooding in Midway - Pacific Highway, as seen here on Midway Drive during a King Tide event.

B.1 SEA LEVEL RISE ADAPTATION PLANNING SCENARIOS

The Adaptation Strategy considered four planning scenarios:

- 2050 Daily Conditions — Inundation at mean high tide in 2050 with 20 inches (0.5 meters) of sea level rise
- 2050 Extreme Event – Flooding from 100-year extreme high water event in 2050, with 20 inches (0.5 meters) of sea level rise, including such factors as El Niño, storm surge, and unusually high tides
- 2100 Daily Conditions — Inundation at mean high tide in 2100 with 59 inches (1.5 meters) of sea level rise
- 2100 Extreme Event – Flooding from 100-year extreme high water event in 2100, with 59 inches (1.5 meters) of sea level rise, including such factors as El Niño, storm surge, and unusually high tides

Inundation is when land that was once dry becomes permanently wet. Sea level rise could result in certain currently dry locations around San Diego Bay being inundated by daily high tides. The potential future inundation scenarios for the two time horizons are shown in Figures B-1 and B-3.

Flooding refers to the circumstance of normally dry land being covered by water for a limited period of time. These events are often described in terms of their statistical potential to occur. For example, a flooding event referred to as the one percent chance storm event (often called the 100 year storm) has a one percent chance of occurring in a given year and on average occurs once every 100 years. The Extreme Event scenarios considered in the Adaptation Strategy are the 100 year high water event, which accounts for a number of local water level factors including El Niño effects and storm surge, but does not account for precipitation and riverine flooding from storms. In the San Diego Bay

area, it is expected that sea level rise will cause coastal flooding to reach farther inland and to occur more often. The potential future flooding scenarios for the two time horizons are shown in Figures B-2 and B-4.

Each of the planning scenarios considered three variables: amount of sea level rise, horizon year, and sea level variability. The higher-end sea level rise scenarios were chosen from the range of possibility to encourage a risk-averse approach to planning, as recommended by State guidance, and to leverage existing research and data. All flooding and inundation maps are based upon research performed by Rick Gersberg of San Diego State University with support from a grant by the San Diego Foundation. Geographic Information Systems map layers showing flooding were created through a "bathtub" modeling method, which does not account for a number of factors—such as topography of the Bay floor, wave run up, and erosion—that could increase or decrease the extent of the inundation and flooding. The method also does not account for existing shoreline protection infrastructure. Finally, this model cannot account for future changes to land use and land form. Despite these drawbacks, the maps provide meaningful information on low lying areas that could be exposed to inundation or flooding under various sea level rise scenarios. These future inundation and flood maps can be compared to current FEMA flood zones delineated on Flood Insurance Rate Maps (FIRMs). The FIRM shows the estimated extent of flooding during a hypothetical storm. It shows both the hypothetical "100 year storm" (also called a 1% storm) and "500 year storm" (also called a 0.2% storm).

Review and evaluation of the potential impacts to development and infrastructure under these varying scenarios of inundation and flooding can help inform future development risk assessments and adaptation decisions. Best available scientific information at the time of development and infrastructure design should also be consulted.

FIGURE B-1: DAILY CONDITIONS - INUNDATION IN 2050



FIGURE B-2: EXTREME EVENT - FLOODING IN 2050



FIGURE B-3: DAILY CONDITIONS - INUNDATION IN 2100

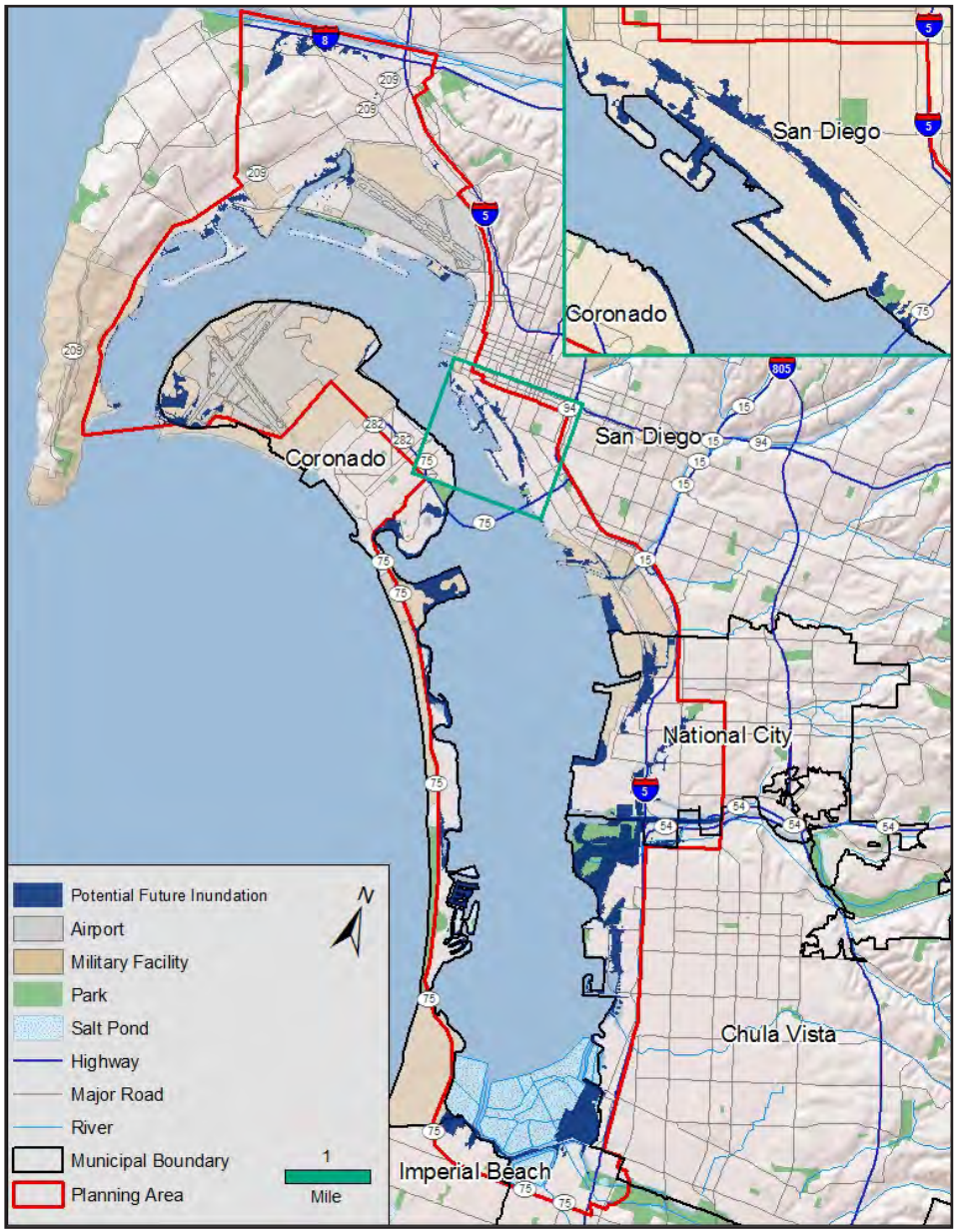
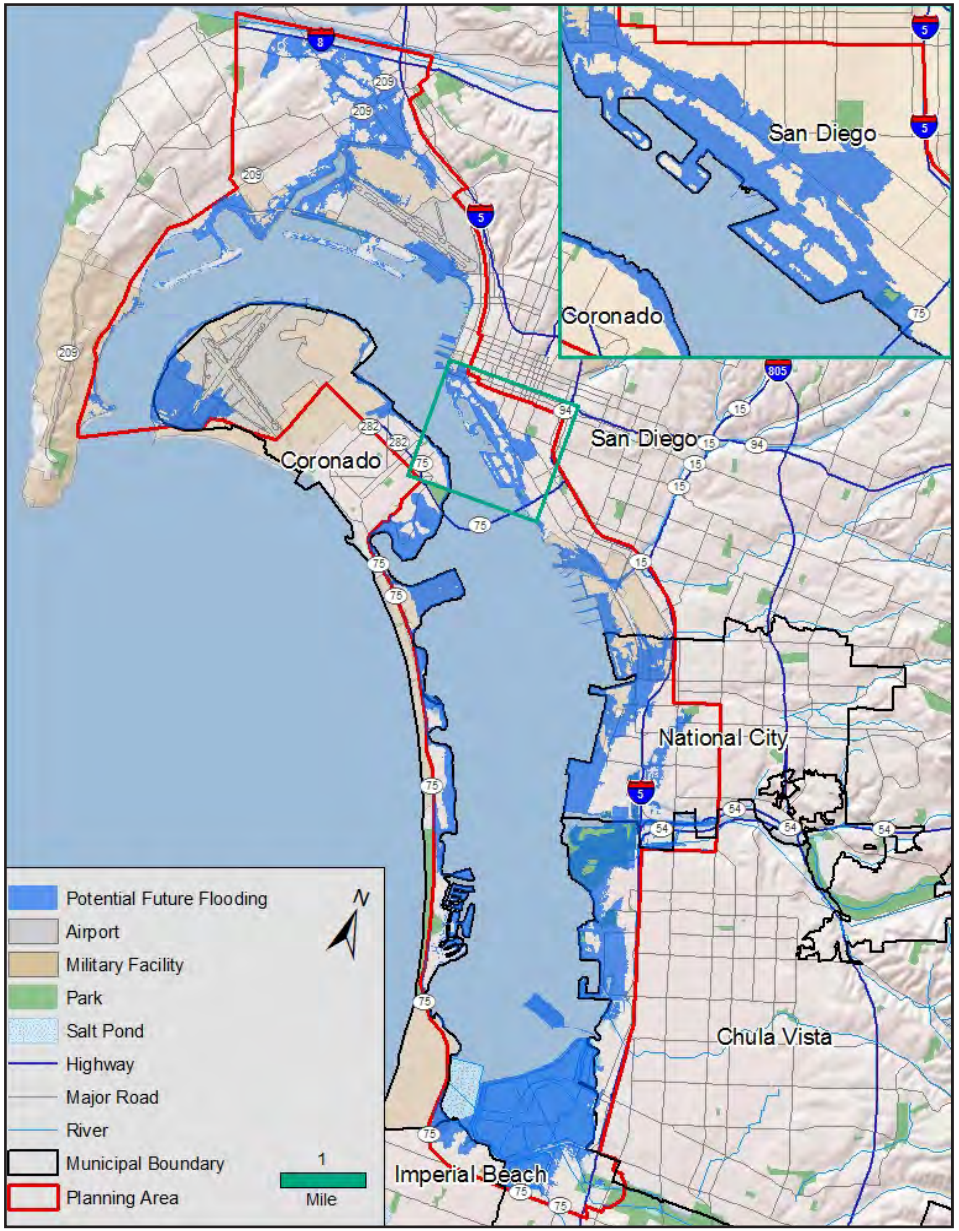


FIGURE B-4: EXTREME EVENT - FLOODING IN 2100



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APPENDIX C

Sustainability and Conservation Toolbox

INTRODUCTION

The Sustainability and Conservation Toolbox provides tools, with descriptions and illustrations, for consideration where applicable when planning or designing a project.

TABLE C-1: SUSTAINABILITY AND CONSERVATION TOOLBOX

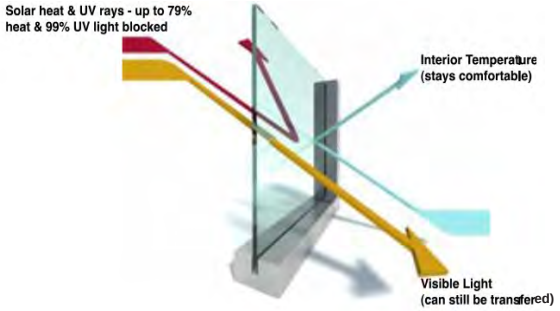
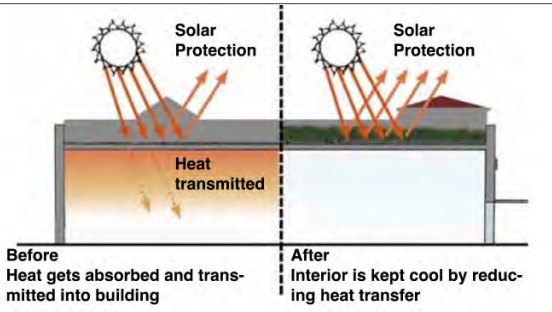
SUSTAINABILITY AND CONSERVATION TOOL	DESCRIPTION	ILLUSTRATION
Storefront Shading	Shading storefront windows that are exposed to the sun allows for a visual indoor-outdoor connection while reducing building heat gain. It is important to consider the building's orientation as the sun rises and sets low in the sky. East façades are best treated with a vertical shading device such as louvers and west façades are most effectively shaded by a horizontal shading device such as an awning.	
Low Solar Heat Gain Windows	Windows that have low solar heat gain reduce the amount of solar heat that is transmitted through the windows. Solar heat gain is measured by solar heat gain coefficient and U-factor, and a lower coefficient or U-factor indicates lower heat transfer through the window. Low solar heat gain windows can incorporate low-emissivity or low-e coatings, spectrally selective coatings, and/or multiple window layers.	
Green Roof	Green roofs improve the thermal performance of a building by reducing the amount of heat that flows through the roofing materials. As a result, less energy is required to heat the interior in winter or cool it in summer. They also reduce the heat island effect by limiting solar reflection; hold and evapotransipire storm water; produce oxygen; and absorb carbon dioxide.	

TABLE C-1: SUSTAINABILITY AND CONSERVATION TOOLBOX

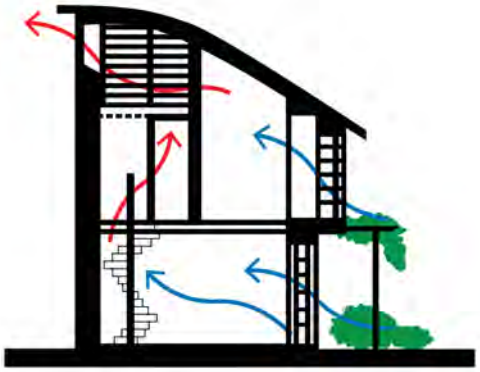
SUSTAINABILITY AND CONSERVATION TOOL	DESCRIPTION	ILLUSTRATION
Cool Roof	A cool roof reflects sunlight away from the building, which reduces roof temperatures, reduces the urban heat island effect, and helps reduce heat gain in the building's interior. There are many types and styles of cool roofing materials and treatments.	
Solar Tubes and Skylights	Solar tubes and skylights allow natural light to illuminate building interiors during the daytime and thereby reduce the need for artificial light sources. Studies have shown the natural sunlight greatly contributes to increased productivity in the workplace and may offer other benefits to people as well.	
Passive Cooling	Passive cooling utilizes convection and natural ventilation to cool buildings, which reduces the need for air conditioning and lowers energy use and utility costs. Building features that assist with passive cooling include operable windows, vents, vent stacks, thermal chimneys, whole house fans, and shade-creating features such as awnings, overhangs, and landscaping. *(Image source: www.yourhome.gov.au/passive-design/passive-cooling)*	

TABLE C-1: SUSTAINABILITY AND CONSERVATION TOOLBOX (CONTINUED)

SUSTAINABILITY AND CONSERVATION TOOL	DESCRIPTION	ILLUSTRATION
Graywater System	Graywater includes water generated from showers, baths, sinks, and clothes washers, and can be used for certain purposes to reduce the use of drinking water. A graywater diversion system reuses graywater directly without treating or storing it by diversion into toilet tanks or to outdoor irrigation. Graywater can also be stored on site and treated for other uses.	 Section shows the path of recycled greywater for use in washers, toilets and for irrigation.
Permeable Surfaces	Increasing permeable surfaces and reducing impermeable surfaces on a site allows rainwater to infiltrate into the ground. This prevents urban runoff and protects surface and groundwater resources. It also reduces demands on the conveyance capacity of the storm drain system.	
Porous Paving	Porous paving is a type of permeable surface that permits fluids to pass through the pavement into a stone base below, and then into the soil below to recharge groundwater supply. The infiltration of storm water through the pavement reduces the demands on the storm drain systems. Porous paving options include porous concrete, porous asphalt, and paving systems with openings for planting and gravel.	

TABLE C-1: SUSTAINABILITY AND CONSERVATION TOOLBOX (CONTINUED)

SUSTAINABILITY AND CONSERVATION TOOL	DESCRIPTION	ILLUSTRATION
Bioswale	A bioswale is a storm water management feature that provides an area for storm water to infiltrate into the ground and/or through filtration systems. Bioswales can be located in parkways in the public right-of-way or in private development sites, and can incorporate landscaping and trees.	
Rainwater Collection Systems	Rainwater collection systems channel rainwater from a building's roof through gutters to a collection tank, where it is stored for use in landscape irrigation, ornamental fountains, or other non-potable uses. Systems can range from simple rain barrels under downspouts, to more sophisticated systems including filtration, bypass and overflow features, and pumping equipment.	
Composting Co-Op	Composting is the controlled biological decomposition of organic matter, such as food and yard wastes, into humus, a soil-like material that can be used to facilitate plant growth. Recovering and composting organic waste is key to reducing the amount of waste that reaches our landfills. Composting co-ops can provide the means for residents in urban areas and multifamily housing to compost, and can in turn support landscaping areas and reduce maintenance costs.	
Recycling Programs	To meet City recyclable materials diversion goals, it is important to increase diversion rates from commercial and multi-family properties. Local recycling programs that can assist include composting education and incentives, commercial food scrap composting, yard trimmings recycling, recycling events, and construction and demolition debris recycling.	

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